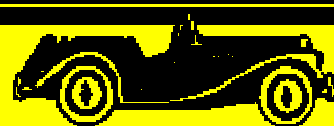


**It's The MG's
That First
Brought You To
The DVC - But
It's The Friend-
ships That Keep
You Coming Back!**



T•Talk



The Delaware Valley Classic MG Chapter

Volume 35 Issue 3

1970 - 2005 - Our 35th Year

October, November, December, 2005

Inside this issue...

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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**



**Penny Farthings -
Geoff Wheatley**



**Exhaust Notes -
Chuck Goelz**



**Webmaster Enews -
Lew Phillips**



**British Beers —
Bob Dougherty**



DVC Is Fall-ing Into Place

Whew — what a summer we've had. Our events had us traveling to Limerick for a golfing picnic; rallying throughout Chester County discovering all kinds of covered bridges; displaying our cars at a Montgomery County estate; motoring up to a resort in Vermont and meandering down to Maryland for some sailing and fine dining. We've even managed to attract some

new members along the way who have discovered our club via our web site or at our events. With all the miles and all the smiles that our cars generate, it's just so much fun to be with such nice people. With Fall being here and cooler weather upon us, the DVC will be burning Guy Fawkes in Birdsboro; conducting a 2006 year business and planning meeting in

Southampton and throwing a holiday party up in Mainland. Check out the flyers and then put them on your refrigerator so you won't forget. Fall is a great time to drive your MG and experience the beauty of fall foliage. The DVC has plenty for you to do this fall. Come on out & share the good times and the roads with your fellow club members. Drive that MG this Fall.



Fourth Quarter DVC Events — See You There!

November 5th

**Guy Fawkes Celebration,
Bonfire and Chip-in Dinner**

Birdsboro, PA

November 20th

**The DVC's One and Only Annual
Business and Planning Meeting**

Southampton, PA

**RAFFLE
PRIZES**

December 3rd

Annual Holiday Banquet — Mainland, PA

**ORNAMENT
CONTEST**

Behind The Wheel — Mike Maloney

The DVC certainly had a busy summer. Our club has once again demonstrated that it can put on events for just about any member's particular tastes. It's really a nice feeling to know that the club has great depth and members willing to jump in and assist whenever something needs tending to.

One area that just continues to grow is our Web Page (www.dvc.com) and our Electronic Bulletin Board (groups.yahoo.com/group/dvc-mg-club). The web page al-

lows full color photos of our events to be seen by both members and non members. The Electronic Bulletin Board allows you (members only) to seek quick responses to either a technical question or to make members aware that Dr. DVC will be making a house call and he needs some assistance.

I am also somewhat awed and proud at the number of members who have stepped up to the plate and are actively contributing to T-Talk. The DVC has long record of producing quarterly newsletters that both entertain and add to members knowledge about MG's.

Lastly, I've actually talked my father-in-law into hosting the DVC's Annual Meeting on November 20th and it will be my last one as Chairman. I'm looking forward to seeing many of you and more importantly, hearing your ideas about our club and club events that you'd like to see in 2006. I'll see you at a DVC event soon.

Mike

PS. Dad-in-law will be cooking & serving his infamous MG wings amongst other snacks plus he'll show you his MG garage!

See you for sure on November 20th at 1 PM.

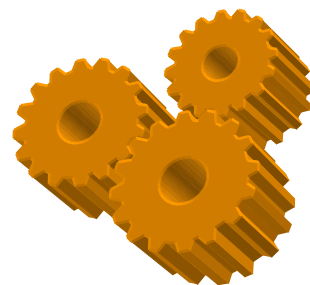


2nd Gear Chatter — Tom Rippert

I blinked my eyes and summer was gone! Can't believe we're already in October.....but, on the other hand, Fall is great MG driving weather!! Hopefully, everyone who attended DVC events over the summer enjoyed themselves. If you didn't attend the Triathlon in August, hosted by the British Marque Car Club News, consider it for year 2007...you won't be disappointed. If you haven't already subscribed to the British Marque Newsletter, it's only \$12.00 per year, and the DVC is now a participating member. A subscription form is in this issue of T-talk.

The DVC's first ever car show took place last August. Starting off a little slow, with a small amount of pre-registrations, it turned out to be a great success, with 70 plus cars turning out on show day. With lots of planning and the dedicated assistance from many DVC'ers, the show went very smoothly. I'd like to personally thank all who chipped in to make our first car show such a huge success.

