



T•Talk



The Delaware Valley Classic MG Chapter

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Founded 1970

January, February, March, 2005

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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. Anyone with an interest in MG automobiles is most cordially invited to join. Dues are \$20 per year per family. Membership inquiries should be sent to the DVC Registrar.

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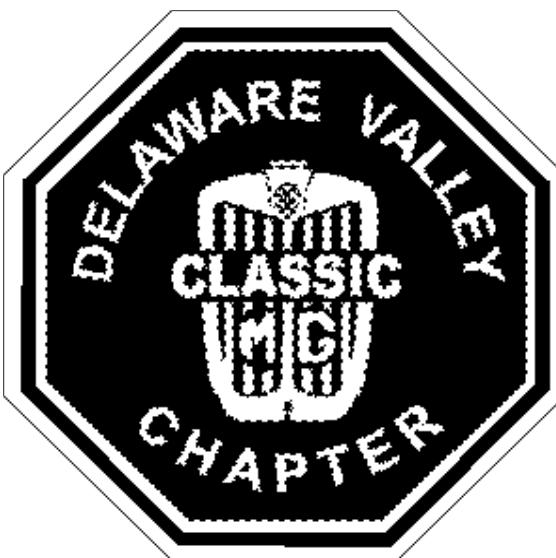
DVC At 35 Years - The Adventure Continues!

Happy Anniversary! Our DVC will be thirty-five years old this March. Just think of it,

our club was conceived and started with the sole purpose of providing MGT Series owners a local organization with which to socialize and also as a resource for spares and assistance. Notice that *socialize* was the primary reason for the founding of our club. We are all extremely grateful that in 1970, DVC Founding Chairman, Hank Rippert, decided that social aspects

would be the cornerstone of club membership. The technical and mechanical benefits

rolled by the DVC gradually expanded to include all models of MG's and also affiliated with the A, B & T Registers. How wonderful it is to meet with fellow DVC'ers about once a month; whether it be at a rallye, weekend trip, tech session, swim party or whatever! Your MG is the reason that you first joined the DVC but it's the people that have kept you coming back year after year. We have many award winning MG's but we also really have many wonderful, colorful and talented members.



First Quarter DVC Events — See You There!

February 19th

**Mardi Gras Party
@ Greg Lake's in
Jamison**

February 26th

**Tech Session @
Ragtops & Roadsters in
Perkasie**

March 19th

**35th Anniv. Party @
Liz & Lee Niner's in
Skippack**

The Officers of the DVC wish all the membership a healthy and prosperous 2005.

Your New Year's resolution is to get your MG's back on the road and DRIVE 'EM!

Behind The Wheel — Mike Maloney

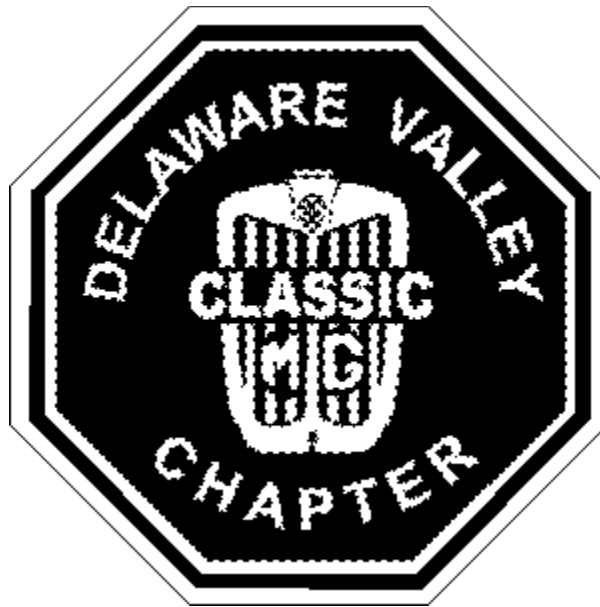
The DVC: A New Years Reflection....

It's that time of the year again. The time of the year when we reflect upon what the last year has brought us, and we plan for the next year so we are sure to have more lasting memories.

With regards to the DVC, we can look back at 2004 and remember fun events or visiting new places while caravanning in a long line of MG's. But in my opinion, the DVC is more than events, and more than just the cars. The DVC, in my opinion, is about good

friends, who enjoy each others company.

And the friends we meet through the



DVC are friends we may not have otherwise have met, if it weren't for the love we share for driving along a long road with the top down in our favorite cars.

So when I look ahead to 2005, I have but one goal. That goal is simply to enjoy the friendships I have made through the DVC, friends I most likely would have never met, if it weren't for the DVC.

I wish everyone a great and safe 2005. Drive 'em!

Mike

2nd Gear Chatter — Tom Rippert

A brand new year is upon us — 2005. At this year's Membership Meeting in November, we came up with a full and interesting calendar of events. Some events are old stand-bys, some are new and sound like loads of fun. Check out the 2005 DVC Calendar of Events posted in this issue of T-Talk — you'll notice a couple of car shows, overnight Spring and Fall tours and a museum tour were added

this year.

The DVC is based on monthly events, and we have great events planned. But to be a successful MG Car Club we need participation by our members. What better way to enjoy our beloved little MG's than to get together with other people who love their little MG's? There's lots going on in the DVC — please come out to an

event and see what it's all about.

I'd like to thank everyone who volunteered to host an event this year. We're all looking forward to another great MG driving year!

