

**It's The MG's  
That First  
Brought You To  
The DVC - But  
It's The Friend-  
ships That Keep  
You Coming Back!**



# T•Talk



**The Delaware Valley Classic MG Chapter**

Volume 35 Issue 1

1970 - 2005 - Our 35th Year

April, May, June, 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.

## DVC Contributing Columnists

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*2nd Gear Chatter -*  
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*Webmaster E News*  
**Lew Phillips**



*Winner's Circle*  
**Bob Dougherty**



## DVC UNVEILS NEW CLUBHOUSE

It's been a long time in coming but after years of fund raising and thousands of hours of sweat equity, the DVC finally has a clubhouse to call its own. Pictured below is the clubhouse from the front outside and along side that is a photo of our new outside picnic area. As you can see the outside architec-

ture is a combination Late Rural and Early Tenement. The inside is divided into three distinct periods. The shop area is done in Traditional "Coal Mine Basic" complete with "Antricite" slate trim. The car storage area is done in "Down The Shore" Revival complete with athletic shoes

draped over faux telephone lines. The social hall in the rear has been carefully modeled after the very minimalist yet ever so chic pastoral rural look. Our first event in our new clubhouse will be an All You Can Eat April's Fools Day Dinner Dance and Parts Swap this Saturday. Be there or be square!



**DVC's Chairman Welcomes  
Members to New Clubhouse**



**View of The DVC's Spacious  
Clubhouse Social Hall**

## Second Quarter DVC Events — See You There!

April 16th

**Spring Tune Up At  
Ross Mechanical In  
Bethayers, PA**

May 21st - 22nd

**Spring Weekend  
Tour To Harpers  
Ferry, WV**

June 12th

**British Car Show &  
Picnic At Hellertown,  
PA**

**Spring is upon us. Your MG is just begging you to get it out of the garage and take it for a nice leisurely drive throughout the Delaware Valley. Don't wait. Better yet, take yourself and your MG to a DVC event!**

## Behind The Wheel — Mike Maloney

### Ahhh....The Spring is Here--- DVC Style

It's time to change the oil, check the timing, bleed the brakes and change the air in the tires to the fresh spring air!! We can start thinking about driving to a park for a picnic lunch or parking on the front lawn for a family BBQ (just put a pan under the car

to catch the dripping oil to save the lawn). The winter months are behind us once again, and we, and our cars have survived yet another.

Yes, again it is spring! Another chance for us to drive down the road with the top down, wind blowing out the last few follicles on my head. The sun beating down creating beads of sweat right over the newly created sunburn after a three-hour tour.

Ah....spring. The time of year that I wait to hear the four words I am so anxious to hear. I wait like a child being forced to wait to open gifts on Christmas morning. The four words that only my Father-in-

law can put so eloquently.  
*"Mike, take the B!"*

*Mike*



*PS. This is where I'll be if I blow the clutch on good old Mr. D's B! I'll see you*

*at the next DVC event. Hopefully I'll be in Mr. D's MGB but always remember it's the cars that brought you to the DVC but it's the people that keep you coming back. See you soon!*

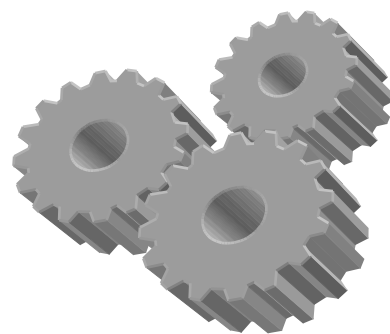
## 2nd Gear Chatter — Tom Rippert

The driving season is just around the corner. April 16<sup>th</sup> — Spring Tune-up at Ross Mechanical courtesy of Gil Goldstein. Come on over and check your car, change oil or just look at it! May 20<sup>th</sup> — Spring Tour to Harper's Ferry, WV. with Dick & Sandy Suffredini acting as tour guides / navigators. This weekend trip is limited to twelve cars, sign up now. June 12<sup>th</sup> — Hellertown British Car Show and Picnic later on at Donna Bristol's. July 9<sup>th</sup> — Family Golf Day and Picnic with Lew Phillips doing the arranging.

Spring is a great time of year to

drive your MG and these DVC spring events are perfect for you. I hope everyone is ready for a season of fun with your MG and friends. Just remember, this Club doesn't run by itself. We need MG's, drivers and navigators, or just drivers and navigators if your MG is not running at the moment. I hope to meet some new friends and old friends through the 2005 driving season.

Start planning on attending and assisting at our car show next August 13th. We going to need your help to register and arrange the show field



Remember, it's not too late if you have an idea for an event for this year or in the future. Just stop and talk to me at an event or call or e-mail. I'd like to hear from you.

*Tom*

## From The Pits — Lee Niner

Thanks for sending in those articles and photos. It really livens up your newsletter. Keep those articles and photos coming. Also thanks for your many kind Emails and phone calls regarding the previous issue of T-Talk. Remember, it's your newsletter so you need to contribute! By the way, do we have any members with unique license plates for their cars? If so,

take a picture and send it to me.

DVC member and Pottstown's Man of all Seasons, David Schwab, has stepped up to the plate and volunteered to be the Advertising Manager for T-Talk. Thank you David!

Enclosed with this issue is a DVC member listing. It's published for your convenience. You never know when an extra pair of hands will be

needed to assist you!

Well, I better get going and get our MG's ready for those Spring DVC events. See you there.



*Lee*

*PS. Don't forget to register for the British Marque Triathlon Weekend. This event only comes along every two years and is limited to just 100 British cars*



## 200 MILES AN HOUR ON THE AUTOBAHN IN AN MG RECORDBREAKER

**Geoff Wheatley**

1939 was a dramatic year for Europe and later for the rest of the world. There was little doubt that Germany would eventually go to war with its European neighbors, it had already invaded the Rhineland and then Austria and was now looking east towards the Soviet Union via Poland. Britain was on a desperate rearming program having allowed its military forces to dwindle to an all time low with a Prime Minister who's only desire was to appease Hitler and ignored Hitler's plans for a new order in Europe. With all this in the worlds political melting pot it is strange to recall that a small group of motor enthusiasts decided to cross the English channel in May 1939 to try and set a new world speed record on the then wonder Autobahn system of Germany. Led by the English racing driver Major "Goldie Gardner". The other members of the team were Alan Bicknell the PR Manager of Lagonda Motors. (The Lagonda Motor Company had loaned them the latest model straight off the Earls Court Show stand for personal transport). George Tucker publicity manager of MG and John Dugdale the assistant sports manager of "The Autocar" a popular motor publication of the day with a journalistic history going back to the turn of the century. Four men with the idea of creating a new world record of over 200 miles an hour with a one liter power unit. The Italians had attempted a similar record in 1938 with a 950 cc Fiat but the car had disintegrated on the third attempt seriously injuring the driver at an estimated speed of about 177 mph. (No was quite sure as there was very little left of the car after the engine burst into flames and the car blew up a few seconds later.) The British vehicle was a special MG registered in the international light car class that required the power unit to be less than 1100 cc capacity. Major Gardner, a former field officer in the Royal Artillery had driven a similar car in the previous year and was well know in Germany as a race driver and sports record breaker. He stood in excess of six feet tall, unusual for someone who had to fit into a small race car or any race car for that matter, and in addition to this he had a stiff artificial leg! The destination for these four individuals was Berlin or rather a location about sixty miles from the capital at a place called Dessau. Question; Why travel 800 miles from the shores of England to drive a car in Germany? Easy to answer; The Berlin-Leipzig autobahn.

