

**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 2

1970 - 2005 - Our 35th Year

July, August, September, 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

*Behind the Wheel -
Mike Maloney*



*2nd Gear Chatter -
Tom Rippert*



*From The Pits -
Lee Niner*



*Exhaust Notes -
Chuck Goelz*



*Webmaster E News
Lew Phillips*



*Winner's Circle —
Bob Dougherty*



The DVC Is Drive'n Into Summer

It's been a great spring for DVC members. First we had a spring tune up for our MG's. Then we had a fabulous Spring tour to Harpers ferry, WV. Then we went to the Hellerstown Car Show and had a post show party and picnic. In between those events, there were three DVC Pennypacker Mills Car Show planning meetings / lunches / rallies.

As we blast into summer, mark your calendars and plan to attend the DVC Family Golf Day & Picnic on July 9th, the DVC Hornsby Rallye (featuring covered bridges) & Swim Party on July 30th, the DVC Pennypacker Mills British Car Day Car Show on August 13th, the British Marque Triathlon on August 25th — 28th in Killington, VT and the DVC Week-

ender Tour to Chestertown, MD on September 16th. Also, don't forget the NEMGTR's, GOF MK 79 in Salem, MA, NAMGAR's GT30 at Mackinac Island, MI and NAMGBR's Convention at Olympia, WA. What a year for MG's and the DVC but especially what a year for you and your MG. Get that MG out of your garage and DRIVE IT!



Third Quarter DVC Events — See You There!

July 9th

**Family Golf Outing &
Picnic**

Limerick, PA

July 30th

**Hornsby Rallye &
Pool Party**

West Chester, PA

August 13th

**Pennypacker Mills
British Car Day Show**

Schwenksville, PA

August 25th — 28th

Triathlon — Killington, VT

September 16th — 18th

Weekender Tour — Chestertown, MD

Behind The Wheel — Mike Maloney

Over half of 2005 is behind us and there are many DVCers who are working very hard every week to make this club a continued success. We've got the very best events of any local car club and our attendance at these events shows that we're giving members what they want. The new Web Site is great (check it out at www.dvcmg.com) and that too is the very best local car club web site and the number of hits certainly indicates that you, our members, are making use of it.

These are just a few of the things that many people in the DVC spend their spare time doing in the background because they are so dedicated to the club and of course, the cars. So if you have a moment at an upcoming event, please take a moment to thank the event host, the event chairman or even just someone who helped you change your brakes.

Year after year I am taken back by how DVCers help each other. Not because they have to, but because they love to. It is a testament to you our membership of the DVC. And with the dedication of so many to the

DVC, we are sure to have many more years of fun together. May your summer MG driving be full of fun and Lisa & I hope to see you at a DVC event. Now, if only good old Mr. D. will let me borrow that MGB one more time!

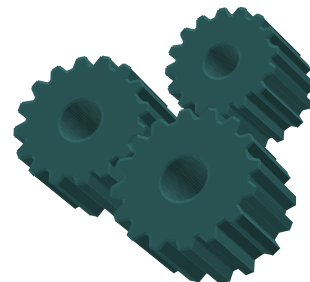
Mike



2nd Gear Chatter — Tom Rippert

Well, it's July already! We've already had a few good "driving events" since last T-Talk, and of course we got our cars ready for these 'drives' in April at the "Spring Tune-up." Our Spring Tour to Harper's Ferry was the first driving event of the year and was a spectacular trip, and then we had a short drive to Hellertown for the "All British Car Show" and then onto Donna Bristol's for socializing afterwards. I'm looking forward to the rest of the year's driving events and would like to see lots of DVCers attend. Check your DVC Calen-

dar of Events — I'm sure there's something of interest for just about anyone. I'd especially like to see all of you at the first ever car show in August at Penny-packer Mills, hosted by Delaware Valley Classic MG Chapter, the "DVC." Mucho thanks to several members who have volunteered to assist. Come out and support "your club". Don't forget to register early and get a free Tshirt. Also, don't forget our Family Golf Outing, Hornsby Rallye & Pool Party, the Triathlon & also our Fall Weekender down to Rock Hall. Your club has something



this year no matter what your favorite MG things to do are!

Tom

P.S. Remember, any ideas or suggestions for an event, please stop me and talk, call me, or e-mail me at riperts@juno.com. You're what our club is all about. See you real soon at an event.

From The Pits — Lee Niner

The DVC is alive and well thank you. I'm getting articles and pictures so that means your issue of TTalk will make for some interesting reading.

Some of you have asked what program I'm using to produce TTalk. The program is MS Publisher and it has all the bells and whistles that any editor would ever need. It actually takes the drudgery out

of publishing and allows the majority of time to be spent on creativity.

By the way, do any of you have some tech tips that you would like to share with the membership. If so, send them to me and I'll start a Tech Tip page.

I installed a spin on oil filter on the TD this spring. It was about a half hour operation. Now my T, A & B

use the same spin on oil filter. Plus, it's a lot easier changing filters. I also bought a small air compressor at Harbor Freight and now lubricating the cars is almost a joy.

Here's a DVC Trivia question for you. Who were the second editors of the DVC's newsletter (before it was named TTalk)? The answer is buried somewhere in this issue. Have a great MG summer. *Lee*





DVC's Harpers Ferry Spring Tour - Wet, Wild & Wonderful

The DVC's annual spring tour for 2005 took place on the weekend of May 20th – 22nd. We all met at the Gateway Shopping Center on RT 202 just south of King Of Prussia Mall. It was a strange sight in the parking lot as ten MG's of various models and colors all had their tops up and were covered with liquid sunshine. We left the parking lot, preceded down RT. 202 south and onto RT. 30 West with the CB radios crackling with directions and rain jokes. On picturesque secondary roads we motored into Chester County, then on into the rolling hills of Maryland horse country, skirting around Baltimore and Washington DC with rain coming in torrents and leaking through our windscreens and side curtains. Onward the brave and wet DVC'ers and their MG's traveled, briefly through Virginia and finally into West Virginia and our destination, Harpers Ferry. What's this, the sun is out and the sky is blue. Check in was painless (and toothless!) so we did what all DVC'ers do – break out the snacks and beer and celebrate our safe arrival. Diner was a short walk up an unforgiving hill to a wonderful inn. Great food and even better conversation between DVC'ers made for a memorable evening.