Tom



From The Pits — Lee Niner

Winter is upon us but don't despair, there is much to do in our MG world here in the Delaware Valley. The month of February has us at Greg Lake's for a Mardi Gras Party on February 19th and then at Ragtops & Roadsters for a Tech Session on February 26th courtesy of Mike & Peggy Engard. Our 35th Anniversary Celebration will be held on March 19th which Liz and I will be hosting complete with lots of memo-

rabilia and prizes. Check out the enclosed flyers. Also, don't forget the NEMGTR's Noggin n' Natter from February 4th — 6th in Danbury, Connecticut for a great winter get away weekend.

On another note, I need your assistance. I am looking for articles and pictures of you and your MG to publish in T-Talk. How about writing a short article on how you acquired

your MG or how you restored it or when you first broke down! Take some pics of you and your car. The point I'm making is — this is your newsletter and all of us would love to learn more about you and your MG. So, Email me with your pictures and articles — I'm counting on you! I sincerely hope you enjoy this issue of T-Talk, it's my first as your editor. I'm using MS Publisher and having a ball doing it. Remember, the DVC and MG's are all about having fun. Happy New Year! *Lee*

Ashland Coal Mine Tour

by Chuck Goelz

The weather forecasts earlier in the week were not encouraging, but Saturday morning turned out to be a beautiful autumn day for a scenic drive up into coal country. We all met at the restaurant in Zieglerville, most of us early enough to have a hearty breakfast before the 75 mile drive to Ashland. For the geographically challenged, Ashland is north of Reading on PA Route 61 beyond Pottsville. It lies in the heart of the Anthracite coal-mining region where the Molly Maguire's gained power and notoriety. Almost ready to go... But no. Tom forgot something at home (only 2 minutes away). As he and Dick drove out of the parking lot, the MGA sounded like it was running on 2 cylinders, sputtering and balking. When they returned 10 minutes later, it was running fine. It turned out to be a loose ignition wire at the coil. It was a bit chilly as we drove out Route 73,

and I knew the crisp air would give us a nice haze-free day to enjoy the foliage and mountain scenery. Judy & I were glad, though, that we brought the B, because we didn't want to be as cold as Lizzy looked! Of course, we did have to fight our way through Boyertown. Hasn't PenDOT ever heard of a bypass? That's a lot of congestion for such a small town... As we progressed northwesterly and gained some elevation, the gradual change in colors proved that the timing for this trip was right on target. And we had a great hill climb between Pottsville and Frackville. In Frackville Rt 61 takes a turn to the west, and becomes an MG delight for the 6 miles into Ashland with hills, curves, and scenery. For me, this was the pinnacle of the driving pleasure for the day. After parking at the Pioneer Tunnel Mine Tour and Steam Train grounds, we made our badly

RT 29 at Zieglerville's only restaurant & potty!



needed pit stops, and headed into the gift shop to soak up a bit of warmth and buy the tickets for the mine tour. People are shuttled into the tunnel in small mine cars pushed by an electric tug. There was more than enough

All aboard for the DVC Special!

capacity to
of the DVC
one tour.

Safety first!

handle all
people in
Once deep

next mountain. It is, we were told, the largest single deposit of Anthracite in the world. After the mine, most of us went for a ride on the scenic narrow-gauge railroad pulled by the steam powered, coal fired *Henry Clay*, one of the very few such engines still in service. The train took us around to the other side of the mountain, where we walked around to take in the views, and listen to our guide explain the rich history of the area, and point out Centralia where underground mine fires have been burning for decades. We had a bit of a picnic lunch, and soaked up some of the radiant heat the sun was starting to deliver. There was a nice little snack bar next to the gift shop for those who didn't notice the suggestion in the flyer to bring a picnic lunch... The food is cheap, and, did I mention that it is cheap? Hey, the hot dogs were actually pretty good, and available with chili, sauerkraut, and/or mustard. The ride back to Zieglerville was just as pleasant as the ride up, and a bit warmer. On our way through Boyertown, we decided that we had not yet agreed on the benefits of Anthracite vs. Bituminous Coal, or the ecological impacts of underground vs. strip mining. These pressing issues led to a decision to hold a debate on the pertinent subjects, and Rippert's were chosen as the hosts! Thanks to those CB radios, we coordinated this impromptu gathering while (continued on pg 4)

Ashland Coal Mine Tour Continued

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And what a debate it was! Anyone who knows this group knows how successful we would be at sticking to the topics and maintaining a proper, dignified debating atmosphere... And I hereby name **Gudi & Jaimee** as the winners of the **Great Anthracite Debate 2004**, with their delicious contributions of home made bread and various German meats and garnishes. Kudos to Tom & Jaimee for their spontaneous hosting of a party to put the ribbons on an already great day!!

Attending were: New Members Lyn & Bobbi Hughes (Fiero); Dick & Sandy Suffredini (T), David & Gloria Schwab (B), Roy & Sue Dougherty (B), Barre & Elenor Williams (B), Wolfgang & Gudrun Fischer (B), Lee & Liz Niner (T), Lew Phillips & friend Brian (B), Earl Wanklin (911), Tom & Jaimee Rippert (A), and Chuck & Judy Goelz (B).