The German authorities had filled in the center of the two thirty foot wide road system to create a ninety foot super highway to test special vehicles. The overall length was in excess of eight miles and in the previous year a Mercedes-Benz had beaten the world Big Class record three times in three runs each one faster than the last. The final speed was 231 mph and the driver maintains that had he had enough fuel he would have completed a forth run and pushed the speed higher. There was no other road in the world like this stretch of European highway and in consequence any would be world record beater had to come to the Fatherland to try his luck. OK there was always the Utah flats and a couple of locations in South Africa and Australia but they were not paved roads and often were unusable especially in the wet weather. On top of that the cost of transporting a vehicle to such places in 1939 was, to say the least, expensive. The German Autobahn system was quite unique and certainly the very best road construction in the pre-war world. Built by Hitler as a show case of German industry with an eye to the future when it would be necessary to move mechanized troops either east or west at high speed. They were the first roads to be built with aircraft in mind; it was possible to land medium size military aircraft on these highways without any serious problems. They were straight like any runway and

## 200 Mile Per Hour MG Continued



had a tapered surface to ensure that rain and snow could easily be removed. To give some idea of the strength of the construction in the 1960s it was decided to remove what was left of the original Autobahn system and replace it with modern surfacing. Estimated time to clear these old roads was about eighteen months, in reality it took almost eight years and some sections still remain today. Europe enjoyed a wonderful summer that year despite the war clouds that were gathering with alarming speed. Sunshine every day with just about the right level of rain. After two days on the road the group reached their destination at Dessau and met up with the crew who had brought over the special MG. They set up headquarters in the "Golden Bottle" Inn which was to be their home for the next ten days. Included in the crew were two additional MG racing men, Jacko Jackson and Syd Enever. Enever had been with the Morris Company since 1920 and had risen to the position of Chief Engineer and Designer at MG by 1939. He is best known as the man who created the Le Mann's MG that eventually became the famous MGA in the mid 50's.

Jacko Jackson was a dedicated engineer with an ability to design the impossible in record time. When MG attempted to achieve 100 miles an hour with a 750 cc engine in 1931 he worked for a total of 146 hours during the proceeding week to get the car ready for the attempt. When the car hit 98.3 mph on the first run and 99.1 on the second attempt he obtained a packet of putty and covered every protruding rivet on the vehicle to reduce air drag which in turn enabled the Midget known as the EX120 to hit the magic 100 mph. On the forth run it achieved 103 13 mph and was able to claim the world record with out dispute. The impact of this achievement was incredible especially when you remember that the average top speed of a standard production four cylinder car at a 1000 cc at that time was around 50 mph. Also included in the Dessau group was Leslie Kesterton an expert on carburetors and superchargers who had been a fighter pilot in World War One and had shot down one of Richtofen's famous circus pilots and a few other German flyers before joining the SU Company as part of their design team.

The MG had been fitted with a Centric supercharger which certainly boosted the cars performance but also added to the possibility that the small power unit could be seriously damaged if the charger was not used correctly, hence the need for Kesterton. The appearance of the car was certainly not the standard 1938 MGTA. The shell body was a sleek streamline design created by Reid Railton a famous automobile designer in Britain who had been responsible for the then new airflow look of the 1930s. The whole body was enclosed including the wheels and the structure was similar to a long sleek tapered semi flat bullet very close to the ground with the driver sitting in an almost lie down position. Even the steering wheel was designed to enable Gardner to get in and out without the need for a door panel. It was rectangular in design and could be removed when the driver needed to enter or leave the vehicle. The frame was made from a new material called Duralumin designed to be used on British fighter aircraft for its strength, light weight and durability. Examination of the road surface convinced everyone that this was the ideal location to hold the speed test. The road stretched ahead as far as the eye could see in a perfect straight line. The concrete surface was in the words of Gardner, "Quite Perfect, in fact it looked like they had hand finished the surface". The road was spanned by several arched steel bridges which during the test runs were used as markers in company with additional red posts at each side of the entire run.

The section that was to be used for the "Time Section" incorporated a slight dip in the road of about two miles which would give the MG with its one liter and a bit engine an advantage as the car needed to hit 7500 rpm in forth gear to reach its potential and the slight downgrade would certainly help achieve this. It was agreed that the car should be fitted with the largest diameter tires that they could fit and the highest gear ratio. The tire pressure was in excess of sixty pounds per sq inch to reduce tire drag. On the morning of May 31st the first run at the Kilometer, Mile and Five Kilometer records were attempted. Gardner wanted to start at dawn but cross winds were forecast. By eight am none had developed so Goldie and his crew pushed the car to the starting line, he got in, the engine burst into life and the car took off down the ultra straight road to disappear out of sight. If the records were to be broken the car would have to run in both directions with the average speed deciding the final performance. The red markers used to mark the timed sections were in place. The concrete sweeper had finished its work and the whole crew in company with about fifty German policemen and soldiers on duty to guard the highway from any stray vehicles in company with a few early risers who had come to see these mad English kill themselves waited. From the distance the roar of a supercharged engine filled the morning air then like a bullet out of a gun a small round flat object came into sight at an estimated speed close to 200 miles an hour. As it flashed past the time marker the smell of burnt rubber and boiling



## 200 Mile Per Hour MG Continued



hydraulics filled the air as the car turned around paused for a few seconds then took off in the opposite direction in a cloud of blue smoke. The small black dot vanished out of sight but the crew could still hear the high pitched whine of the engine although they could not see the car. In a matter of seconds the black dot reappeared and streaked past the timer box now in excess of 200 mph. In fact the recorded speed for the second run was 207 mph and the recorded speed for the first was 199 mph giving an average for the mile of 203.21.

A new world record for both the MPH and the Kilometer performance. That evening Gardiner gave a very rare interview to a German Motor magazine in which he said. "There is not much difference from 150 to 200 mph but from 100 to 150 you do notice the increase". An understatement if there ever was one! Two days later it was decided to go for the 1500cc (1.5 Liter) records. A boring bar had been brought along with all the other tools with the idea of boring out the cylinders to raise the capacity from the original 1086 cc to around 1250cc to fit into the 1000/1500 class. Obviously replacement pistons were at hand and the work was completed in a matter of twenty four hours. New tires were fitted and it was found that a section of the front forward camshaft holder needed welding. This was not a task that could be undertaken by the crew in their makeshift workshop so the car was moved to the Junkers aero factory a few miles away to have this done. This was the same factory that was engaged in producing the famous World War Two bomber the J88. At that time it would have been in secret development so the MG crew was certainly lucky to be able to even enter the factory. Someone must have known the right person! When the work was completed once again the team pushed the car to the starting line, Gardiner hit the button and the car took off in the same directions as before one lap each way with the mean average representing the final achievement. Records show that this time they started much earlier with a breakfast call around 4 am. The car averaged over 200 mph for the five kilometers run but when Goldie hit the breaks at the close of the first lap the rear set seized. The only way to complete the rest of the record runs was to free the rear breaks completely and slacken off the front this meant that the car was virtually without any means of stopping for the final run.