Saturday dawned bright and sunny. We had the morning to meander around exploring Harpers Ferry on our own. Some walked and some drove into town center. The town is a great weekend destination. Lots of historic sites to see, even more antique shops and wonderful little eateries that serve reasonable lunches. At 1 PM, tour organizers Dick and Sandy Suffredini led us on a terrific rallye on some fantastic back roads complete with a ferry crossing and finally winding up at a pair of wineries. One of the wineries was a “pour your own”



On board the “General Jubil Early”, a privately owned and operated ferry boat. We crossed from Maryland into Virginia as part of our Winery Rallye on Saturday.

and believe me, we did! Our trip back to the motel was a repeat performance of great MG roads, lively CB conversation and beautiful scenery. We got back in time for either a quick nap or viewing the Preakness. Our dinner destination for Saturday night took us on another wonderful drive through small towns and villages to a German restaurant with German beer. We were broken into small groups of four or five which made for con-

Spring Tour Continued



versation on a more personal level. The drive back to our motel was under starry skies with a full moon. Some of us weathered on in the motel's lobby till the wee hours of the night.



On The Way To The Antietam Battlefield — A's, B's & T's Of The DVC Getting Gas & DVC'ers Going At A Gas Station Just Outside Harpers Ferry, WV

Sunday was another perfect sunny day. Luggage stowed away, oil added to the engine, ignition on, CB's on and then our hardy band of ten MG's are off on a rallye over to Antietam battlefield. Once again - great roads



Three antique cannons and one antique MG — which one's had more money spent on its restoration!

and beautiful scenery. The battlefield site is laid out with placards every couple of hundred feet so that you really can get a sense of the bloodiest single day battle of the Civil War (War of Northern Aggression for you Southerners). Our ride toward home was a leisurely meander back to DVC land. By then, all of us had become used to Dick and Sandy leading and Lew Phillips anchoring with the rest of filling in randomly. DVC'ers attending were Roy & Sue Dougherty (MGB), Wolfgang & Gudie Fisher (MGBGT), Chuck & Judy Goelz (MGA), Joe & Sharon Lamando (MGB), Jim Finne & Marianne McGarrity (TD), Lee & Liz Niner (TD), Ben & Cyndi Nolan (TD), Lew Phillips (MGB), David & Gloria Schwab (MGB) and our spring tour leaders Dick & Sandy Suffredini (TD). DVC'ers who had previously signed up but had to cancel at the last minute were Barre & Eleanor Williams (hope you're better now Eleanor!) and Tom & Jaimee Rippert (jet lag from England!). The really nice part of a DVC weekend trip is getting to know other members. Whether it be at breakfast, lunch, dinner, the parking lot, CB chatting or sightseeing, striking up conversations is a pleasant way to get to know

Spring Tour Continued



your traveling companions. This trip was most memorable for me because Liz & I got to see and talk to some members that were new or that we hadn't seen since last year. Another memory (and you had to be there) was our caravan on those back country roads complete with the sharp turns and twists that really get your adrenalin going and make you realize what MG's were designed to do and way they were so popular.

Kudos and accolades go to Dick & Sandy for taking DVC long weekend trips to the next level. Our trip packets which had directions, maps, participant cell phone numbers and brochures were complete and accurate. Our planned stops were done so that both DVC'ers and their cars could go & gas at the same time! The routes were on secondary roads and made the trip to and from Harpers Ferry as enjoyable as our destination. Thanks for all your efforts.

Hey, our CB is on channel 8, the MG's are gassed up and our clothes are washed — now when are sthe next DVC



DVC'ers exchanging quips about each other. It's a great way to get to know

fellow club members. Besides, it was an absolutely beautiful day! (Nice purse Roy!)

weekend trip! Oh yea, one's in August up to the Triathlon and one's in September down to Chestertown — See you there. *Lee*

Photo credits: Dick Suffredinni & Lew Phillips



YOUR MG REGISTERS' EVENTS FOR 2005



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 - 8/31 — 9/4 - info: 585-586-2806

DVC Valve Cover Racing Team Cleans Up At Road Atlanta



Jim Finne & Greg Prehodka



In some of the most exciting "Valve Cover Racing" the South has ever scene, the "Jersey Eliminator" blew away the competition and took home 1st overall honors this weekend, in a support race to the "Walter Mitty MG-Triumph Race" at Road Atlanta, Georgia. Although challenged by others as being over-weight, it passed scrutineering OK. The MG Midget "Eliminator" valve cover racer was built by master valve cover engineer Jim Finne, and driven by noted vintage MG racer Greg Prehodka. It just kept blowing away the other valve covers one after another in elimination heats! In the final round of racing for the win, it just nosed out the other valve cover by a margin of two inches at the finish line, and was declared the "WINNER"! There was only one minor incident during the event, when some stranger tried to stop the "Eliminator" just past the finish line with their foot, not realizing the forces involved, and was almost eliminated himself. Fortunately, no toes were broken. The competition was sponsored by Classic Motorsports Magazine, and for the winning team, Jim will receive a free one year's subscription to Classic Motorsports Magazine, and the racing results will be published in the magazine.

Jim & Greg

Dr DVC Makes First House (Garage) Call

Lew Phillips

Three car-diologists from Dr. DVC's office made a house call to Hank Clare's garage on April 30, 2005. The patient, a 1952 creme MG-TD with green interior, was piece-fully resting in the bay. The team had been called in for a patient evaluation and to administer a requested fire lighting under Hank. The attending fizz-icians... Dr. Tom Rippert, Dr. Dave Schwab, and Dr. Lew Phillips.

Patient History: Born in England, the TD came to America as an infant. Hank's uncle adopted her new from a Harrisburg area dealer. Nicknamed MiG by family and friends, she spent her youth happily touring the PA roadways. When the family moved to Maryland, MiG tagged right along. Eventually, the family retired to Virginia where MiG spent most of her time resting in a garage. Resting... unless Hank and his brother showed up to sweet-talk his uncle into letting them crank her up and take her for a spin around town!

Being retired, uncle decided to spruce MiG up by doing a restoration. He ordered some parts and started in, but unfortunately passed away before he could really get into it. Not wanting MiG to wind up in foster care, Hank bought her from his aunt. A couple of days of tinkering and she was running again... and on her way back up to PA!

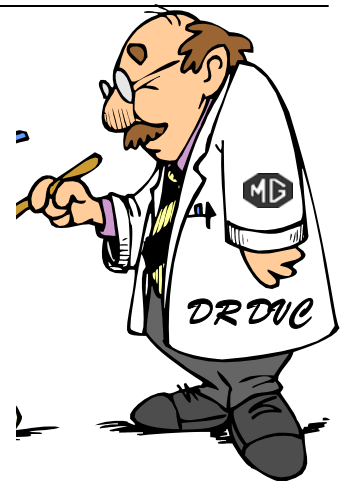
Hank started restoring MiG... several times. Unfortunately, 'life' got involved and kept pushing the operation to the back burner. And that is where she sits now... in mid-restore.