Chuck



Guy Fawkes Day 2004

Eleanor Williams



On a beautiful fall day in early November 12 MG's meandered through French Creek State Park, PA on a tour mapped out by Mike, Joellyn, Justin and Brian Williams. It was all MG roads tour with a few tricky turns added to keep you on your toes and have fun. It was a lovely tour through Berks County. Many thanks to Judy Goelz who helped keep the food and beverages flowing (and cleanup afterwards). Three cheers for Judy! The entertainment was set up by our Chuck Goelz and Don Stuart, with some very nice music. They also brought along 'Guy Fawkes' ready to give us a big bang on the bon fire. As the darkness set in and everyone was enjoying the good food and beverages Justin and Brian continued to keep the great Bon Fire roaring away so Guy Fawkes would have a warm resting place. Then what is a good fire without roasting 'SMORES'. Justin W. enjoyed his first rallye in his Grandfather's MGB with his friend Don Lura as navigator. Thanks to everyone for the delicious food and delectable deserts. Thanks, also, to Mike and Jo for hosting another grand Guy Fawkes Day event. In attendance were: Roy and Sue Dougherty; Stacy Dougherty, Rick Ruth and Ryder; Jeff, Robin and Madison Rose; Charles H. Jost; Paul and Evonna Phillips; David and Gloria Schwab; Bob and Terri Tiley; Earl Wanklin; Ernie and Barbara Feldgus; Tom and Jaimee Rippert; Chuck and Judy Goelz; Louise Story; Walt King and Donna Bristol; Lyn and Bobbie Hughes w/Grandson; Lew Phillips; Don Stewart; Barré and Eleanor Williams; Mike, Joellyn, Justin, Brian; Dan Lura.

Eleanor

DVC NAME TAGS

Yes they're still available! Yes, over 150 have been sold to date. Yes, it's not too late to order one. Yes, send \$5 (make check out to "DVC") to Liz Niner, PO BOX 510, Creamery, PA 19430-0510. Yes, once you get your name tag, don't forget to wear it to a DVC event. No, they will not serve as an ID when you board a commercial aircraft, enter a tattoo parlor or borrow money to fix your MG.

Advertising Manager

Exciting, challenging and career shaping are just a few of the benefits awaiting you as take on the responsibilities of T-Talk Advertising Manager. Job Requirements: being able to walk and chew gum at the same time. This requirement is also negotiable if your willing to put in the 1/4 hour a month required. Contact the editor if you are willing to assist your club. Please do not send any resumes or pictures, just call 610-831-1531.

DVC Website & Electronic Bulletin Board

The only "official" DVC Website is: ***www.dvcmg.com*** and you can access it without having a name tag or being a member. But if you are a DVC member and you register you can then gain access to the: DVC Electronic Bulletin Board at ***groups.yahoo.com/group/dvc-mg-club***. Once you gain access to this members only electronic bulletin board you will learn the DVC's secret handshake and secret password.

inside the tunnel, we followed our guide on foot through smaller tunnels to various displays where he explained the process of mining Anthracite. He showed us the Mammoth Vein, which runs down the slope of the mountain, under the town of Ashland, and back up the slope of the



Exhaust Notes — Chuck Goelz, DVC Registrar

How Many Are We?

Have you ever wondered what happens to all of the information that you write on the Membership Application and Renewal Form? Yes, you can join or renew your membership without supplying all of that other information about your cars and your Register affiliation, but most members seem to provide all of this data with a certain level of pride. For the many who provide the details, I record it all in the DVC database. This database is the source of the membership lists, **T-Talk** mailing labels, and many reports used by the Board. There are no routine reports that draw from the car data, but the Register Correspondents sometimes ask for the members of a particular Register.

Since I have this data available, I thought that I'd share some of it with you. First, the membership statistics: We had ~~116~~ paid members at the end of FY04. So far, we have **85** members renewed for FY05. Just a reminder: If your **T-Talk** label has "2004" in the upper right-hand corner, please forward your dues to **Liz**!

Now, the cars: Based on 2004 and 2005 members, we have a total of **182 MGs** listed. There are certainly some omissions, due to the database previously limiting car entries to 4 per member, and also due to information that I do not have. Here is a more detailed breakdown (I have lumped the few pre-war types with the Ts):

82 T-Types (51 TDs, 17 TCs, 1 TB, 7 TFs, 1 VA, 1 L-Type, 1 PA, 1 Tickford, 1 YT, and 1 YB.

32 MGAs (26 Pushrod Roadsters, 2 Coupes, 1 Twin-Cam, 1 ZA, and 2 ZBs.

58 MGBs (54 Roadsters, 4 MGBGTs)

7 Midgets (There are also several Sprites, but I'm only counting MGs!)

3 MCCs

The Delaware Valley Classic MG Chapter is proudly affiliated with New England MGT Register, The North American MGA Register and The North American MGB Register.



Winston & Rosie Head West

By LtCol's (Retired At Last!) Kim & Bob Dougherty

Both Kim & I were about to retire from a combined 52 years in the United States Air Force, a retirement that would take us from our last duty station at McGuire AFB in New Jersey to our new home in Boise, Idaho. We decided to take both our '69 MGB ("Rosie") & '52 MGTD ("Winston") on a 2 week odyssey across America. We were to travel only on back roads, no Interstates, taking in as many Official Scenic Byways as time would allow, and staying in only National Historic Hotels, Historic Bed & Breakfasts or National Parks along the way. This was, after all, our reward for two successful careers in service to our Country--Holiday Inns just wouldn't do!

Our retirement date would coincide with the Watkins Glen Vintage Races & 50th anniversary of the Collier Cup Race, enabling us to participate in the huge MG gathering that was anticipated. As this would also be mid-September, we planned a northern route to take in as much fall foliage as possible.