As some of you will know this is no problem for a veteran driver like Gardiner, he completed the run and even stopped the car at exactly the right spot at the finish line. His best overall performance was 206 mph a record that stood 17 years until Sterling Moss shattered it in another MG with a 1500 cc OHC engine on the Utah flats in 1957 at a speed of 245 mph. Not to rest on their laurels in 1957 a similar MG recorded 254 mph driven by Phil Hill. Think of that over two hundred and fifty miles an hour in a 1.5 liter engine the same capacity as the first production MGA and smaller by 300 cc than the standard MGB. After the war Gardiner had hopes of setting a few more new records but by then he was in his early sixties and sad to report was in poor health. If you want to see these world record beaters that are on display at the Heritage Collection in the UK a visit well worth while if you are ever on vacation in England. Today the special autobahn at Dessau is just a memory destroyed during the war and replaced by a modern highway that could never be used as a world record track. In reality such things are part of the past, like Brooklands and the open road races in Europe. But if you close your eyes and imagine that you are on the special speed section of the Autobahn at Dessau on a brisk May morning in 1939 you will smell the Castrol R in the air, hear the whine of a small supercharged engine as it flashes past at over 200 miles an hour and feel the excitement that comes when you know you are part of a special moment in history. *Geoff*

Editor's Note: Geoff Wheatley is the Publicity Director of the NEMG'T'R and a good friend! He has written MG related articles for all the major MG publications both here and in the UK. Geoff currently owns a TC & YB and his wife Dana owns an MGA coupe. It's with his kind permission that his article is printed for our membership.



### YOUR MG REGISTERS' EVENTS FOR 2005



**NAMGAR in Key West, FL - April 20th - 23rd - info: 972-422-9593**

**NEMGTR's GOF MK 78 in Gettysburg, PA - June 1st - 5th - info: 585-586-2806**

**NAMGBR's MG 2005 in Olympia, WA - July 7th - July 10th - info: 206-365-5807**

**NAMGAR's GT 30 in Mackinaw City, MI - July 12th - 16th - info: 847-382-3620**

**NEMGTR's GOF MK 79 in Sturbridge Village, MA - September - info: 585-586-2806**

## ENGINE REBUILD TECH SESSION

Mike Engard and his employees at Ragtops and Roadsters up in Perkasee put on a tech session last Saturday, February 26th that was awesome! There were several other car clubs' members also in attendance. Having attended various tech sessions over the past twenty-five years, this was among the very best in both subject

and presentation. The subject was what to look for when disassembling an engine and what to look for when re-assembling an engine. Master Mechanic Bill Dittrich's presentation was in layman's terms from an experienced journeyman with over thirty years experience working on British sports car engines. He was assisted by Dave Hutchison, a Triumph owner with a sense of humor (if you owned a Triumph you'd have one too!). The nuances and techniques with British engines that were discussed were both fascinating and enriching. There were also several very interesting questions and comments from the audience. DVC'ers in attendance were Louise Story, Dick Suffredini, Roy Dougherty



**Bill Dittrich, Mike Engard & Dave Hutchinson explain the finer points of engine disassembly and reassembly.**

(MG ZB), David Schwab, Lew Phillips and Lee Niner. Besides the tech session, we were treated to a look at some very nice English sports cars undergoing various stages of restoration. An ACAA top show winner TC (DVC member Howard Leaser's) was in to repair minor tears on the bonnet sides. (this TC was # 17 produced in September 1945). A Jaguar XK120 was just coming off a beautiful restoration and was simply stunning in appearance. There were several XKE's, Triumph's and Austin Healy's also. It's always fun to walk around a restoration shop and see various cars undergoing different stages of restoration. Some vehicles are in for tune-ups while other cars are in for frame off restorations. During our tour we saw the intricacies of what it takes to be in the restoration business and all the specialized tools that are required. Thanks go out to Mike and his employees for welcoming us and taking the time to answer all our questions. *Lee*



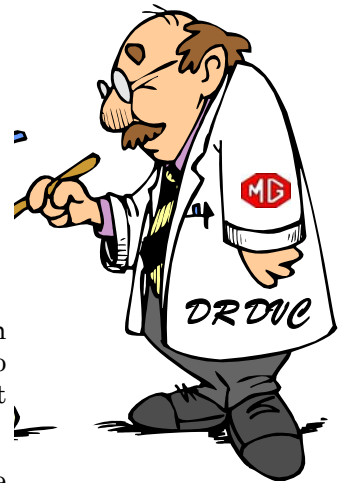
**Ragtop & Roadsters storage facility-It's everybody's dream garage. Hmmm, TC or XKE, I'll take both!**

Photos courtesy of Lew Phillips  
and Dick Suffredini

# Hey DVC Member -

## Need A Second Opinion

## Then Call on Dr. DVC!



We've all been there... scratching our head after hours under the hood - and the darn thing still won't start!... wanting someone there the first time you try something to tell you that you did it right - after all, brakes are kind of important... wishing that the dog had opposing thumbs so that he could help line this thing up...

Well, now there is help! The DVC is chock full of people with all kinds of experience working on MGs. We have people who can spend an evening debating why you should trim 4/1000" off your dwibble-thwacker, people who can lengthen any short-circuit, and people who can make a car's finish so shiny you can shave in it (uh... sorry, ma'am). And we are always looking for a reason to get together, tinker, talk cars, and maybe down a pint or two.

Put that all together and you have Dr. DVC!

Here is how it works... First, you request a house call with a tentative date; next, the doc puts out the call and assembles the team, the doc will confirm your appointment and let you know about how many medics will be coming!

We are always looking for 'medics', so how about joining us when the calls comes in! You don't have to be a master mechanic, just come out and join us for a tinkering good time!

Right now we are planning on making our first call. It will be on Saturday, April 30th at 11 AM and will be held at Hank Clare's house at 701 Henning Road, Perkiomenville, PA 18074. Hank has a '52 TD that has been on a restore 'hold'. He's looking for some ideas as to what needs to be done and what to do next.

*So come out and join us! Dr DVC*



← With Dr DVC  
Without DR DVC →



**NEMG'T'R**



**NAMGBR**



**NAMGAR**



**THE DVC IS PROUDLY AFFILIATED  
WITH THESE GREAT MG REGISTERS**



## Noggin N' Natter



**Saturday Afternoon Board Meeting With  
Dave Raymond Presiding**

The New England MG'T Register held its Annual General Meeting last February 4th - 6th at the Sheraton Danbury Hotel in Danbury, CT. It was a pleasant 3 1/2 hour drive up from DVC land. This year's meeting was conducted

in a bit of a subdued tone due to attendees finding out that NEMG'TR Chairman and DVC Founding Chairman Hank Rippert was unable to attend due to health reasons. This annual meeting has always been a nice way to escape cabin fever as we get to see several of our Register friends of many years. The business meeting was good

with announcements about the two forthcoming 2005 GOF's which are being held in Gettysburg, PA in July and Sturbridge, MA in September. The Knudson-Churchill Scholarship Trust has awarded the first of what will be annual awards. The Natter wouldn't be the Natter without some strange thing happening and this year was no different. Right in the middle of Saturday's banquet, the fire alarm sounded. So, off to the parking lot we all went as the Danbury Fire Department arrived and checked out each and every room. Finally after about a half an hour, we were allowed back into the hotel and our desserts. We closed out the night in the hotel's bar with lots of toasts and promises to see more of each other. Thanks go to our good friends, Kathy & Dave Ahrendt of the T Party Chapter for taking the pictures.



**Your Scribe & The Lovely Liz  
With Danbury's Fire Chief**

*Lee*

# Get Well Soon Hank!

Phew! Thank  
Goodness,  
It's Not A  
Rectal Exam!

# We All Miss You!



*Your friends at  
the DVC*





Delaware Valley Classic MG Chapter

## DVC SPRING TOUR TO HARPERS FERRY, WV MAY 20<sup>TH</sup>, 21<sup>ST</sup> & 22<sup>ND</sup>, 2005



Do the winter blues have you down?

Are you itching to feel the wind in your hair as you drive (top down, of course!) through a scenic countryside?