Evaluation: At 53 years old (three times the average age of a DVCer... OK... three time how old the average DVCer acts...), MiG is still very young at heart with only 20K miles! Yes, that is right. No, it isn't a new odometer, hasn't been pushed back or disconnected, nor has it rolled over! While she is partially disassembled, she is in remarkably good shape!

Investigation showed a lot of expected things... like the serial numbers all matching. But it also showed a lot of fascinating and refreshing things... a locking insert on the gas tank, the original tool kit (with original ties), chrome in excellent shape, solid wood substrates, glass tail lights (with no nicks), all original wing nuts, side panels, original under dash panels, and much more!

Prognosis: MiG ran before her 'nap' and was nicely preped before hand. She needs a really thorough clean-up, new rubber, fresh paint, new piping, some standard restore mechanical work, but should be back out on the road soon!

We all had a great time, shared a lot of war stories, exchanged tips, and looked at what MiG's future will be via Dave's picture of his TD restoration. It looks like Hank and MiG now have a plan! We'll be watching the roads for



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!

Dr DVC

(Check out the website, www.dvcmg.com, for more info!)



With Dr DVC
Without DR DVC



NEMG'T'R



NAMGBR



NAMGAR



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

A Letter To The Editor...

Hi there Mr. Editor - (Ms. Editor, too if I know whose doing a chunk of the work :-). I enjoyed the most recent (April May June) T-Talk, as usual, but I did want to comment on, the article by Geoff Wheatley, entitled "200 Mile Per Hour MG."

In the last paragraph, Geoff laments that, "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." I have to respectfully disagree with the statement that the special autobahn was destroyed during the war.

In fact, as of 1992, just three years after the wall came down and Dessau, which had been in East Germany became open to travel, Dee and I traveled the Berlin - Leipzig Autobahn. That is the autobahn which passes Dessau, and on which the EX135 Record Runs took place in 1939. The special section of autobahn designed as a world record track was absolutely there in 1992. That section of highway was unique in that, for 14 kilometers just south of Dessau, there was no median dividing the northbound lanes of the highway from the southbound ones. The concrete was incredibly smooth and it was marked to identify it from beginning to the end of the special section.

That section of the Autobahn was a long, straight piece of road, gently sloping southbound. In John Dugdale's "Motor Sport of the Thirties" he described two very distinctive arched bridges over the road, at Km 91 and Km 93. When we arrived at those locations, There were those bridges, exactly where they were described and pictured. The bridge arches allowed the center of the road to be unobstructed and appeared identical to those in photographs of the 1939 record setting MG activities.

If you look back at the February 1993 TSO, you'll find my article, and the accompanying photos, describing the highway, Dessau and the area. I can't say for sure that in 2005 the record setting autobahn section is still there in the same condition, but it sure looked to me in 1992 that it did survive World War II and existed in the eastern zone of Germany for another 50+ years. Best regards

ED

Ed Flax

Editor's Note: Ed & Dee Flax were the second editors of "The Paper" which was renamed "TTalk" in 1971!

A Note From Geoff Wheatley...

The Lucas motto: "Get home before dark." Lucas denies having invented darkness. But they still claim "sudden,unexpected darkness"

Lucas--inventor of the first intermittent wiper.

Lucas--inventor of the self-dimming headlamp.

The three-position Lucas switch--DIM, FLICKER and OFF. The other three switch settings--SMOKE, SMOLDER and IGNITE.

The original anti-theft devices--Lucas Electric products.

"I've had a Lucas pacemaker for a week and have never experienced any prob...

If Lucas made guns, wars would not start either.

Did you hear about the Lucas powered torpedo? It sank.

It's not true that Lucas, in 1947, tried to get Parliament to repeal Ohm's Law. They withdrew their efforts when they met too much resistance.

Did you hear the one about the guy that peeked into a Rover and asked the owner "How can you tell one switch from another at night, since they all

look the same?" "He replied, it doesn't matter which one you use, nothing happens!"

Back in the '70s Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which didn't suck.

Quality Assurance phoned and advised the Engineering guy that they had trouble with his design shorting out. So he made the wires longer.

Why do the English drink warm beer? Lucas made the refrigerators, too.

Alexander Graham Bell invented the Telephone.

Thomas Edison invented the Light Bulb.

Joseph Lucas invented the Short Circuit.

Recommended procedure before taking on a repair of Lucas equipment: check the position of the stars, kill a chicken and walk three times sunwise around your car chanting: "Oh mighty Prince of Darkness protect your unworthy servant."

Lucas systems actually uses AC current; it just has a random frequency.

However, Lucas Aerospace shares have gone up in value every year since 1978! So they must be doing something right! *Geoff*

Heard From The DVC's Correspondent From The Land Downunder

The questions below about Australia, are from potential visitors. They were posted on an Australian Tourism Website and the answers are the actual responses by the website officials, who obviously have a sense of humour.

Q: Does it ever get windy in Australia? I have never seen it rain on TV, how do the plants grow? (UK). A: *We import all plants fully grown and then just sit around watching them die.*

Q: Will I be able to see kangaroos in the street? (USA) A: *Depends how much you've been drinking.*

Q: I want to walk from Perth to Sydney - can I follow the railroad tracks? (Sweden) A: *Sure, it's only three thousand miles, take lots of water.*

Q: Is it safe to run around in the bushes in Australia? (Sweden) A: *So it's true what they say about Swedes.*

Q: Are there any ATMs (cash machines) in Australia? Can you send me a list of them in Brisbane, Cairns, Townsville and Hervey Bay? (UK) A: *What did your last slave die of?*

Q: Can you give me some information about hippo racing in Australia?(USA) A: *A-fri-ca is the big triangle shaped continent south of Europe. Aus-tra-lia is that big island in the middle of the Pacific which does not... oh forget it. Sure, the hippo racing is every Tuesday night in Kings Cross. Come naked.*

Q: Which direction is North in Australia? (USA) A: *Face south and then turn 180 degrees. Contact us when you get here and we'll send the rest of the directions.*

Q: Can I bring cutlery into Australia? (UK) A: *Why? Just use your fingers like we do.*

Q: Can you send me the Vienna Boys' Choir schedule? (USA) A: *Aus-tri-a is that quaint little country bordering Ger-man-y, which is...oh forget it. Sure, the Vienna Boys Choir plays every Tuesday night in Kings Cross, straight after the hippo races. Come naked.*