Of course both our "trusty steeds" needed to be prepared for the 3400 mile sojourn. Rosie had been in the family



for 10 years; she had been cross-country before, out & back from NJ to Albuquerque, NM in 2000. She was well sorted out, so she didn't require much more than a tune-up, fluid changes, brake adjustment and overall safety check. Kim would drive Rosie on our adventure.

Winston, however, was another story. Our TD had only been in the family for 2 years, although in that time we had two trouble-free trips to Vermont. (Winston earned Grand Champion in "Triathlon V" in 2003!) There would be some additions for the trip. The first requisite was a heater; I didn't relish going over the Rockies in late September without some sort of heat! I was lucky enough to find a Hupp heater on E-bay that

fit the bill perfectly. The second project was more involved; I knew I wanted more relaxed cruising, but I was leery of losing power in the mountains. After weighing the options, I decided on a 5 speed transmission as the best of both worlds, lower cruising RPM while maintaining the TD torque. I would lead the caravan in Winston

September 9th - Schwenksville, PA to Painted Post, NY, 235 miles.

Hurricane Francis had been battering the east coast for 2 days, but appeared to be blowing out as the day dawned. As the weather was "iffy", we opted for hoods up, with the hope that we would outrun the remnants of the storm and be able to enjoy "top-down motoring" up the road. Not much chance of that! We were in heavy rain for almost the entire ride, at times so heavy we had to pull over as the visibility was nil, even with Rain X treated windscreens! All-in all, a miserable trip through upstate PA, with the exception of a beautiful, rain-free ride on PA 6. Arrived in Painted Post feeling like drowned rats and badly in need of a pint of ale!

September 10th - Watkins Glen, NY, Zippo Vintage Festival.

Woke-up early to glorious sunshine! Hoods down, interiors dried out, we're off to the Wings of Eagles Museum to join 100 other MG's in the Tour de Marque Rallye, a tour through lovely back roads to a brunch at Watkins Glen International Race Track. The weather could not have been more perfect, 65 degrees, blue sky and light winds. I gained a passenger, as Lee Niner's MGA had clutch problems; he decided to jump in with me. After brunch, 2 laps of WGI, where we pushed both cars hard through the turns. Kim was wise enough not to attempt to pass Winston, correctly deducing my intent to not let her by under any circumstance! This was followed by two laps

Winston & Rosie Continued

of the original Grand Prix circuit through the streets of downtown Watkins Glen, with all the DVC spectators cheering us on! The highlight of the day is when the actual vintage racers take laps of the downtown circuit; the noise and smells transform you to another time. You need to pinch yourself so you remember it is not 1948!

September 12th - Watkins Glen - NY to Fergus, ON 306 miles

Our first stop was Grand Island NY, home of our good friends “Jammer” & Caryn who we had not seen for many years. The highlight of the trip was traveling along NY 20A through the lower tier of NY State, what a great road! Then it was off through Canadian Customs and into Ontario. Very busy through Hamilton, the traffic thinned to the north of the city, becoming very pleasant on Route 6 into Fergus. We were booked into the Breadalbane Inn, a historic 19th century inn with a wonderful Scottish pub. I can’t say enough about the Inn: fireplace & Jacuzzi in the suite, 4 star dining, one of the best meals we’ve ever had, and impeccable service. To top it off, the price with the exchange rate was fantastic! The town itself was charming, with a lovely walking path along one of the region’s trout streams. Fergus is a wonderful place that we will return to someday.

September 13th - Fergus ON to Sault Ste Marie, ON 384 miles

We departed Fergus at 0930 to make a hard arrival time of 1230 in Tobermory to meet the Chi Cheeman Ferry for our trip across Lake Huron. The ride north on Route 6 was very pleasant, no traffic and a wonderful splash of fall colors. As we continued north into the Bruce Peninsula, approaching Lake Huron, the scenery reminded us of what Cape Cod must have looked like 40 years ago, the ground cover was spectacular, with gold, blue & purple fields stretching to the water. We made Tobermory with time to spare and checked in with the Ferry Master. A word about the ferry, it’s big! 3 passenger decks, 2 car decks, with a full restaurant and lounge. The trip across Lake Huron takes about 2 hours and the views are wonderful. Leaving the ferry, I began to have some trouble with the clutch on the TD. A parking lot in the ferry dock became a maintenance yard, where, after climbing under the car, I discovered the clutch cable had come loose. After a simple adjustment to the cable, we were on our way again. The remainder of the trip was uneventful, with the exception of a lonely stretch on the Trans-Canada 17 where we stopped to stretch our legs. As we pulled up before a small house, we heard a tiny voice cry out, “you won’t believe what just pulled up outside”! At that, 5 boys, ranging from 11 to 4 came running out of the house to see the cars! They were full of questions, the youngest sure these were the fastest cars he had ever seen, while the oldest of the opinion they were at least as fast as the local fire engine!

September 14th - Sault Ste Marie to Big Bay MI 278 miles

Pampered once again with a fireplace & Jacuzzi, we woke to a clear sky and temperatures in the 60’s, perfect MG weather! Our route this day took us along the shores of Lake Superior on the “Whitefish Bay Scenic Byway” from Brimley, MI to Whitefish, MI. It was a wonderful drive with a stop at the Point Iroquois Light House, where we climbed to the top of the 107 year old light house for a spectacular view of Lake Superior. From there we were off to Whitefish Point, home of the Great Lakes Shipwreck Museum, and the place where the Edmund Fitzgerald went to the bottom. From Whitefish, we headed to Tahquamenon Falls, the 2nd largest falls east of the Mississippi River. The falls were very nice, but what was more welcome was the Tahquamenon Falls Brewery where a cool pint of ale was available! The day was getting very hot & sticky, temperatures approaching 90 degrees, which we had not expected for September in the Upper Peninsula of Michigan. It wasn’t long before we noticed dark clouds on the horizon, and not long after that we were deluged by heavy rain all the way into Big Bay. Tired & wet, we pulled into Big Bay for a two night stay.