November will soon be here and that means our "Annual Membership Meeting"...please try to attend and let us know your ideas



for events. We're always looking for something new and different. Besides there's going to be lots of food & beverages there. As always, if you can't make it to the meeting, just give me a call at 610-287-9325 if you'd like to volunteer for something or have a good idea!

Tom

From The Pits — Lee Niner

Hi all — We have some nice articles in this issue. Lyn Hughes has drafted a tech article on how to make a MGA top wooden header rail, Donna Bristle tells us about the perils of driving her MG TD and Sharon Lamando describes her trip to MG 2005 in an MGB.

This summer is now history but it was a really great DVC quarter. It was wonderful seeing so many DVC'ers at our events.

Have you checked out our web site lately? T-Talk is now on line in glorious color. If you thought T-Talk was outrageous in black & white, it's twice as obnoxious in color!

Your contributions to T-Talk really make up this quarterly publication. Remember, it's your newsletter, I just assemble it. Keep sending me those articles, jokes, cartoons, pictures, etc. to share with our membership. You never know, it may be published in

one of the national MG register's magazines — just ask Chuck Goelz! I have some dash plaques left over from the car show. If you would like one, send me a self addressed and stamped envelope and I'll mail you back one.

I'm already thinking of places I'd like to go next year with the chapter and some events I'd like to see the DVC put on. Are you? Remember, you do not have to show up in a MG to attend our events.

Lee





THE ANNUAL TOM HORNSBY MEMORIAL RALLYE & POOL PARTY

The day was filled with great expectations as rolled into the Gateway Shopping center under a beautiful sunny sky accompanied with very pleasant temperatures in the low eighties. Each year it's always a question of weather, routes, driver/navigator communication and of course good old lady luck that dictates how the rallye will turn out. Our annual Hornsby Rallye has evolved over the years to become one of the premiere driving events in our area under the ever so skillful tutelage of Jim O'Brien, our Rallyemaster extraordinaire".

The route through Chester County was both a driving challenge and wonderfully scenic. There were the usual tricky questions (Liz & I, AKA "The Bickerson's", always seem to miss these!) and quirky directions (we only got lost once!). The covered bridges were really worth stopping for and taking a picture of your MG beside them but since the rallye was a TSD (time, speed & distance) event, no time could be wasted taking pictures. There were also several late nineteenth century steel spans that were noteworthy in there design and beauty. Our rallye route took us through pasture land, past small villages, by several cattle & horse farms, through Valley Forge Park and past the ever encroaching new Mac-mansions in Chester County. Lots of waves and "thumbs up" from passing motorists and bikers as rallye participants read and executed directions and tried to answer



Jim O'Brien & Tom Rippert congratulate the 2005 Hornsby Rallye winners: Brian, Joellyn & Mike Williams (they won in a Subaru wagon!).



DVC Rallyemaster and DVC Events Chairman congratulating the Hornsby Cup winners and second place finishers: Dick & Sandy Suffredini with their grandson Andrew Price.

questions all the while obeying speed limits and traffic signs.

We arrived at the O'Brien's house about two hours latter, convinced that we had a shot at winning some pewter. Lots of Bass ale and munchies helped to relieve us of our post rallye "nerves" as we changed into our swimming suits. After a wonderful dinner, the winners were announced. Dick & Sandy Suffredini (TD) won the coveted Hornsby Cup which is awarded to the highest placing T Series car. First place went to Mike & Joellyn Williams and son Brian (in a Subaru?). Second place went to our Hornsby Cup winners (Dick & Sandy). Third place went to Bob & Joanne Tiley Jr. and their 3 daughters (in a minivan?). The unofficial distance award went to Steve & Betsy Novelli (Super Performance SI) who somehow wound up in Bucks County, only about twenty-five miles off course. Thank goodness for

Hornsby Rallye Continued



Third place finishers Bob & Joanne Tiley Jr. with daughters Victoria, Rebecca & Olivia (they drove a minivan — no wonder!). Oh by the way - that Wolfgang Fischer is really something else — notice that he's mugging in all three photos!

cell phones. Jim even mentioned that this was the closest rallye in terms of competitors' times since the inception of the Hornsby Rallye. Are we getting better or is it a case of "practice, practice, practice". Wonderful scenery and wonderful roads made this year's rallye a real challenge to both driver and navigator.