Q: Can I wear high heels in Australia? (UK) A: *You are a British politician, right?*

Q: Are there supermarkets in Sydney and is milk available all year round? (Germany) A: *No, we are a peaceful civilization of vegan hunter/gatherers. Milk is illegal.*

Q: Please send a list of all doctors in Australia who can dispense rattlesnake serum. (USA) A: *Rattlesnakes live in A-meri-ca which is where YOU come from. All Australian snakes are perfectly harmless, can be safely handled and make good pets.*

Q: I have a question about a famous animal in Australia, but I forget its name. It's a kind of bear and lives in trees. (USA) A: *It's called a Drop Bear. They are so called because they drop out of Gum trees and eat the brains of anyone walking underneath them. You can scare them off by spraying yourself with human urine before you go out walking.*

Q: Do you have perfume in Australia? (France) A: *No, WE don't stink.*

Q: I have developed a new product that is the fountain of youth. Can you tell me where I can sell it in Australia? (USA)

A: *Anywhere significant numbers of Americans gather.*

Q: Can you tell me the regions in Tasmania where the female population is smaller than the male population? (Italy)

A: *Yes, gay nightclubs.*

Q: Do you celebrate Christmas in Australia? (France)

A: *Only at Christmas.*

SPRING TUNE-UP

A few cars showed up early to this year's Spring Tune-Up, hosted by Gil Goldstein, to get a jump start on getting their MG's in tip-top shape for the 2005 driving season. Ernie Feldgus was working on a new choke cable for his TD. Dick Suffredini was helping whoever heeded help, and eating donuts! Tom Rippert fixed a broken exhaust bracket and changed the oil on Jaimee's MGB. Dave Schwab tried to release a tight cable on the rear brakes of his MGB. Bob Tiley went on a road trip with Carl Jost to check on a stuck float on Carl's TD. They returned in 1-hour, all fixed. On-lookers and helpers were Le-Phillips, Bob Wagner, Chuck Denlinger and



Dickie S. pondering what to eat (drink) next and showing the lost art of bumper balancing!



Ernie F. demonstrating the correct method of kneeling while worshipping the mysterious SU carburetor!

his "Triumph friend." It was good to see Rocco Grillo, on a quick stop in his latest MGB. Thanks Gil for the facility, tools, jacks, stands, etc.

Tom

P.S. Lester Weinraub, try to arrive early next time so we can pick your brain.

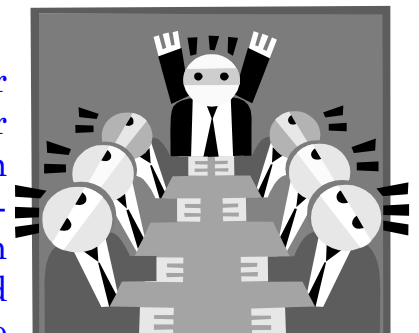


Even the ever popular Rocko G. showed up complete with a 60's ponytail.

Hope I didn't miss anyone – Looks like everyone fixed what needed fixing!

The DVC Needs You:

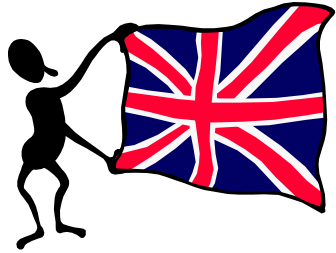
Hey DVC'er! Planning on going to the DVC's Pennypacker Mills British Car Day? You bet you are! Remember to register early and be sure to get a free T-shirt. It's so much easier on your committee if you register early. Thanks to you, our members, who have already responded, we have more than enough help. The trophies are ordered, the dash plaques are ordered and the ballots are made up. We're excited because this is the DVC's first car show. Come on out and support your club. *Your 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!

Walter H (Peter) & Jill Cornish — St Davids, PA

52 TD — Green

Gary & Theresa Moyer— East Norriton, PA

'80 MGB — White

Welcome aboard! We can't wait to meet you and your cars!





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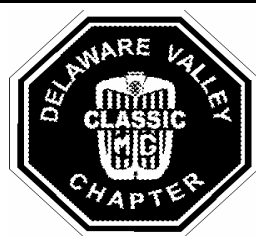
Did you know that we have an agreement with Triple-C Accessories @ 888-854-4081 to apply the DVC logo on all of their shirts, hats, sweaters, jackets, coats or blankets? Now is the time to order that particular DVC piece of regalia that you've been longing for or better yet to surprise your driving partner 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!)	XXXXXXXXXXXX
		TOTAL	\$



THE DELAWARE VALLEY CLASSIC MG CHAPTER



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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.

PICNIC AT STONE HOLLOW FARM

Walt King

In spite of the high temperatures and the threat of thunderstorms a lot of DVC'ers stopped by after the Hellertown British Car show to enjoy each others company and partake of some delicious food.



The site was Donna Bristole's Stone Hollow farm a short distance from the car show. It's always nice to see old friends and their cars. Participants included Chuck Derlinger, Roy & Sue Dougherty, Wolfgang & Gudie Fisher, Tony & Linda Fontana, Greg Lake, Rodger & Sue Mahan, Bill McBride, Bill McCarthy, Keith & Brenda Murphy, Tom & Jaimee Rippert, David Schwab, Dick & Sandy Suffredini, Bob

**No, These Are Not Six Broken Down MG's!
There're Parked Outside Stone Hollow Farm.**

Wagner and Barre & Eleanor Williams.

It was certainly good to Bill McCarthy again. He's eighty-seven years young and has had his 1955 TF1500 since 1956. He paid \$1,100 for it and has put well over a quarter million miles on it. The car underwent a total frame



**David Schwab & Bob Wagner Discussing
The Finer Points of "Donated" Ale With
Walt King Looking On In The Background.**



**Sndy Suffredini, Roy Dougherty,
Jaimee Rippert & Gudi Fischer**

**Enjoying The Ambiance Of A
Post Car Show Picnic**

Thanks to everybody that assisted in the food preparation and also not leaving one "borrowed" beer can or bottle left for my neighbors! *Walt*

PS. Donna forgot to buy the beer so I went door to door and got beer donations from my neighbors. Whew, can you imagine a DVC function without beer! Photo credit—Dick Suffredini

off restoration in 1990. Bill still gets out occasionally and plans on leaving the TF1500 to his daughter.



**Hmmm, How Did This Jaguar XK120 Get
Into The Picnic? Some People Will Do
Anything For A Free Lunch!**

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 Springford 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.