If so, wash the dust off your MG and join us for our first weekend event of the season, the spring driving tour to historic Harpers Ferry, WV. Our group will travel by national scenic byways from Pennsylvania through Maryland to the eastern panhandle of West Virginia.

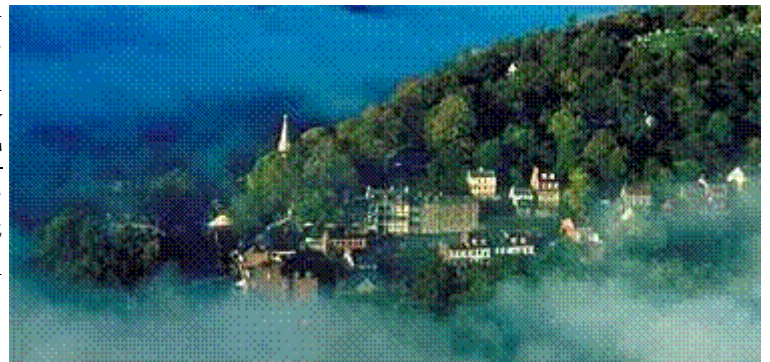
During our stay, we'll tour Civil War battlefields at Harpers Ferry and Antietam. And for those who prefer shopping, we'll also visit the restored lower town of Harpers Ferry and its many shops and restaurants. Several wineries in the northern tip of Virginia are also on our itinerary, and if that's not enough, there will be an

optional tour to Summit Point Raceway, just 25 minutes southwest of Harpers Ferry. Saturday just happens to be Brian Redman's 14<sup>th</sup> Annual Jefferson 500; vintage sports car racing at its finest.

Dining on Friday will be at the Anvil Restaurant in Harpers Ferry. On Saturday, we'll enjoy authentic German fare and other wonderful food in the Rathskeller at the Bavarian Inn in nearby Shepherdstown, WV

So tune up your MG now. We will be leaving from the Gateway shopping center off Rt.202 in Wayne, PA, at 8:45am on Friday morning, May 20<sup>th</sup>, 2005.

Our Friday and Saturday night lodging will be at the Comfort Inn, Harpers Ferry (304-535-6391). Rooms are \$95.00 (\$85.50 with AAA or AARP card) + tax per night. Only twelve rooms available. Reservations **MUST** be made before April 18<sup>th</sup>. Call Dick Suffredini at 215-355-3053 or email him at [d.suff@juno.com](mailto:d.suff@juno.com) for specific hotel reservation instructions.



*Please join us, Dick & Sandy*



## NAMGAR BOARD OF DIRECTORS MEETING

The North American MGA Register held its annual board meeting last February 10th - 13th at Atlanta, GA. Atlanta is generally chosen as the meeting site because it is a major hub and airport motels are plentiful with reasonable rates for rooms plus they "comp" the meeting room. As per usual, there were many agenda items to be covered. The Regional GT in Key West on April 20th - 23rd is well subscribed. GT 30 at Mackinaw City on July 12th -16th is well along with registrations coming in. GT 31 which will be held in conjunction with the all MG 2006 meet will be held in Gatlinburg, TN next year. GT 32 will be held in Whistler, BC in 2007. GT car show classes were discussed in detail. It was decided to remove the Magnette and Farina cars from the Variant class and to establish a new Magnette/Farina class (attention Roy D. & Jeff R, now's your chance for pewter!).. This decision was based on member feedback from previous GT's. Sales of the Tech Manual have surpassed our wildest expectations. A third printing was authorized. Regalia sales have also increased with the addition of updated clothing merchandise and MGA 50th anniversary items of a special book, badge and lapel pin. MGA! magazine won the 2004 APEX Awards For Publication Excellence. The majority of the meeting was devoted to establishing a program to codify NAMGAR's operations. This will be a compilation of every facet of NAMGAR's daily, weekly, monthly and yearly operations. As NAMGAR has grown, the necessity of formalizing its operations in documented form is necessary for its management. Thanks to Steve Mazurek for the picture *Lee*



Pictured from L to R

**Tim Coyne, Chairman**

**George Merryweather,  
Vice Chairman**

**Lee Niner, Co-Treasurer**

**Hal Roeth, Editor / Pub-  
lisher-MGA!**

**John Drake, Registrar**

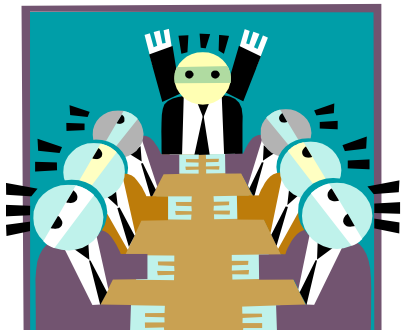
**NAMGAR Officers at the Board Of Directors Meeting in Atlanta, GA. Chairman Tim is from Ontario, Vice Chairman George is from Texas, Co-Treasurer Lee is from DVClnd, Editor/Publisher Hal is from New York and Registrar John is from Oregon. Missing from this picture is Co-Treasurer/Navigator Liz who was home reading romance novels.**

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## Volunteers Needed: A Call To Arms & Legs

Hey DVC'er! Planning on going to the DVC's Pennypacker Mills British Car Day? You bet you are! First: register early and be sure to get a free T-shirt. Second: on car show day, arrive at the show by 8 AM and assist your car show committee by helping with registration and directing cars. A car show requires coordination and warm bodies to assist. Your club could use your help on show day. Please call or Email Lee Niner to volunteer. The car show committee needs assistance with registration and car placement on show day. Thanks.

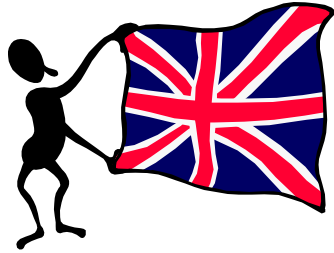
*The DVC Car Show Committee*



## Stuart Turner To Speak At King Of Prussia Hotel



Stuart Turner, legendary head of BMC's Competition Department at Abingdon in the 1960's, is scheduled to speak at 7PM on Thursday, August 11th as part of an Austin Healy Encounter Weekend. Admission is free to any DVC member. For \$5, you're also invited to stick around for a wine & cheese party and charity auction to benefit the Make-A-Wish-Foundation. Please call Ray Donovan at 215-357-8658 to confirm your attendance for these events and for specific directions to the hotel. Hmmm, do DVC'ers coupled with a bunch of wine sound like a good idea to you? Oh well we've been tossed out of better places! Rumor has it that a pair of Tommy's MG boxers is up for auction!



## Valve Cover Racing Featured At AH Encounter

Attention DVC Valve Cover Racers. There is life after the infamous Queen Victoria Run Valve Cover Races after all. The Austin Healy Encounter is inviting you to a Challenge Meet between 5 PM and 7 PM on Thursday, August 11th. It's going to be MG versus Austin Healy valve covers. If you're interested call John Davies at 215-822-8965 for details and directions. They're off..... for fame and glory!

### 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 semi-secret handshake and ultra secret password. Hint: It's not Shazam!

### DVC Name Tags Just For You!

Yes they're still available! Wow, over 150 have been sold to date. No, it's not too late to order one. Immediately send \$5 (make check out to "DVC") to Liz Niner, PO BOX 510, Creamery, PA 19430-0510. Hey Dude, 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 but at least we'll know your name!