Other DVC'ers attending were Donna Bristol & Walt King (TD), Wolfgang & Gudi Fischer (TD), Chuck & Judy Goelz (MGA), Lyn & Bobbi Hughes (MGB — just recently acquired!), Joe & Sharon Lamando (MGB), Liz & Lee Niner (TD), Lew Phillips and daughter, Chris, Karen Price and son Andrew, Louise Story, Tom & Jaimee Rippert, Bob & Joanne Tiley Jr and their three daughters. The pool water was as always refreshing and the second and third generation DVC'ers really seemed to enjoy it. Our ride home was a leisurely adventure under a twilight sky. The thought that this was our twenty-fourth Hornsby Rallye gave us reason to talk of past rallyes and all the great times that we've had throughout the years. Thanks to Marie O'Brien for opening up her wonderful home, pool and yard to us and thanks to Jim O'Brien for planning and running a great rallye. Knowing Jim, next year's Hornsby Rallye will take us to some other picturesque places and be just as challenging. Photo credits:

Dick Suffredini. *Lee*

The Perils Of Donna Of Stone Hollow Farm

Donna Bristol

I have been very accident prone lately. Walt always said that it made him nervous when I was working with tools. Well, I was building an extension to the run-in shed for the horses and of course standing on the top step of a ladder when the ladder went out from under me and I fell. Of course, I fell on the ladder so I had bruises all over me. Some 3 by 4 inches (black). It knocked the wind out of me. So as I lay on the dirt and manure, the horses encircled me looking down and as if saying "hey! get up dummy we want our supper". Well this experience made me think that I should put some serious thought into the way I had been doing things and take things a little slower and think things through.

So a couple days later Walt and I are heading for the car rallye near Limerick. I had made a decision a few months earlier to reduce my insurance coverage on the MG's, eliminating collision, because of the few times that I actually take them out during the year. The sun is shining, the top is down and the wind is blowing through my hair. I am looking at the exit sign to determine which exit I am to take. Walt's arguing that we are supposed to go South on RT. 422 and there is only East and West to choose from when all of the sudden there is a car dead stopped right in front of us for no reason. I slammed on my brakes and the MG went into a skid sideways heading right for the stopped car. Just before impact I took my foot off the brake (which was squealing, piercing the air waves) and did a vroom-vroom around the stopped car. The man in the stopped car was waving his arms and giving me the finger and shouting obscenities. I didn't say anything but got off at the exit for 422 East, of course my heart was going a mile a minute and I was shaking all over. What got me was Walt just sat there all quiet. I thought maybe he might have had a heart attack and was dead because we all know how critical he is of my driving. But nothing came from his mouth, just silence for at least 15 minutes, then all he said was, "*quick reactions*". The rest of the day was normal for us. We hold the DVC record for coming in last at all rallyes. We have gotten to the point where we don't argue as much anymore because of our "competitive" natures.

Donna



Geoff Wheatley's Penny Farthing Thoughts

Words That Have Disappeared

I haven't thought about "**fender skirts**" in years. When I was a kid, I considered it such a funny term. Made me think of a car in a dress.

Thinking about "**fender skirts**" started me thinking about other words that have quietly disappeared from our "common" language and that we rarely hear or see anymore.

Like "**curb feelers**" and "**steering knobs**." Since I'd been thinking of cars, my mind naturally went that direction first.

Any kids will probably have to find some elderly person over 50 to explain some of these terms to you.

Remember "**Continental kits**?" They were rear bumper extenders and spare tire covers that were supposed to make any car as cool as a Lincoln Continental.

When did we quit calling them "**emergency brakes**?" At some point "**parking brake**" became the proper term. But I miss the hint of drama that went with "emergency brake."

I'm sad, too, that almost all the old folks are gone who would call the accelerator the "**foot feed**."

Didn't you ever wait at the street for your daddy to come home, so you could ride the "**running board**" up to the house?

Here's a phrase I heard all the time in my youth but never anymore -- "**store-bought**." Of course, just about everything is store-bought these days. But once it was bragging material to have a **store-bought dress** or a **store-bought bag of candy**.