COVERED BRIDGE HORNSBY RALLYE **FOLLOWED BY A POOL PARTY**



DATE: SATURDAY, JULY 30, 2005

PLACE: GATEWAY SHOPPING CENTER, DEVON, PA

TIME: 12:00 - DRIVER'S MEETING 12:30 - FIRST CAR OFF

RSVP: JIM & MARIE O'BRIEN

Phone: 610-436-0234

This year's Hornsby Rallye will center around covered bridges, so come out and enjoy one of Jim O'Brien's legendary rallyes through the beautiful countryside and through picturesque covered bridges. The coveted Hornsby Cup goes to the first MG 'T' to finish. Trophies for 1st, 2nd and 3rd place cars will be awarded. Bring your bathing suits and towels because the Hornsby Rallye will end at Jim and Marie O'Brien's where we can cool off in their beautiful pool!

Please give Jim and Marie a call to find out what covered dish you can bring.

We're sure everyone knows where the "Gateway Shopping Center" is in Devon. It's just off Route 202, south of King of Prussia. It's been the start of many DVC events. If you need directions, call Tom Rippert at 610-287-9325. If you can't make the rallye, but would like to come to Jim & Marie's later in the day, directions are as follows.

From Pennsylvania Turnpike

Take Valley Forge exit — Get on 202 South and continue to West Chester area

Take 2nd West Chester exit (PA Route 3/West Chester Pike)

End of exit ramp, left onto Route 3 towards West Chester

Right at first traffic light (McDonalds) on Montgomery Ave.

Left at next light onto Marshall Street — Right at first stop sign onto Church Street

Left onto Ashbridge Street — Second right onto Hoopes Park Lane. Look for MG signs.

Next right (100 ft.) onto Locust Lane — Straight ahead into O'Brien's driveway

From I-95

Take US322 exit and follow to West Chester area — Count traffic lights from US322-202

Do NOT take West Chester by-pass...go straight into town on High St.

Left onto Marshall St. at traffic light (this is #10 after 322-202)

Right at first stop sign onto Church Street — Left onto Ashbridge Street

Second right onto Hoopes Park Lane. Look for MG signs.

Next right (100 ft.) onto Locust Lane — Straight ahead into O'Brien's driveway

Original DVC Members Celebrate Fifty Years Of Marriage

Barre & Eleanor Williams of King of Prussia recently celebrated their Golden Wedding Anniversary on Saturday, June 18th at a gala lawn party given at the Birdsboro home of their son Mike and daughter in law, Joellyn who are also DVC members. Sir Barre & Lady Eleanor looked absolutely smashing in their semi formal attire. Guests were treated to hors d'oeuvres under a huge lawn tent complete with wooden flooring and lighting. Dinner was served on fine china and did we mention that the bar was about as "open" as any bar could be. Speeches were brief but the ever dapper Barre brought the house down as he presented a beautiful pendent to the ever lovely Eleanor while on bended knee. Aside from dazzling all the guests with his dexterity, Barre captured everyone's heart with his romantic gesture to his "MG girl" of some fifty years. The DVC extends congratulations and best wishes to Barre & Eleanor and wishes them many more anniversaries.



Congratulations Barre & Eleanor On Your 50th Anniversary

DVC Couple To Drive Coast To Coast & Back In An MG

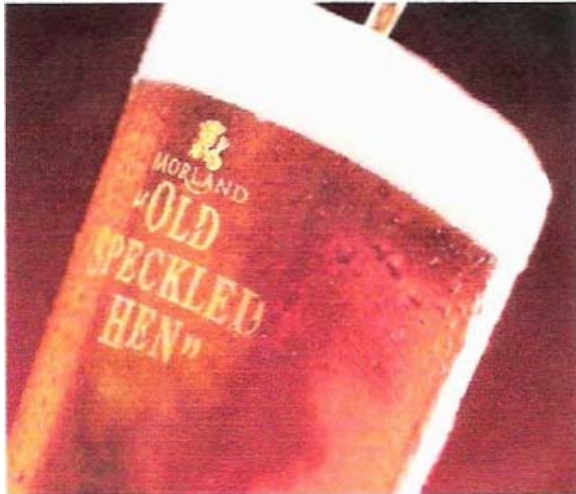
DVC'ers Joe & Sharon Lamondo are going to drive their '71 MGB out to the North American MGB Register's 2005 Convention in Olympia, WA during July. They'll be traveling with some other East Coast B's for their marathon trek keep a journal and take some pics for a future article in T-Talk. We wish them a fun and of course a safety fast trip. Stay



out west. Joe & Sharon have agreed to

Bob (The Olde Taster) Dougherty's World of English Ale

“Give my people plenty of beer, good beer & cheap beer, and you will have no revolution among them”. Queen Victoria



Old Speckled Hen was first brewed in Abingdon, Oxfordshire at the Morland Brewery to commemorate the 50 anniversary of the MG factory. But why “Old Speckled Hen”? Well, the name is actually derived from the name “owld speckled ‘Un”; a term used to describe an old MG car used as a factory run-around. Over time, this unusual canvas- covered saloon became covered with flecks of paint and was dubbed the “ow speckled ‘un” by locals. Interestingly enough, the original “owld speckled” thought to have been lost, was recently found in Australia and has been fully restored and back on the road again!

Old Speckled Hen is finely balanced, smooth pale ale with a subtle blend of flavors. It owes its distinctive character to a unique strain of yeast first used in 1896, and reflects brewing skills developed across more than 280 years of brewing history. Old Speckled Hen is now the #1 choice of many ale drinkers in the UK, and in bottle form even outsells Newcastle Brown Ale!

Tasting Notes: Old Speckled Hen has a distinctive aroma-very fruity but with rich malty undertones. In the glass the ale tends to be amber with warming red tones. The taste can best be described as full-bodied, with strong malt & toffee flavors that combine with a bitterness on the back of the tongue that gives a balanced sweetness.

Old Speckled Hen can be found on both the East & West coasts and Canada, so look for it in your travels or request it at your local beer store.

<http://www.oldspeckledhen.co.uk>

Editor’s Note: Bob Dougherty is thanked for sharing his beer-pertise with us in the DVC. When Ltc. (Ret) Bob Dougherty & Ltc. (Ret) Kim Dougherty lived in the Delaware Valley, many pleasant DVC events were ended by enjoying fine English beers & ales with them at local watering holes. Sadly, for Bob & Kim, Old Speckled Hen is not available yet in Boise.



MG Help on the Web

Lew Phillips

Summer is here! Time to be out on the road and not

What is that you said? Your four wheeled pal is

front of the screen can help get you back sitting

behind the wheel.