Winston & Rosie Continued

September 16th - Big Bay MI to Red Wing MN 483 miles

On the road before the sun, we left Big Bay in the dark of early morning. A cold front had come through the area, the thermometer in the 40's, with a steady 40 MPH wind from the southwest, holding until noon, when the wind died down & the temperature rose into the 60's. We pressed on to Hurley WI where we picked up WI 77, a very picturesque Scenic Byway through the Chequamegon-Nicolet National Forest. The drive between Hurley and Hayward WI on the Byway was just what the Doctor ordered, winding roads with no traffic, a sure tonic for what ails you! We continued south on US 63 passing beautiful and very tidy dairy farms, although we didn't see any cows! Not quite sure where Wisconsin gets their cheese! We were making great time as we crossed into MN still on US 63 when we decided to alter our plans. Prior to leaving PA, we had gathered a list of all the MG repair shops along our route, and a highly recommended shop, Quality Coaches, was only 30 miles out of our way in Minneapolis. Although I was 90% sure my clutch cable would make the remainder of the trip, the 10% still worried me, especially as we would be going through some desolate areas in Wyoming. Discretion being the better part of valor, we opted to stop and have the cable looked at. We contacted Mark Brandow at Quality Coaches, explained that we were on our way across country and inquired if they could maybe fit us in to take a look at the clutch. Mark's reply; "when can you get here, I'll clear a lift". Another reminder what a wonderful fraternity we have in the MG world!



After rebuilding the clutch cable, we were on our way to Red Wing, only 30 miles to the south. We arrived in Red Wing and found the Golden Lantern Inn, a historic Inn that had once been the home of the founder of The Red Wing Shoe Company.

September 17th - Red Wing MN to Pierre SD 439 miles

Today, the weather was magnificent, and MN 19 through the State was a gently rolling, beautiful road through some of the prettiest scenery yet. Passing through small college towns along the way, a reminder of how nice small-town America is, adventure you won't find on the Interstate!

Leaving Minnesota, we entered South Dakota, where the scenery began to change from farm land to open range land. Almost immediately, we began to see flocks of pheasants everywhere, which quickly turned into a game of "dodge the pheasant", as they began flying across the road. We were successful for about an hour, but just at dusk as we approached Pierre, 6 pheasants flushed off to the right of the TD, much too close to miss. Only one hit the car, luckily on the DVC badge bar, which probably saved the radiator. Kim was amazed the car wasn't damaged, as all she saw from the MGB was the TD engulfed by pheasants!

September 18th - Pierre SD to Spearfish SD 309 miles

Although a short day, this was to be the busiest day of the trip, as we were to travel 3 National Scenic Byways, and visit 2 National Monuments and 1 National Park. Unfortunately, the weather report wasn't very promising. Extreme heat was forecast, with highs in the upper 90's, so we knew it would be a long day. We set out very early so we could get some miles behind us before the heat set in, traveling over hilly roads through open range land on US 14. The sunrise was particularly beautiful, reflecting off the low hills in the distance. We enjoyed the morning coolness as we headed for Badlands National Park and the heat of the day.

The Badlands were most impressive; at times the scenery was so starkly beautiful that, despite the high temperatures, we found ourselves stopping to explore various rock formations. The drive through the Park on US 44 was very enjoyable in spite of the heat, with new & exciting scenery around every bend. All too soon we left the Badlands and entered the Buffalo Gap National Grasslands, which the tour book promised would be filled with "clover & tall grass blowing in the breeze". No such luck, all we saw were mile upon mile of scrub grass and desert plains, the disappointment accentuated by the outside temperature that now was approaching 100 degrees! The cars were running hot, and it was with a glad heart that we pulled into Rapid City for lunch & a pint. It was a mutual need; the drivers desired air-conditioning, while the cars had a good rest in the shade.

Winston & Rosie Continued

Refreshed from our stop, we headed toward Mt Rushmore and the coolness of the mountains. We bypassed the Memorial and headed for the Peter Norbeck Scenic Byway (US 16A). This is a road that has to be driven to be believed, 17 miles of hairpin turns, tunnels cut through solid rock, rustic bridges which defy logic, being neither

straight nor level, and spectacular views of Mt Rushmore around most bends. From here we continued US 385 toward Cheyenne Crossing and our rendezvous with the famous Spearfish Canyon Scenic Byway (US 14A). I had read of this road many years earlier and had vowed to someday travel through the canyon; I was not disappointed, as it was more beautiful than had been described. As we traveled north through the canyon, the walls were covered with Aspen trees resplendent in their flaming yellow fall colors. It took considerable effort to keep one's eye on the road and not drive into the Spearfish Creek that paralleled the highway! We pulled into the Spearfish Lodge for our two night stay tired, but thoroughly satiated by the experiences of the day, clearly the highpoint of our trip so far.