## Welcome New Members!

Hank Clare

701 Henning Road, Perkiomenville, PA 18074 - 610-754-6675 - 52 TD

Pat & Patty Cawthorne

268 Bloomfield Avenue, Warminster, PA 18974-4329 - 215-672-5289 - 53 TD

Jim & Karen Gobetz

315 Crestview Circle, Media, PA 19063 - 610-565-3402 - 76 MGB

Joe & Sharon Lamondo

4399 Buttercup Circle, Collegeville, PA 19426 - 610-409-1140 - 71 MGB







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# DVC REGALIA — IT'S MORE THAN JUST CLOTHES — IT'S A MAJOR FASHION STATEMENT!

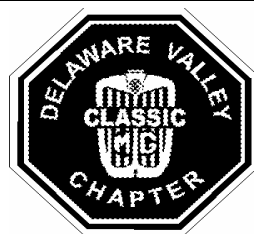
Did you know that we have an agreement with Triple-C Accessories @ 888-854-4081 to apply the DVC logo on all of their shirts, hats, sweaters, jackets, coats or blankets? Now is the time to order that particular DVC piece of regalia that you've been longing for or better yet to surprise your driving partner on his or her birthday or upon their entry into a swapping club (come on - car parts, not what you're thinking!). 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. OK, so at the next DVC event we expect to see shirts, pants, jackets, socks, hats, panties, boxers, bras and whatever else you want to have monogrammed with the DVC logo.



**We Double Dare You To Order One Of  
These Stink'in DVC Car Badges**



If you're game hombre; first fill out the form below and then make out a check, money order, endorsed social security check or what the heck just put some pesos in an envelope with the form. Hey Cisco, Hey Poncho; allow a couple of weeks and then you too can affix your official DVC car badge to your grille or forehead. The badge is a hefty solid metal casting that is 3" wide with a nifty 1 1/4" wide mounting tab at the bottom. Besides, it's made in Australia (you know, part of the old British Empire) and is an absolute steal at this price. Besides, when you're driving down the street, girls (or guys) will be thinking "Wow is that MG and driver really cool or what!" Order your badge now. The DVC cannot be responsible for wild and uncontrollable behavior when the opposite sex sees that stink'in' badge on your really cool MG with you inside looking like a poor man's James Bond or poor woman's Emma Peel.



## DVC REGALIA ORDER FORM

( NOTE: MAKE CHECKS PAYABLE TO: "DVC" )

SHIP TO:

Name: \_\_\_\_\_

Ad- \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

ZIP: \_\_\_\_\_

PHONE \_\_\_\_\_

Email: \_\_\_\_\_

**DVC ACCESSORIES:** - MAIL ORDER TO: Bob Tiley, 68 Winding Lane, Feasterville, PA. 19053

**DVC CAR BADGE:** Heavy chrome plated badge with black background. Hefty, solid metal casting. 3" wide with a 1-1/4" wide mounting tab at the bottom. (U.S. shipping included)

Item	Quantity	Price each	Total
DVC Car Badge		\$23.00	\$
	XXXXXXX	Shipping (Hey Gringo -It's included!)	XXXXXXXXXXXXX
		<b>TOTAL</b>	\$



# THE DELAWARE VALLEY CLASSIC MG CHAPTER



## Officers and Staff For 2005

**Chairman: Mike Maloney**

644 Cypress Road  
Warminster, PA 18974  
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[mmaloney@p21.com](mailto:mmaloney@p21.com)

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**Events Chair: Tom Rippert**

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**Bob Tiley, Sr.**

68 Winding Lane  
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**DVC Founding Chairman: Hank Rippert**



**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](mailto: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.



# **Pennypacker Mills British Car Day**

## **Hosted by the Delaware Valley Classic MG Chapter**



**Saturday, August 13th 2005**

The Pennypacker Mills Historic Site located beside the Perkiomen Creek just below Schwenksville, PA off of Route 73 is an ideal and picturesque location to display your British car. There is plenty of room to have an English picnic or for your kids to play.

The field opens up at 10:00 AM and voting begins at 12 Noon. Trophies will be awarded by popular vote based on classes determined by pre-registrations and there will also be a "Ladies Choice" award. Flea market area & a car corral are also available.

The entry fee is \$10/car prior to July 31<sup>st</sup> and \$15/car thereafter and includes a dash plaque. Free T-shirts to the first 100 entrants. Flea Market space - \$20. Car Corral - \$25. There will be food and beverages available. Free tours of the historic Pennypacker Mills Mansion included. The Pennypacker Mills British Car Day pre-registration form is available at [www.dvcmg.com](http://www.dvcmg.com) or call 610-831-1531 for informa-

# Family Golf Plus!

The perfect summer

event

for the whole family!

Saturday, July 9, 2005

11AM-

??



First... we'll be meeting Lew Phillips (and Kris)

at Waltz's Golf Farm for some golfing fun.

- Special featured parking area.
- Reserved picnic table area (in the shade)
- DVC Party Pass - \$10/person gets you a round of golf and lunch (miniature golf at either the Castle or Farm course, a Par-3 chip and put, or a small bucket for the driving range; a hot dog or hamburger, chips, and a soda

*Please join us! Lew,  
Paul & Evonna*

Then... off on a Rally around the Springfield area en  
a...

route to

Picnic at Paul and Evonna Phillips' house

**Come join us for a swinging time!!!**

**RSPV by 7/1 to [Lew@DBigWoo.com](mailto:Lew@DBigWoo.com).**



Ridge Pike, Limerick, PA 610-489-5133

## SECOND ANNUAL DVC - MG MARDI GRAS CANIVAL - Saturday, February 19, 2005

The carnival atmosphere started at 5:00 P.M., members arriving in the usual unusual array of costumes to earn beads bearing covered dishes and wines which were consumed throughout the evening. Anyone in costume received a set of beads along with another set for bringing food or drinks.

Seems the colds going around caused several members not to be able to attend but the members and/or friends in attendance enjoyed themselves with the new ones greeting the ghosts at Lakeland Farm.

The game room was the center of attention with each winner



**Best Costume - Jaimee Rippert**

**Best Listener - Sandy Suffredini**

**Best Shiny Head - Barre Williams**

of a pool game winning a set of beads while the music played in the background. Once the "Fat Tuesday" spread was consumed, all relaxed before the games began. Thanks to all for bringing treats which may have been a little unbalanced due to late calls.

First, we ran the 25 trivia questions which earned a set of beads or more for each correct answer or performance. Members enjoyed the trivia though were stumped on a couple of questions and some technical debates arose over others and we even had a complaint that we were picking on the women during funny parts but that's "Mardi Gras". The trivia ranged from questions regarding Mardi Gras, MG automobile specifications to funny antics. Bob Tiley consistently answered the quickest. Our good friend Tom Rippert, as usual, kept things amusing for all but you had to be there to enjoy.

Dave Schwab recited a wonderful poem during the performance part. We finally cleaned out most of the beads once the traditional earning of beads started with the shaking.

Barre and Eleanor Williams were dressed as *Greg Lake*



**Poet Laureate - David Schwab with  
Wolfgang Fischer AKA Charlie  
Chaplin in the background**



Hershey Kisses passing out kisses (chocolate ones). Judy Lukis came as Toga Lady. Greg Lake was dressed as King Tut with a button when pushed activated the Viagra. Best male costume went to Brian Straub as an old-time hippie, best female costume went to Jaimee Rippert as the jester and the best couple's costume went to Wolfgang and Gudi Fischer as Charlie Chaplin and the hooker. The prize for the most beads earned went to Bob Tiley.