The DVC website (www.dvcmg.com) has a new addition – a tech section! While it will take a while for us to build our own information and help pages, we are already off to a fantastic start. Thanks to Barney Gaylord of Naperville, IL, we now have access to over 700 pages (yes, that is seven hundred!) of technical information

Barney has been creating his own website for years (www.mgaguru.com). He covers all types of repairs and subjects... from Accessories to Windscreens. One of the unique features is that he tries to avoid things that are easily found in tech manuals. So you won't find a repeat from the shop book, instead you will find real life experiences and pictures.

Just because we have linked to Barney's site doesn't mean that we can't share our knowledge. We'll be adding Dr. DVC and tech sessions to the site as they come up. If you are doing any repairs, take some pictures and send them to webmaster@dvcmg.com.

So now that you're back on the road... where to go... how about a car show or rally? Head over to the website and check out some events that others are having. 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

IF MY BODY WERE A CAR

(Boy, if this isn't the truth!!!!!!!!!!!!!!)

If my body were a car, this is the time I would be thinking about trading it in for a newer model. I've got bumps and dents and scratched in my finish and my paint job is getting a little dull, but that's not the worst of it.

My fenders are too wide to be considered stylish. They were once as sleek as my little MG; now they look more like my old Buick.

My seat cushions have split open at the seams. My seats are sagging.

Seat belts? I gave up all belts when Krispy Creams opened a shop in my neighborhood!

Air bag's? Forget it. The only bags I have these days are under my eyes. Not counting the saddlebags, of course.

I have soooooo many miles on my odometer. Sure, I've been many places and seen many things, but when's the last time an appraiser factored life experiences against depreciation?

My headlights are out of focus and it's especially hard to see things up close.

My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best of weather.

My whitewalls are stained with varicose veins. It takes me hours to reach my maximum speed. My fuel rate burns inefficiently.

But here's the worst of it -almost every time I sneeze, cough or sputter..... either my radiator leaks or my exhaust backfires.

Attention DVC'ers — Bid Early and Bid Often —
This May Be Your last Chance To Get A Real NOS
Lucas Replacement Wiring Harness Smoke Kit

Spares For Sale

MGA Windscreen - complete — all there with a set of wind wings still attached. Bolt on condition. Chrome is fair to good. \$250. Lee Niner - 610-831-1531

3 MGB Wire Wheels & Tires (165 x 14) Dunlap + 1 wire wheel. These are off a 64 MGB. \$25/each or \$70 takes all.

Lee Niner — 610-831-1531

WINNER'S CIRCLE

Bob Dougherty — DVC Western Correspondent

(Actually, Our Only Western Correspondent In Boise, ID)

Racing News from the British Car World

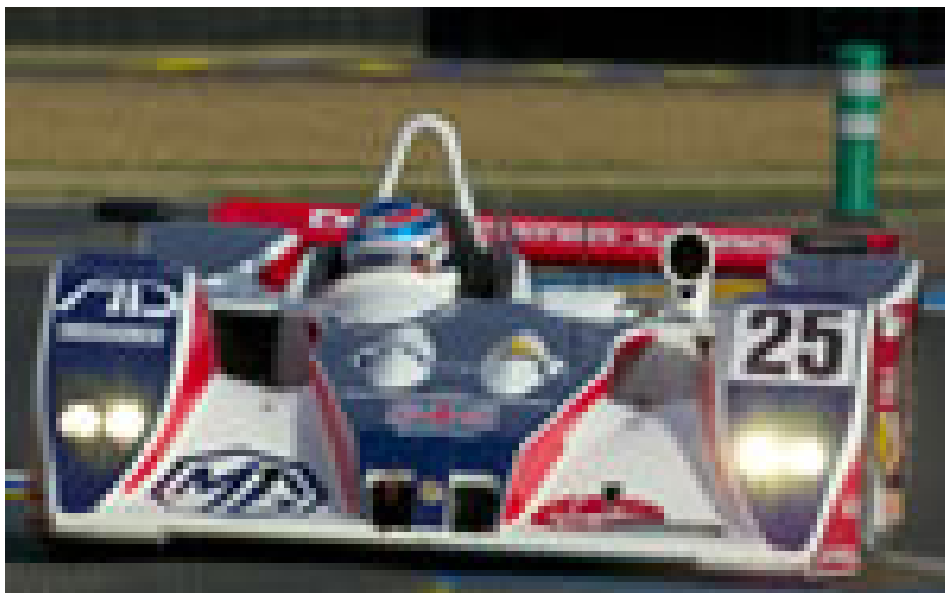
When it comes to racing, can there be a more star-crossed British Marque than MG? Three times in its history MG has stood on the verge of racing greatness, only to have bureaucrats destroy the dream. In 1933 MG challenged the mighty Alfas in their own back yard, entering a new model, the K3 Magnette, in the grueling Mile Miglia. Against all odds, the mighty K3 pulled off a stunning upset and became the first non-Italian auto manufacturer to achieve a class win in the famous Italian race. The cars were so impressive that Tazio Nuvolari, the greatest race car driver of the time (in my opinion, the greatest who ever lived!) requested to drive the car in the Tourist Trophy Race in Ards, Northern Ireland, essentially the British Grand Prix. Nuvolari climbed into the car in Ireland having never even driven it! He had to get a crash course on the operation of the pre-selector gearbox and needed to have wooden blocks fitted so he could operate the pedals! Despite not being familiar with the gearbox and handling of the car, he was able to hold off another MG, a very fast J4, to win the race. Along the way, he set the lap record at Ards that was never broken, even by Moss driving a D-Type Jag twenty years later! The greatest tribute to a race car comes when they change the rules to specifically stop one car, which they did in 1934, penalizing the super-charged K3 so severely that it could not win under the new rules. Not to worry, MG removed the superchargers, developed a successor (NE Magnette) and swept the 1934 Tourist Trophy with the normally aspirated NE's! The little company from Abingdon was on the verge of racing greatness when paper-pushing managers shut down the Competition Department and closed out MG as a racing concern.

Fast-forward 20 years into the 50's, where the ghost of the MG Competition Department once again begins to rise under the thumb of BMC. An XPAG powered MGA prototype raced at Le Mans, MGA entries at Sebring ran well and the MGA Twin Cam showed great potential (talk about a missed opportunity!). The Mini & Austin-Healy rallied very well, with the Mini taking the BMC name to the top of the rally world. Enter the MGB and Le Mans success, running like clock-work, finishing 12th overall in 1964 (against Ferraris, Maseratis, Jaguars etc.) The MGC GTS program produced what should have been the start of a world beater in the 3 liter class, finishing 1st in class & 10th overall at Sebring in 1968. Once again, all this came to a screeching halt with the advent of British Leyland and the assorted Triumph & Jaguar bureaucrats that came with the merger.