September 20th – Spearfish SD to Yellowstone National Park WY 491 miles

Bad weather forecast for the mountains in Wyoming with the possibility of up to 6" of snow in the high passes. As our route took us through two passes over 8500', we were naturally concerned as we set out of Spearfish. The temperature had turned very cold overnight and was in the low 30's as we headed out on US16A. Facing the possibility of getting stranded in a mountain snowstorm, we made the decision to alter our route, trading scenery for speed, we decided to get on the Interstate for the first time on this trip and hightail it to the town of Buffalo. Pulling into Buffalo, the intermittent rain had stopped and the tops of the 12000' Big Horn Mountains were visible in the distance. Figuring that "Heaven hates a coward", we decided to attempt the pass into Cody. If there was one decision we made right the whole trip, this was it! The road through the pass was stunning, the fall colors becoming more vibrant as we climbed higher. Cresting the 9666' pass, we were surrounded by bright yellow Aspen trees and a brilliant blue sky, a memory we will never forget! Continuing west on US 16, we arrived into Cody, WY, known for being the gateway to the east entrance to Yellowstone National Park. Due to road reconstruction from a landslide, the road from Cody over the Sylvan Pass into Yellowstone was no longer blacktop, but had been turned into graded dirt. As we started up the pass, the snow began, turning the road into a muddy mess. Progress slowed to a crawl, which was prudent as the drop-off was over 3000' into the valley! Both Kim & I pressed on with confidence born from all our readings about the famous MG exploits in the Monte Carlo rallies of the 50's!

In addition to the cold and bad road conditions, the route over the Pass was memorable for my encounter with a mother Grizzly Bear & her cubs, which turned up about 15' off to my right as I plodded along through the mud. Not the most secure feeling, being in a RHD MGTD with no side-curtains 15' away from a mother Grizzly! Thankfully, she was only amused by this nut in a 52 year old car, not threatened! We made it over the pass and the road turned back to blacktop for our final push over the Continental Divide (2 times!) into Yellowstone & the Old Faithful Inn.

September 22nd – Yellowstone WY to Stanley ID 357 miles

Leaving Yellowstone early in the morning, the weather was clear but very cold, about 30 degrees. I had to lean out the carburetors on both cars due to the altitude. We were held up on the road by a herd of buffalo who seemed very interested in the cars! You haven't lived until you look up at a buffalo from an MG, a sensation not to be missed! We drove south on US 20 through the Targhee Pass and made a short detour on the Mesa Falls Scenic Byway (ID47) that took us to both the upper & lower Mesa Falls of the Henry's Fork. Definitely worth the detour despite the cold! We continued north along US93, through the Lost River Valley and past Borah Mountain, the highest peak in Idaho. Spent the night on the Salmon River at the foot of the Sawtooth Mountains.

September 23rd – Stanley ID to Boise ID 127 miles

Last day! Bright sunshine, much warmer (50's) and only 127 miles to go! We lingered over coffee while we watched the Salmon River go by our back deck, then finally set off for the Ponderosa Pines Scenic Byway (US 21) at 11AM.



Winston & Rosie Continued

The route did not disappoint us, as we traveled with the majestic Sawtooth Mountains framing the view to the south; we left the Stanley basin and entered the Boise National Forest. Two more 7000' passes along the Byway, and we entered the Treasure Valley of Boise, passing by Lucky Peak Reservoir as we entered the city limits. Rosie & Winston finally came to a rest outside our new home after 3409 miles of trouble-free, (virtually!) top-down, (90%!) back road travel (99%!). It was a blast, and we're counting the days until we can do it again! PS. Our new Email address is <rdoc@cableone.net>.

Kim & Bob

Bob & Kim Dougherty's New Home In Boise, Idaho



Winston & Rosie's New Garage In Boise, Idaho

HOLIDAY PARTY

Jaimee Rippert

This year's Holiday Party, hosted by Betsy Niner and Steve Novelli, was held at Ralph's of Ambler in Ambler, PA. Approximately 50 DVC'ers came out in all their Holiday splendor to socialize with friends, old and new, enjoy wonderful Italian food, and hope to win at least one of the great raffle prizes that were organized by Lee and Liz Niner. It was nice to see new DVC members, John and Pat Hunt - hope we'll see you again at an event in the future. It was also nice to get together with old friends that we don't get to see too often. Hope we'll see more of you too!

The following DVC'ers attended this year's Holiday Party: Ray and Faith DeCesare, Roy and Sue Dougherty, Jeff Erwin, Barbara and Ernie Feldgus, Wolfgang and Gudie Fischer, Chuck and Judy Goelz, Rich and Margaret Harron, John and Pat Hunt, Charles Jost, David and Kathy Misner, Lee and Liz Niner, Ben and Cyndi Nolan, Jim and Marie O'Brien, Lew and daughter Kris Phillips, Betsy Pollock and Steve Novelli, Tom and Jaimee Rippert, Jeff and Robin Rose, Jan and Mark Scherbekow, David and Gloria Schwab, Don and John Short, Dick and Sandy Suffredini, Bob and Terri Tiley, Bob Wagner, Earl Wanklin and Barre` and Eleanor Williams.

Thank you Betsy and Steve for a wonderfully planned Holiday Party. Thank you Liz and Lee for purchasing, gathering and organizing the raffle gifts. Thank you to all who donated raffle gifts. Thank you to those of you who sold raffle tickets during the evening, and to all of you who purchased raffle tickets – hope you were lucky! *Jaimee*

Special Thanks To The Following Vendors Who Donated So Generously To Our Party

Brit Books ** Little British Car Company **** Triple C Motor Accessories**

Please Support Them!

Pssst, guess how much moola was raised for next year's raffle prizes?