Members in attendance: Dave and Gloria Schwab, Bob Wagner, Donna Bristol, Walter King, Wolfgang and Gudi Fischer, Barre and Eleanor Williams, Dick and Sandy Suffredini, Tom and Jaimee Rippert, Greg Lake, Bob Tiley, Roy Dougherty, Brian Straub and Lew Phillips. Friends: Judy Lukis, Bob and Cindy Becker and Michelle Lukis.

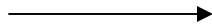


Thanks to all for making the party a wonderful event. Glad to hear any suggestions for next year as to changing the theme, format and/or trivia questions, etc

# BRITISH CAR SHOW PARTY/PICNIC

Sunday, June 12, 2005

2:00 P.M. thru ---?



Members only (no kids please)

**STONE HOLLOW FARM**

2022 Springtown Hill Road

Hellertown, PA

For more information and what to bring, call:

Walt: 610-838-6466 or Donna: 610-838-6217

or [donnabristol@yahoo.com](mailto:donnabristol@yahoo.com)

## Location

From N.J.: Route 78 E, 412 S, pass MacDonald's, left fork Springtown Hill Road.

From South: 611 N, 412 N, take right fork in Springtown, go straight.

From South: 309 N, right at Peppercorn Pub in Coopersburg, then immediate left.

Fol-



low Flint Hill Road to Taylor Drive, go straight to T.  
Turn left, next right



on Pleasant Drive to T. Turn right on Springtown Hill Road.

**HELLERTOWN BRITISH CAR**

*We'll see you at Stone  
Hollow Farm-Donna &  
Walt*

**SHOW**



Heller-  
voir

*Safety first!*

town Reser-  
Park, Hel-  
lertown, PA



9:00 A.M. to 2:00 P.M.

Come and see the show or participate  
(You don't have to register ahead)

Note: Farm is approximately 2 miles  
from the show, stop for directions.

## DVC SPRING TUNE-UP

DATE: SATURDAY, APRIL 16, 2005

TIME: 10:00 A.M. (EARLY BIRDS  
9:00 A.M.)

PLACE: ROSS MECHANICAL  
814 WELSH ROAD (ROUTE  
63)

HUNTINGDON VALLEY (BETHAYRES), PA

HOST: GIL GOLDSTEIN

RSVP: TOM RIPPERT

PHONE: 610-287-9325 or e-mail

[ripperts@juno.com](mailto:ripperts@juno.com)



*See you all there! Gil*

DIRECTIONS

## Webmaster E News

As we mark the first anniversary of the launching of the rebuilt website, now is a good time to thank Bob Tiley, Jr. for starting the site up in the first place! It is also a good time to remind everyone that the site is now found at [www.DVCMG.com](http://www.DVCMG.com). The [www.comcat.com/~zoomer](http://www.comcat.com/~zoomer) site will be going down soon (if it isn't down already). So if you have the club site marked as a 'favorite' (and why wouldn't you?), please check the 'properties' to make sure you have the right address.



If you've checked your email recently, you may have noticed some emails from the DVC and wondered what is going on. Well... as we all know, T-Talk is a *fantastic* place to get info about what is happening with the DVC. But what happens if there is a new event with a short lead time or a sudden date change? Maybe there is an announcement or a reminder that just can't wait for the next issue to go to press. Then what? Then we use the DVC Email List!

The DVC Email List lets us send you information between issues of T-Talk. Don't worry, we hate spam as much as the next guy, so it will be used sparingly and we will try our best to combine announcements. It is also set up to be as safe as your buddy sending you an email – even safer! Every message from the list is individually addressed (no one else's address appears on the email) and the message is checked by two virus tests. Even if someone or something tries to send directly to the group, it will get blocked! (Still, if you don't want to be on the list, just let us know.)

With Spring days popping up more often, now is the time to start thinking about car shows. So head on over to the web site and check out the list of shows that we have been compiling! Many of the shows listed are also advertising our show. So let's get together and visit with them at their show! Especially the ones that are featured as 'INVADE' shows. What is an INVADE show? Well hop over to the web site and find out!

And stop in often! New stuff is added all the time! *Lew*

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## Pennypacker Mills 8/13/05 British Car Day Organizational Meeting

The initial car show meeting was held on Saturday, March 19th at 3 PM in the clubhouse at The Colony. DVC members attending were Roy Dougherty, Chuck Goelz, Larry Kain, Lee Niner, Lew Phillips, Paul Phillips, Tom Rippert and Bob Wagner. The basic car show format was unanimously agreed upon to be changed from a judged event to a popular vote venue. Publicity is well underway with notices being sent out to over fifty British car clubs throughout the Delaware Valley. Press releases are planned for late July. Trophy's will be etched glass mugs and will be awarded for first, second and third places. Ballots and ballot boxes need to be designed. Classes of cars will be determined by pre-registrations and there will be a "ladies choice award. Dash plaques will feature the Pennypacker Mills logo. One Hundred + T-Shirts will be run off by Mike Maloney. Special staff T-shirts will be costed out for feasibility. Three large signs/banners will be required at the entrance. Registration will be manned from 9 AM to 12 Noon and will require two large tables and six volunteers. Car placards need to be designed and will probably be color coded by car class. Voting will be from 12 Noon to 2 PM. The awards ceremony will be at 3 PM. Car show field layout will be done on Friday, 8/12 and will require four volunteers. Directing cars after registration to their appropriate areas will require four volunteers. Food vending will be done by the Lower Frederick Ambulance Corps. Sound system will be set up by Lew Phillips. Areas for a car corral and a flea market will be laid out also. An on site tour at Pennypacker Mills followed by a luncheon meeting at the Woodside Inn in Schwenksville will be held on Saturday, May 7th. We'll meet at the Pennypacker Mills Historical Site at 11 AM to meet the Pennypacker Mills staff, review the available electrical and bathroom facilities and pick the ideal car show, flea market and car corral locations. Our luncheon meeting will devoted to the crossing of T's and the dotting of I's of the many details that go into the successful running of a car show. Our committee feels good about the format and location of the car show and also that issues are being recognized and addressed. The car show committee also feels that for a first time car show a turnout of anything over fifty cars will be viewed as a success so the "straw man" budget was fixed at \$500. Estimated costs for signage, placards, T-shirts, supplies and trophies needs to be established. Requests for car show day volunteers is in T-Talk. All in all, we're underway, we have a plan and the DVC is going to have a car show and most importantly, we're going to have fun doing it! Want to assist in the preparations, our next meeting is on May 7th. Please join us.





## 35th ANNIVERSARY PARTY

What do “Hey Dude”, “flower power”, “peace”, “dreadlocks”, “polyester” and “bellbottoms” have to do with the DVC celebrating its 35th anniversary? Actually, a whole lot! Our theme this year was the “70’s” and our members went all out trying to out do each other. Who the heck saves tie dyed shirts, polyester bellbottoms, old army fatigues and funky vests? DVC members, that’s who! We had our own mini protest set of groupies that except for a bulge here and there and an occasional wrinkle sure looked like they were going to march somewhere and protest or maybe just chill out. Top honors went to Greg (Lost in the 70’s) Lake who was astonished that he won because “Geesh, that’s what I always wear!”



### Greg Lake Explaining That Free Love, Well, It’s Really Not Free!

secrets to providing relief to migraines. Lew of course promised never to divulge its secrets to another living person. The penalty for doing so would be to have to own a Triumph or if you told several people, an Alpine.

No DVC anniversary celebration would be complete with our version of that 70’s comedy team - The Smothers Brothers. Our own duo of little Tommy Rippert and little Dickie Suffredini presented their infamous 2005 “Owards”. They’re called “Owards” because when you get one you tend to exclaim “Oh S\_ \_ ! This years “Owards went to Gregg Lake - Bent Bumper Oward, Bob Wagner - Cold Teeth Oward, Elanor Williams - Weeble Oward and Lee Niner - Blown Clutch Oward. In a strange turn of fate Tommy presented Dickie with the Eye Brow Extender Oward and then Dickie presented Tommy with the Hi Tension Oward. Beware TTalk readers, these two wild and crazy guys are always watching out for next years Oward winners!