Sadly, here in 2005, as Yogi Berra once said, "it's déjà vu all over again". With apologies to Tazio and the great K3's & NE Magnettes of the 30's, MG is coming to the end of its greatest racing achievements, a three year stretch that has produced the Octagon's greatest victory, a class win at Le Mans. The EX257 Lola/MG was so good in 2003 that it took 1st in class in every ALMS race, a remarkable achievement that went unreported by the factory, the bureaucrats determining that MG success in the USA would not help sales in the UK! As with the K3s in 1934, the rules in ALMS were changed in 2004 to keep the Lola/MG from dominating P2 class, moving the car up in class to compete against the three time Le Mans champion Audi R8. Undaunted, the Lola/MG team of Dyson Racing managed to push the Audis in every race, winning two outright and gaining podium finishes in the majority of races. For this great achievement, the paper pushers at MG/Rover rewarded the Dyson team by letting the marketing agreement lapse, thereby removing the MG name from the car for the 2005 season! To his credit, Chris Dyson (an MG owner) still carries the MG Octagon proudly on the front of his car, now called the Lola/AER in North America. What have they done in 2005? Just a 3rd overall at Sebring, 2 poles in the next ALMS races, and a 1-2 finish at Mid-Ohio where the Audis couldn't touch them. Since 2003, the MG is the only car to beat the Audi R8, arguably the finest Le Mans racer ever.

Now the unkindest cut of all, the single greatest victory in MG history, a first in class podium at Le Mans. The RML Racing Lola/MG EX264, with factory support, ran a brilliant race in the 73rd Le Mans 24 hours. Experiencing gearbox failure on the 1st lap, the Lola/MG retired to the garage for the better part of the first hour of the race, emerging back onto the track in last place out of 60 cars. Running consistent laps over the next 23 hours, the EX264 slowly picked off all of the competition to take the checkered flag for first place in P2 class,

MG's one and only podium finish at Le Mans. All of this against a backdrop of the announcement last month that MG/Rover was declaring bankruptcy and putting 5000 people out of work. Once again, short-sightedness & mismanagement has combined to halt the MG racing program, leaving us to ponder what might have been. Whatever the future holds for MG racing, I'll proudly recall the sight of the RML Lola/MG with the front wing emblazoned with the Octagon, running hard down the Mulsanne Straight on the way to the win, bittersweet though it may be.



**RML Lola/MG Running Hard Down The Mulsanne Straight
At This Year's LeMans On It's Way To Winning The P2 Class**

DVC CARAVAN TO THE BRITISH MARQUE TRIATHLON

- IMPORTANT INFORMATION UPDATE -

Preliminary plans for a DVC caravan up on Thursday and returning from this year's Triathlon on Sunday are being formulated now. Once you have registered for the Triathlon and if you desire to travel with the DVC contingent — call Dick Suffredini at 215-355-3053 or Email him at <D.Suff@juno.com>. Dick will need your Email address and cell phone#. All further DVC Triathlon caravan communications will be via Email or phone. Tentative plans have us going to Saratoga Springs, NY on Thursday. We'll check into our motel and then probably hit the swimming pool and of course the DVC hospitality Room will be open prior to and after dinner. On Friday morning, after a leisurely breakfast, we'll be visiting an auto museum in Saratoga Springs which is featuring Bugatti's during August. Then it's time for lunch and afterwards we'll be proceeding to the Triathlon at Killington, VT. Current plans are to make straight shot back to DVC land on Sunday. There's a somewhat larger than normal DVC contingent traveling to this year's triathlon so close coordination is most important. Having a CB radio tuned to channel 8 is a definite plus but not mandatory. Besides, if you go with us and don't have a CB, then we all get to talk about you! Do not wait till the last minute — get in touch with Dick early so his job is made simpler. Thanks.

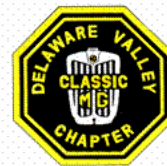
TRIATHLON TRIVIA

Q. Who was the overall wining team in the 2003 Triathlon?

A. DVC'ers Bob & Kim Dougherty took home the honors!

Q. What car club won the prestigious participation award both in the 1999 & the 2001 Triathlon?

A. The DVC!



September DVC Tour

Barre & Eleanor Show Us The Chestertown, MD Area

The tour will be centered around the town of Chestertown, Maryland. It will be a week-end event of touring and eating relaxing. We will tour down to the Chesapeake and Delaware Canal where we shall enjoy a great lunch at the Bayard House Inn, followed by a small cruise on the C & D Canal. Then we will tour on down to our Motel in Chestertown, MD, an historic Maritime town where the College of Washington College is located. We will arrive on Friday 16th of September 2005 and leave on Sunday September 18th 2005.

In the morning hours of Saturday, after breakfast, you may see the sights and shop in the old shopping area; go down to the Chester River and just hang out as you please. At about 11:30 hrs. we will drive to the Great Oaks Marina and enjoy a little libation on the beach by the inlet and then a hardy lunch on the porch of the marina.

At about 14:00 hrs. we will motor on down to Rock Hall, MD to our Spring Cove Marina where we have our sailing vessel. If the weather permits we will extend rides to all brave souls that wish to challenge the sea. After a nice dinner in Rock Hall we can motor back to our motel and collapse.

On Sunday morning we can have a good breakfast and prepare for the tour home, do more shopping, tune up a car or two, motor around town, etc.

Accommodations: 'Driftwood Inn' Phone: 1-410-778-3200 FAX: 1-410-778-4643

609 Washington Ave.

Chestertown, MD 21620

Managers: Neil & Vicki Desai

The ten [10] rooms that are being held for us are smoking and non-smoking and they will try their best to make them all non-smoking.

Arrive: Sept. 16 and Check-in: 2:00 PM

2nd night: Sept. 17

Depart Sept. 18 and Check-out: is by 11:00 AM

All rooms will be released 1 month before arrival date. Please make your reservation early. All individual reservations have 48 hours to cancel before the reservation date.