On a smaller scale, "**wall-to-wall**" was once a magical term in our homes. In the '50s, everyone covered his or her hardwood floors with, wow, **wall-to-wall carpeting**! Today, everyone replaces their wall-to-wall carpeting with hardwood floors. Go figure.

When's the last time you heard the quaint phrase "**in a family way**?" It's hard to imagine that the word "pregnant" was once considered a little too graphic, a little too clinical for use in polite company. So we had all that talk about stork visits and "**being in a family way**" or simply "expecting."

Apparently "**brassiere**" is a word no longer in usage. I said it the other day and my daughter cracked up. I guess it's just "**bra**" now. "**Unmentionables**" probably wouldn't be understood at all.

It's hard to recall that this word was once said in a whisper "**divorce**." And no one is called a "**divorcee**" anymore. Certainly not a "**gay divorcee**." Come to think of it, "**confirmed bachelors**" and "**career girls**" are long gone, too.

I always loved going to the "**picture show**," but I considered "**movie**" an affectation.

Here's a word I miss - "**percolator**." That was just a fun word to say. And what was it replaced with? "**Coffeemaker**." How dull. Mr. Coffee, I blame you for this.

Food for thought - Was there a telethon that wiped out **lumbago**? Nobody complains of that anymore. Maybe that's what **castor oil** cured, because I never hear mothers threatening their kids with **castor oil** anymore.

Some words aren't gone, but are definitely on the endangered list. The one that grieves me most -- "**supper**." Now everybody says "**dinner**."

From the late 1940's right up through the late 1980's, everybody knew what an **MG** was, now ask most people under thirty years of age what an **MG** is and all you will get is a blank stare.

Save a great word. Invite someone to **supper**. Discuss putting **fender skirts**, **curb feelers**, a **steering knob** and a **Continental kit** on your **MG** while discussing your neighbor's daughter in a family way.

Cheerio. Do you have any more words that have disappeared? Let me know.

Geoff

PENNYPACKER MILLS BRITISH CAR DAY



The DVC held its first ever car show on Saturday, August 13th at historic Pennypacker Mills Estate right below Schwenksville along the Perkiomen Creek in Montgomery, County. Beautiful weather (although a bit hot at 96 de-



(Above) The DVC's version of the "Field Of Dreams" British Car Day At Pennypacker Mills

grees!) coupled with the majestic grounds and with the mansion as a backdrop made for a fantastic location to show off British cars. A total of seventy one cars made it to the show field. There were Jaguar's, Triumph's, Mini's, TVR's, Daimlers, Morgan's, Rover's and of course MG's — As, B's, C's, Midget's, Midgette's, T's and Y's.

The DVC Car Show "Pit Crew" of Chuck Daniels (Midget), Chuck Denlinger (TD), Roy Dougherty (MGA), Chuck Goelz (MGA), Joe Lamando (MGB), Mike Maloney, Lee Niner (TD), Lew Phillips (MGB), Paul Phillips (Midget), Tom Rippert (TD), Jeff Rose (ZB Midgette), Bob Wagner (MGA Coupe) and John Zemany (TF) had been meeting monthly since last March to do all the planning and organizing that is required to successfully bring off an event of this size. Our event registrars Judy Goelz (MGB), Liz Niner (MGB), Evonna Phillips and Jaimee Rippert handled the registration process and fended off ten thousand questions from car show participants. We figured from the "getgo" that if we had four lovely ladies handling registration that complaints would be nil and we were right! Besides they were also handing out dash plaques and T Shirts. Brian Straub took beaucoup pictures

(Below) First Place — "Other British" - Brad Rosengarten's (on the right) National AACA award winning 1962 Daimler SP250.



check them out on our website www.dvcmg.com. Fri

Hey DVC Member -

Do You Need A Second Opinion?

Then You Better 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 The Good Dr.



NEMG'T'R



NAMGBR



NAMGAR



THE DVC IS PROUDLY AFFILIATED WITH THESE GREAT MG REGISTERS

The Delaware Valley Classic MG Chapter Is Proudly Affiliated With These Registers

Pennypacker Mills Continued

day before the car show, the "Pit Crew" met at the site and erected the registration fly and the car show's headquarters' fly's. Thanks go to Bob Wagner for purchasing a 10' x 20' fly and donating it to the club. The Phillip's and the Rose's also loaned their fly's for the event. The gently slopping field was marked off in rows to both accommodate the cars and allow participants and visitors ample room to roam and view the cars.