Other DVC members attending were Jaimee Rippert, Paul and Evonna Phillips, Sandy Suffredini, Roy and Sue Dougherty, Ernie & Barbara Feldgus, Jim & Marie O’Brien, Wolfgang & Gudi Fischer, Bill & Evelyn Webb, Betsy Polock, Steve novella, Chris Pollock, Larry & Carol Kain. Missing in action were Bob & Terry Tiley—they were probably in 70’s outfits and wondered into a street shelter where they were welcomed by residents dressed just as they were! All told we had a crowd of forty people and eight MG’s but who’s counting!

The snacks and food were delicious as was the Guinness and Bass. Thanks go to Liz Niner for volunteering to do this Herculean task of organizing and running this affair. Also, many thanks to the DVC members that assisted with the cleanup afterwards. It’s appreciated! Thanks also to Dick Suffredini for the photos. *Lee*



### Ben & Cyndi Nolan Making A ‘70’s Fashion Statement!

More prizes and honors went to Chuck & Judy Goelz for driving the oldest MG (‘58 MGA). Lew Phillips and daughter won a prize for driving the newest MG (‘80 MGB). Longest continuous dues paying member went to original DVC members Barre and Eleanor Williams. Newest member honors went to Joe & Sharon Lamando (they joined that day!). Best picture award went to that 70’s guy - Gregg Lake. Best scrapbook went to Liz Niner and best memorabilia went to Earl Wanklin for his jacket of MG GOF patches that went from the sixties through the nineties.

The Book (which just happens to be the most prized and coveted of all DVC memorabilia) was awarded to Lew Phillips by last year’s recipients, David and Gloria Schwab. This most sacred artifact, while heaped in secrecy, is rumored to have done everything from providing answers to life’s deepest



### “Maintaining The Breed”



## Exhaust Notes - Chuck Goelz

### "Bringing it Home"



After finding that MG that you've been searching for, negotiating the sale, and actually handing over the money, the adventure begins. Of course, by this time you have already made your plans to get the car home. Many of our beloved chariots made that trip on a trailer or at the end of a tow-bar, but my MGA had a much more exciting homecoming. I learned of this particular car from a colleague in our Loveland, Colorado facility and the owner was not quite sure whether or not to sell it. Lou had purchased it for Christine in 1970, making it older than any of their children and it had become a part of the family. It was clear that he was concerned about the *Little Red Car's* future home, and I had to convince both of them that I would be a worthy caregiver. After several visits to look over the car (I never saw it run – it had no batteries installed) and to pursue the extensive interview process – and I'm dead serious about the interviews – I passed, and agreed to his monetary expectation. It was also agreed that he would prep the car, install 2 new 6-volt batteries and finalize the deal on my next business trip to Loveland.

Back home I planned the details of the trip with our old DVC friend, George Melick and my very old friend, Don Stewart (not that Don is old, mind you; the friendship goes back to 1964). George helped stock my spare parts kit and help plan the route. Don was invited to share the trip with me. Once I had a schedule for my next visit to Loveland, Don planned a business trip to visit a customer in St. Louis where I would meet up with him for the ride to Pittsburgh.

On the morning of October 14<sup>th</sup>, 1996 the title was signed over to me, and the local authorities issued a transportation permit. It was mine, and I spent the next two evenings in a co-worker's garage just trying to make sure it was ready for the trip. On Wednesday the 16<sup>th</sup>, weather was perfect and I hit the road at 12:40PM, but there was a threatening dark sky starting to appear over the Rockies to the west. I hoped that I would stay ahead of it. US Route 34 was the planned route across Colorado, then dropping down to Route 36 near the Nebraska and Kansas borders. 36 parallels I-70 across Kansas and is so straight and flat that the occasional on-coming truck would signal to dip my lights from 5 miles away! It was posted for 65 mph, and was conveniently punctuated by small towns every 50 miles or so. Each town seemed to have the necessary features – One traffic light, one gas station, and one convenience store or fast-food joint. I started to see a trend after the 2<sup>nd</sup> or third refueling: 8 gallons of gas, 1 quart of oil. Hmm, must be leaking. I'll have to look into that when we get to Don's house in Pittsburgh.

Twelve hours and twenty-one minutes of driving brought me into the Marriott parking lot in Kansas City. After 618 miles I was a bit tired, but felt pretty good, considering it was after 2 AM. I checked-in, and made arrangements with their security manager for a secure parking location. I parked where he could see the car from his office window. I slept well, and was on I-70 toward St. Louis by noon, but not before adding more oil and gas. The storm front that I outran the previous day caught up to me, and I had the lovely experience of driving the Interstate in the rain on dry-rotted tires. The tension was building in that environment, and locking a rear wheel on an exit ramp didn't help me to relax. Add to that the constant pull to the right, and the nasty clunking sound from the right front suspension... I was sure glad to see Don when I pulled up in front of the St. Louis Marriott! Now I was halfway home, and had a well-qualified copilot to share the next leg of the trip with. Since Don wrote his version of the story years ago, I am pasting that part right into this article. I'll be back for the final Pittsburgh to Harleysville leg...



### Cross Country MG Adventure



*My old friend Chuck, who lives in the Philadelphia area, recently took the plunge back into MG ownership. Maybe it's revenge, but Chuck is the person responsible for getting me hooked on the MG addiction in the first place. Back when we were in high school, Chuck was the one who always had some kind of car to drive. After some disastrous, but highly educational experiences with a couple of Renault Dauphines, Chuck bought an MG1100 sedan. This was one of the neatest cars we had ever driven. It was not the fastest car around, but the Hydrolastic suspension was like nothing else. You could take a corner at almost any speed you dared, and the car stayed absolutely flat! This was quite a revelation after driving our dads' cars; a Chevy Impala and Plymouth Belvedere. After the MG1100, Chuck bought an Austin Healey Sprite. We really thought of it as being an MG Midget but with different trim. It even had the walnut MG shifter knob Chuck took off the 1100.*

*Moving forward many years to more recent times, I returned to the world of MG. Chuck has been driving nice reli-*

able and comfortable company cars for many years, and suppressed the MG addiction by staying busy keeping his other cars (often his kid's beaters) going. The beginning of the end for Chuck came several years ago when a new neighbor moved in. He thought it odd that this neighbor was building a house with a large three bay garage with a big hole in the ground in the end bay. The hole turned out to be a mechanics pit. His new neighbor, George, moved in along with his MGB-GT, MGA and several MG TDs. Ultimately, Chuck was a goner as far as MG was concerned!

Able to resist actual ownership for a few years, Chuck finally found the MG with his name on it earlier this year. The only problem: It was in Denver. The car is a very original red 1958 MGA roadster with wire wheels. It was the previous owner's pride and joy, but had been stored in the garage and only driven a few miles each year for the last 18 to 20 years. This was done mostly to be sure it was still running and to keep the engine, brakes, etc. from freezing up. The engine was maintained with regular oil changes and other attention, but basically the car was not being used. After Chuck passed several interviews to be sure he was worthy of owning this particular MGA, the owner relented and sold the car. And that's where the cross country MG adventure begins.