Costs: \$89.95 + Tax / night (Two nights minimum)

\$109.95 +

Tax / night (One night)



Exhaust Notes... Chuck Goelz



"Those Pesky Electrics"

Who among us hasn't experienced a *Lucas Event* of one kind or another in our LBCs? Yeah, I see a lot of heads nodding. And I see some with expressions of pain and anguish! I hope to be able to share a bit of my own experience that will reduce some of the fear of all things electrical, and maybe help you to be a little more methodical in troubleshooting you next *Lucas Event*. Many people, not just MG enthusiasts, just accept that electricity is not their bag and therefore should be left to someone else to figure out. Well, it doesn't have to be that way if you are willing to set aside your fear and intimidation, and apply a little logic to the problem. Of course, some understanding of electrical circuits would be helpful and that's what I will attempt to deliver here. Hopefully you'll continue reading even if you are the type who would rather have root canal than think about electrical circuits!

Some have likened the flow of electricity in a wire to the flow of water in a pipe. This analogy sometimes imparts more misunderstanding than understanding. The biggest issue is that your garden hose has no apparent return path to the source. We know (don't we?) that all electrical things need connections to two wires. But you only need one hose to cool yourself down on a hot day like today... Maybe an electrical circuit is more like a race course (or *Circuit*). It wouldn't be much of a race if the end of the course didn't connect back to the beginning, would it? That would be a drag strip, and we don't see many MGs there! So, point number one is that electricity flows around and around in a closed loop known as a circuit. Something has to make it go. That would likely be a battery, a generator, a solar cell – something that produces the *force* to make it go. This is formally known as *Electro-Motive Force* (EMF), but is more commonly called *voltage*.

When the voltage source (let's just call it the battery) is connected to something, the electrical energy can be converted to something more useful – like light, heat, or motion. Now we have a circuit! Put a switch in the circuit and we can control the flow, and therefore the behavior of the light, heater, motor or whatever the battery is connected to, generically referred to as the *load*. One characteristic of loads is that they tend to *resist* the flow of electricity, some to a greater degree than others. For instance, we can conclude that your starter motor has a lower *resistance* than your tail light bulb because we know which one will run down your battery faster. So, the light bulb *resists* the flow more than the starter motor.

OK, I know that many of you are thinking that this is really basic stuff that you learned when you were 6, but if I am trying to impart some understanding that will be of practical value, I have to start somewhere! To break up the boredom a bit, let's digress a bit to consider the issue of observation and conclusions. Regardless of your experience level, everyone is prone to drawing a wrong conclusion from their observations. The following is a classic example of how this process works (or in this case, doesn't).

Little Johnny (no it's not THAT little Johnny!) was inquisitive, and maybe a bit cruel, but he made an interesting discovery with his pet frog one day. He found that he had trained the frog to jump on command, and decided to gain a better understanding of frog behavior. He wrote in his journal "When I say 'JUMP', froggy jumps!" Then (here's the cruel part) he surgically removes one front leg. Again he says "JUMP", and writes "With one front leg removed, froggy jumps when I say 'Jump'". And so it goes with the second front leg. And again with one of the rear legs. After removing the last leg, he repeats the experiment with the obvious result and writes "Frog with all legs removed becomes DEAF". Silly, of course, but it points out that your initial conclusion to an observational situation may be omitting some very basic influence on the observed behavior.

OK, back to electricity. The battery provides the force (voltage) that pushes the electricity through the load (resistance). The rate of flow determined by the voltage and resistance is the *current*. They are all interrelated by *Ohm's Law*. If you double the voltage, you double the current (assuming that the resistance is the same). If you double the resistance, you reduce the current to one-half. Pretty simple, eh? Voltage is measured in *Volts*, current in *Amps* (*Amperes*), and resistance in *Ohms*. We use the formula $I=E/R$ to determine the current *I* if we know the voltage *E* (remember EMF?) and the resistance *R*. So, if we have a 12 volt battery connected to a 2 ohm load, the current is $12/6$, or 2 Amps. We can rearrange it to $R=E/I$ to find the resistance if we know the voltage and current. If the voltage is 12 V, and the current is 4 A, then the resistance is 3 Ohms (we don't abbreviate Ohms as "O", we use the Greek letter omega "W").

Exhaust Notes Continued

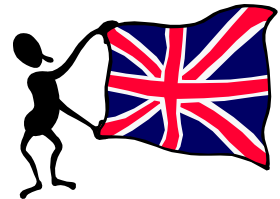
To measure such things, we can use an inexpensive “multi-meter” such as Radio Shack and auto parts stores sell. Range in cost can be from about \$5 to several hundred, and they will measure voltage and resistance, and possibly current. For *Lucas Events*, the \$5 model should work just fine... We don't need laboratory accuracy! The best selection criteria would be the ability to measure current (if you think you might want to), and how easily you with your aging eyes can read the display. Another useful feature is the “Continuity Mode”, which will test a circuit's ability to conduct a small current, and report it with an audible beep. Analog meters work just as well (sometimes better) as newer digital meters, but analog types rarely have a continuity mode.

Well, now that I've cured your insomnia, I hope that you'll think about Ohm's law a bit and see if you can find any applications for it. Whether or not you do, I hope you'll email me with any comments and questions that you have between now and the next T-Talk. I will be happy to discuss your particular electrical issue, and use the feedback to continue this topic in the next issue, where I intend to delve into actual troubleshooting techniques in more detail. One important topic to come is the limitations of the voltmeter and why a simple test lamp is often more meaningful. I will also try to dispel some of the popular myths (just don't bring up Bernoulli!).

Puzzle of the day: From what I presented here, can you answer this:

True or False: Electricity Always Follows the Path of Least Resistance.

Till Next Issue, *Chuck*



***** Holiday Banquet Reminder *****

Set aside Saturday, December 3rd on your calendars now. The DVC's Holiday Banquet will be held at the Brookview At Mainland Restaurant located right off the Lansdale Exit of the N.E. of the PA Turnpike. We'll have our own banquet room. It's the one night a year that DVC'ers wash behind their ears, use deodorant and actually relearn how to tie a necktie!

Pennypacker Mills British Car Day Mini-Flyers

Thanks to our DVC Webmaster Guru — Lew Phillips, we now have car show mini-flyers. Check them out at our web site <http://www.dvcmg.com>. Once you're on the web site, go to the “directory” and then go to “car show stuff” and then go onto “DVCMG Car Show Mini-flyers”. Put some card stock in your printer and then run some off so that you can give them out at the next car show you attend or to other English car club members that you know or meet. It's a great way to get the word out about our car show.



Delaware Valley Classic  Chapter

Presents...

Pennypacker Mills

British Car Show Day

Saturday, August 13, 2005 10AM-3PM

Pennypacker Mills off Rt. 73
Schewenksville, PA

For Information contact:
Lee Niner - (215) 831-1531
or visit our website for more info

<http://www.dvcmg.com>

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