\$640 which is a DVC record — Wow! Thanks everybody!

IF NO ONE ELSE IS GOING TO DO IT (TOUR).....

then I guess someone has to! What are these CAR CLUBS all about?

Jim & Marianne Finne and Emma the TD

We always rely on SOMEONE ELSE to organize our events. Fortunately for NJMGTR, Marianne is quick to volunteer and in the Christmas spirit she usually says something appropriate at the annual Christmas festivities AND Keith Murphy is usually astute enough to remember and to memorialize it in the newsletter. Well, that sticks Jim with a chore... In the end, it only takes a few minutes of clear thinking to put two and two together and come up with a fun event for everyone. The "If no one else... tour" came from a flyer for a Philadelphia Car Club's event and connecting the dots to the fact that from a reasonable starting point for us (NJMGTR) and home would make a nice fall day's drive. The easy part was plotting a route. Next is finding a place for lunch and a place to start (it MUST have coffee and a bathroom!).

The NJMGTR and a couple of DVC folks met at Wegmen's in Bridgewater, NJ. Wegmen's is a great starting point because you can get some breakfast and do a potty stop! We took an overland route which followed the Sourland Mountain ridge to Lambertville. I chose this route because Marianne and I have just purchased land at the very peak of the ridge and will soon be building a house and garage that should fill our needs for many years, as a home to us as well as my cars and her dolls. It is a lovely rural area, and people who don't live in New Jersey are always surprised that the entire state isn't paved! The Sourland is the only unbroken piece of forest land left in New Jersey. From Lambertville we took the shortcut to Doylestown and the Philadelphia Car Club fall show at the Moravian Pottery Works. Philadelphia Car Club puts on a very nice show with about 100 British cars and motorcycles in a lovely setting. It was definitely worth the ride! From the show we went to lunch at a terrific Brew Pub by Peddler's Village and then set out for home. It was a nice casual drive, car show and lunch. What more can you want for a beautiful fall afternoon? Shopping, of course! There was a very nice (according to Marianne) outlet mall right next to the Brew Pub!

New members of our group, Dan and Joy Monfried, decided to ENTER the Philadelphia Car Club show competition. They had a newly acquired TC, interest coming from memories Dan had of his dad's car. It was in fine condition and nicely polished and they took third prize in the show competition. What better way to introduce a really nice young couple to the world of MG's? I will add my personal observation here. Our "tour" was mapped as a "do it at your own pace" tour, however, people like to convoy anyway. Dan and Joy were in a group that followed me. They were somewhat tentative because it was their first MG outing. At one point I noticed in my rear view mirror that I had lost some of the cars that had been following me. I pulled over to wait. I got out and Dan and Joy pulled in behind me. Well, the look of absolute JOY on Joy's face made the entire effort of putting together the "If no one else... tour" into a worthwhile and memorable day. My thanks to Joy. She made the tour for me. (I sure hope that I did not interpret that look of JOY on Joy for some other emotion that could be interpreted as "why did thismake me spend such a lovely fall day riding in thisand standing around that car show..." At least I know that Joy will be gracious enough to never let me know for sure.)

Using our cars and the personification of our cars is about the people who we touch and the people who touch us because of them. Simple afternoon tours are easy to organize. If you are tempted, remember, you put it OUT THERE for a large number and only a few will respond. Of that few, only a few will touch you with a memory, but in the end if you never did it there would be no memories! Life is good, indeed, and my many thanks to all the MG people who have organized or participated in organizing events for us. The car, the organizations and most importantly, the wonderful people we've met along the way are what keep us coming back!

Jim, Marianne & Emma

Welcome New Members

Brian Straub, 6231A Everett Avenue, Philadelphia, PA 19149 (215)-533-4992

No MG yet but Brian's looking!

Safety first!

Webmaster E-News — Lew Phillips

Cruise over to: www.DVCMG.com

With the temperatures dropping, snow falling, and roads looking like the rink at Rockefeller Center, we sit by the fire and long to go for a cruise in the old MG. Well, how about doing the next best thing and taking a cruise over to the DVC's recently renovated internet website!

The website (at www.DVCMG.com) and it's sister Yahoo! User Group (at autos.groups.yahoo.com/group/dvc-mg-club) have undergone a major rebuild over the past few months. When you enter the site, you will be greeted by our home screen. On there you will notice a marquee that will inform you of the latest additions and announcements. Urgent announcements (like last minute event changes) will also be found in a marquee under our heading. The left side displays an interactive menu that will help guide you through the site.

So what will you find on the site? All kinds of good stuff! Want to know when the next event is being held? Check the calendar! How about a register event? That's there too! As well as events from other clubs and organizations in the area! Did you miss an event? Check out what you missed and view some pictures of it! Worried about the traffic or weather? We have that too! Can't find your spring edition of T-Talk from last year? View it on the site! Have a friend that wants to join or do you need some regalia? Grab a form! Looking to buy something or have something to sell? We have a spot for that too! And more to come!

In addition, the Yahoo! Group has a bunch of nice features. If you haven't joined, it is very easy — just ask! Once there, you can join the group mailings and even have the system automatically remind you of upcoming events via email!