The owner had prepared the car for the trip by replacing the old batteries, changing the oil and filter, lubricating the front end and generally checking things out. Chuck picked up the car on a business trip to the Denver area. The only practical way to get the MGA back to Philadelphia was to drive it back. Chuck came prepared with the usual assortment of parts, like fuel pump, hoses, distributor cap with wires and other miscellaneous bits. The plan was for Chuck to leave Denver and pick me up in St. Louis, where I had arranged a business trip. We would both drive the car to Pittsburgh and Chuck would finish up from Pittsburgh to Philadelphia on his own.

You could imagine the ordeal which was expected in driving a 38 year old car which had not been regularly driven for 20 years over 2000 miles! I'm sure you were anticipating a tale of all the trials and tribulations we encountered during this journey. Well, there's nothing to tell! The car ran very smoothly and almost flawlessly the whole trip. The only minor problem occurred somewhere in Illinois when the car started idling rough after a gas stop. We found the primary ignition wire inside the distributor was rubbing against the rotor and its insulation had worn through. It was probably arcing to the rotor in that position. We pushed the wire out of the way and put the spare distributor cap on for good measure. We got back on the road and completed the trip with no further problems. It just goes to show that the reputation MG has for unreliability is really unfounded. Even with 20 years of storage and minimum attention, the car is so well built that it ran just fine. Now let's see... where can we both go in our MGs for vacation next year...*Don*



## Pittsburgh to Harleysville Leg



OK, I told you I'd be back. In the comfort of Don's heated and well-equipped garage, I took a day to try to resolve a few things before driving the last 300 miles on the PA Turnpike. I adjusted brakes, replaced that frayed primary wire in the distributor, replaced the o-ring and seal on the oil filter (I actually thought this would have a noticeable effect on my oil consumption -- Ha!), replaced the thermostat, and added a weather-strip to the hood where it meets the top of the windscreen, and replaced the wiper blades and arms. I also switched the one-and-only defroster hose from the right side to the left, where it might do the driver some good. It was pretty obvious that a one-day lay-over wouldn't be enough time for the rains to pass, so I wanted to be ready for more rain. I was a more than a bit tense the night before coming through Wheeling.

The final leg on October 20<sup>th</sup> went without any significant incidents. Well, except for smashing my sun visor in the door at a refueling stop. How can you do that? I had moved the visor to the position of a "wind wing" to gain a bit of rain deflection on the driver's side because that side had the worst side curtain. I forgot to move the makeshift "wind wing" out of the way before I closed the door on it.

Does it surprise anyone (well, those who knew George) that as I drove up East Woods Drive toward my house, there was George standing in my driveway taking pictures? He later said that it took days for that wild (other adjectives come to mind) grin on my face to fade. One thousand eight hundred thirty one miles in about 36 hours of driving on dry-rotted tires, a broken right front coil spring (remember that pulling to the right and those awful clunking sounds?), and lots of rain couldn't take the fun out of this adventure. What was the best part (I think I heard someone ask...)? Well, the long stretch across Kansas in the middle of the night was awesome. Arriving in St. Louis was a great moment. Seeing George in my driveway was a beautiful touch. But without a doubt, the greatest ingredient of the entire journey was sharing it with my old driving buddy from our high school days! Don, let's have an *Old Speckled Hen* together real soon...Photo credit: Don Holle.

*Chuck*



# Winner's Circle - Bob Dougherty

(The DVC's One & Only Western Correspondent!)

## ALMS 2005

Are you tired of the left turning, tobacco chewing, red-neck driving, NAS-CAR racing? Long to return to the days of Sports Car racing, where they make left & right turns, downshift, race on a track with a multitude of different classes, and best of all, run cars from legendary manufacturers? Well if so, the American LeMans Series (ALMS) is for you!



Founded in 1999, the ALMS is the North American License holder to the famous 24-hour race that started in LeMans, France in 1923. Every year, cars in four classes run the 10 ALMS races in the USA & Canada, with the overall winners in these classes given automatic entry to LeMans. This year, in addition to the four class winners, 11 additional entries from the ALMS were invited to compete at LeMans! The ALMS has proved so successful that a European off-shoot (ELMS) will begin racing this year! The racing is first rate, with over 60% of the entries to the 24 hour LeMans running the full schedule here in North America.

### MG Octane Boosters

The classes are divided by performance, with the top class (P1) ruled by the Audi R8's, with the MG/Lola EX257 always nipping at their heels. The P2 class is always a wide open class, with manufacturers trading off each year for top honors. Quite a lot of interest has been generated in the bottom two classes since last year as long-time champions are being challenged by some of the most classic names in motor sport history! In the GT1 class, Corvette has been the dominant marque for years, winning both the ALMS & LeMans for the last three years. However, last year, a small company from Italy decided to enter a car, and the Ferrari Maranello not only challenged Corvette, but managed to win two races outright. The Prancing Horse doesn't enter for show, so this year the Corvettes know they will be challenged! In the GT2 class, it has been all Porsche for the last five years, with 1, 2, and 3 finishes the norm. In 2005, look for TVR and Morgan to challenge, with a possible Ferrari entry also.

This year the series kicked off on March 19<sup>th</sup> with the 12 hours of Sebring, a race that rivals LeMans in both difficulty & prestige. Over the years, Sebring has seen the likes of Moss, Fangio, Clark and a host of other greats from road racing history compete for glory. This year, the Audi R8's once again finished 1 & 2 at Sebring, as they did in LeMans last year, however, there was a new entry on the podium in 3<sup>rd</sup> place, the MG/Lola EX257! Dyson racing overcame various problems, including fitting a new supercharger, to claim the highest placed finish for MG in the long history of Sebring. Sadly, due to a new marketing agreement, the MG/Lola EX257 is now called a Lola/AER EX257 here in North America, so instead of MG listed on the podium, Lola gets the honors! This reporter doesn't care for the legalese, the car will compete in LeMans this year as the MG/Lola(although with a 2005 chassis now called the EX267), it has run for the past 3 years as the MG/Lola, as far as I'm concerned, it's the MG/Lola no matter what they call it here in North America! Look for Dyson Racing's Theford/Norcold #'s 16 & 20 if you have MG blood in your veins and root them home to victory! *Editor's note - The picture above is of the MG/Lola pit crew taken in Bob's backyard during their recent visit to ask his opinion of their coveralls and to assist them with their tool selection.*

There was a major upset and earth-shaking development in GT1 at Sebring this year. The first-time entry Aston Martin DB9S held off the Corvette C6RS & Ferrari Maranello to win Aston Martin's first ever class win! The overall 4<sup>th</sup> place finish was the highest for Aston Martin since Carol Shelby brought a DB3S home 4<sup>th</sup> in 1956! The Corvettes were worried about Ferrari, but now Aston Martin is the car to catch!

In GT2, Porsche ruled again, but the TVR once again ran strong, and there is hope that the Morgan Aero 8 will once again challenge.

Of Course, I've saved the best for last; there is an ALMS race right in your back yard in 2005! The New England Grand Prix will be run at Lime Rock Park from 1-4 July this year, with the actual race on the 4<sup>th</sup>. Lime Rock is one of the prettiest race tracks in the country, nestled in the hills of western Connecticut, only a 4 1/2 hour ride from Valley Forge. I can't think of a better way to spend a few days then to rest in the soft grass of Connecticut and listen as the engine noise of MGs, Aston Martins, TVRs and Morgans reverberate off the hills.

For those of you who want to watch the races, all 10 races in 2005 will be televised by the Speed Channel & CBS. Broadcast schedules and information on obtaining tickets can be found on the ALMS web site; <<http://www.americanlemans.com/home/>> Photo courtesy of Dick Suffredini

*Bob*