We are always open to suggestions and comments! Just let me (Lew Phillips — the webmaster) know. Please email me at webmaster@dvcmg.com, with your e-questions and e-suggestions. *Lew*

PENNYPACKER MILLS MG DAY CAR SHOW

SATURDAY, AUGUST 13TH



Pennypacker Mills is located in the Schwenksville area of Montgomery County just off of Routes 113 & 29. This was the 135 acre estate of Pennsylvania Governor Samuel W. Pennypacker and is currently under the care of Montgomery County. The farm dates back to 1730 and the governor's estate house dates from 1902. There is a superb area for a car show and the estate house is open for tours. It's a great area with which to picnic and there are rest facilities.

There will be classes for all MG's (and also "other British") based on the number of cars being shown and also a Best of Show award. We need volunteers to assist with promotion, setup & judging. *There will be an organizational meeting at 3 PM on March 19th immediately preceding our 35th Anniversary Celebration.*

The officers of the DVC are excited to offer this car show to members and also to extend an invitation to all MG owners throughout Pennsylvania, Delaware and New Jersey to attend.

DVC REGALIA — Bob Tiley

Did you know that we have an agreement with Triple-C Accessories @ 888-854-4081 to apply the DVC logo on all of their shirts, hats, sweaters, jackets, coats or blankets? Before driving season is here, now is the time to order that particular DVC piece of regalia that you've been longing for. All you have to do is give them a call and ask for their catalogue or contact them on line at sales@triple-c.com. Their products are top notch and they are quick to fill your order. By the way, believe it or not, I've still got some 25th Anniversary embroidered cloth patches and some hat/lapel pins. These are destined to be "collectors" items. They're priced at \$3/patch and \$5/pin. Call me now at 215-355-1992 and I'll toss in free shipping! Who knows, I may put them on EBay and donate the proceeds to the DVC treasury! *Bob*

So You Want One of Those Stink'in DVC Car Badges

Well Hombre, send a check for \$23 (which includes shipping!) made out to the DVC to me, your Regalia Coordinator, Bob Tiley, 68 Winding Lane, Feasterville, PA can affix your official DVC car badge to your no—that is 3" wide with a nifty 1 1/4" wide mounting (you know, part of the old British Empire) and is you're driving down the street, it sets your MG MG & driver really cool or what!" Order your



19053. Allow a couple of weeks and then you too ble steed. The badge is a hefty solid metal casting tab at the bottom. Besides, it's made in Australia an absolute steal at this price. Besides, when off. Girls (or guys) will be thinking "Wow is that badge now before driving season starts."

DVC Treasurer's Reminder: Thanks for paying your dues in such a timely manner. It makes my job so much easier. However, some of our members have forgotten to renew their dues for 2005. If your address label on the mailing envelope has 2004 and a red circle around the date, you are remiss, please pay your dues now. This is your one and only dues renewal reminder. Thanks. *Liz*

In remembrance of an MG cousin....

I guess Cousin Carl, the Baron of Settmore Swamp, took the MG road to Valhalla.

MG's are about the people that we meet. We met my cousin Carl and his wife Joanne at the DVC's QVR a few years ago. His name tag said FINNE. If it is spelled FINNE then he has to be related, but I didn't know of any Carl's hidden in the family closet and he certainly had never heard of me. We compared notes. We called family members and figured it out. Second cousins on our fathers' side, our grandfathers, Lief and William, were brothers. I knew that there was a William and Carl knew that there was a Lief, but the fact that they were brothers was news to us. Both Lief and William changed their names from Lundberg to Finne when they arrived at Ellis Island from Oslo and Johannesburg, respectively. Lundberg's all came from Sweden except Lief and William. They were Norwegian and therefore needed a Norwegian name. Everyone thinks that we are Irish, but the Irish don't know how to spell a good Norwegian name and besides, Irish is "better" than Swedish! Our families lived within a 15 mile radius.

Sometimes one has to wonder about parallel universes. The fall after we met Carl and Joanne, we did an Iron Bridges Tour of Hunterdon County for the NJMGTR. My mother actually mapped out the tour of the iron truss bridges that crisscross the South Branch of the Raritan River. I told Carl about the tour. Carl had mapped the exact same tour the year before for the NJMGBR! Carl and Joanne joined us for the drive.

Carl has a competitive valve cover racer and a family rivalry ensued. As I did more sophisticated engineering, Carl resorted to lubricating his wheels and using "crash and burn" race tactics. We were pretty much dead even because we shared the one critical design feature, lots of lead! I suspect that we will see Carl's valve cover racer again.

There were definite genetic links. He got more of the Nordic genes and he enjoyed his Viking heritage. Note that he was Carl Eric Finne. My grandfather, Lief, always claimed heritage to Lief Ericson. Carl's valve cover racer was a Viking ship and I am sure that his sail boat somehow fits the same class of boats. Carl was a member of the Society of Creative Anachronism and loved doing medieval reenactments. He was a builder and a tinkerer, also genetic traits I share. Does the term "Creative Anachronism" help to also explain his love of our little cars?

Life is short. Carl lived it well and he knew how to play seriously. I am glad to have known my cousin and am very sad that his time was so short. Carl, with luck we will meet again in Valhalla, but in the mean time we will miss you and I am glad that our MGs made our roads cross.

Jim



THE DELAWARE VALLEY CLASSIC MG CHAPTER



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T-Talk



The Delaware Valley Classic MG Chapter

Editor—Lee Niner

All contributions to T-Talk are welcome. Please send your articles, pictures, jokes, cartoons, ads, etc. to Lee Niner, T-Talk Editor, PO BOX 510, Creamery, PA 19430-0510 or preferably by email to Leeliz9r@aol.com. T-talk is the official publication of the Delaware Valley Classic MG Chapter and is published four times per year during the months of January, April, July and October.