Lee Niner & Tom Rippert presenting the First Place MG Award to Jerry & Lee Keller for their beautiful and much traveled 1953 YB Salon AKA "The Hog"

away as Virginia, Delaware, Maryland and New York. The voting was based on two classes determined by pre-registrations: "MG's" & "Other British" plus there were "Diamond in the Rough", "Ladies Choice" and "Club Participation" awards. The DVC being the DVC decided to award beautifully etched beer mugs as trophies. Being the practical car club that we are, beer mugs make sense in that you can drink beer from them.



Third Place MG Award Winner Tom Maddaloni and his Cream 1947 TC

Herbert Sechler of Whitehall, PA with a nicely restored Old English White 1948 Jaguar Drophead Coupe. MG awards were: First Place – Jerry & Lee Keller of Green Lane, PA with their infamous mellow yellow and brown 1953 YB Salon; Second Place – Art & Chere King of Center Valley, PA in their nicely restored 1947 Cream TC and Third Place - Tom Maddaloni in a wonderful cream 1947 TC. The Ladies Choice award went to Herbert Sechler with his Jaguar. The Diamond in the Rough award went to David Schwab from Pottstown, PA with his incredibly totally un-restored paintbrush washed out sort of red 1957 MGA. The Philadelphia MG Club won the Best Attending Club Award. Interestingly, there were seventeen different car clubs represented from all over the Delaware and Leigh Valleys. It was nice talking to so many different car owners and their

Car show participants came from as far



Second Place MG Award Winner Art King and his Cream 1947 TC.

Try drinking beer from a pewter plate! The "Other British" awards were:

First Place – Brad Rosengarten of Havertown, PA with a beautifully restored red 1962 Daimler SP250; Second Place – Maurice DiAngeli of Pennsburg, PA with a wonderfully restored 1952 British Racing Green Jaguar XK 120 Coupe and Third Place –



"Other British" Second Place Winner – Maurice DiAngeli with his absolutely beautiful BRG Jaguar XK120 Coupe.

Pennypacker Mills Continued

DVC'er's not mentioned yet but attending were: Dick & Sandy Suffredini (TD), Wolfgang Fischer (TR3), Leland Wesner, JR (MGA), Steve & Betsy Novelli (SI), Bob Tiley (TD), John Hunt (TD), Barre Williams (MGB) and Peter Cornish (TD) and Bill Boorse (MGA Coupe). DVC member Sam Waddington (TF) had pre-registered but could not attend due to illness. Mike & Betty Minnucci (TD) also had pre-registered but could not attend. Several DVC membership applications were requested by participants so we can expect some new members.

"Build it and they will come." Well the DVC built a car show and man did they indeed ever come, some seventy one cars. Thanks again to the entire "Pit Crew", the Pennypacker Mills Estate staff, the Lower Frederick Volunteer Ambu-



"Other British" Third Place Winner and "Ladies Choice Selection" Herbert Sechler with his 1948 immaculately restored Ole English White Jaguar Drophead Coupe.

lance Corps and all the participants for making the car show a success. It really was a fun time. Photo credits: Brian Straub & Dick Suffredini.

The DVC Pit Crew



"Diamond in the Rough" Winner David Schwab and his remarkably un-restored "some kind of brushed red" MGA. He actually drove it to and from the car show without it breaking down!



Lew Phillips surveying the "Field Of Dreams" from the official DVC headquarters of the car show. At the far left is Bob Tiley, Sr. with Mike Williams looking out in the middle.



Car Show Registration "Babes" - Left to Right Jaimee Rippert, Judy Goelz, Liz Niner & Evonna Phillips. The most efficient and friendliest registration people you ever encountered at any car show. Hey, that's Bobbi Hughes and her daughter on the right who were seeking shade and trying to make off with a couple of extra T-Shirts.

DVC Housecall.... “Hello, Dr DVC speaking. You say that you have a TF1500 with the original wiring and you purchased a new wiring harness and you need some assistance with the tear out and installation. Why certainly I can arrange a house call. My fee, why it’s reasonable, how about some beer and lunch.”

Long time DVC member Ernie Feldgus made the call and several T Type “mechanics” showed up at Ernie’s house in New Hope to lend a helping hand. DVC’ers Roy Dougherty, Lee Niner, Tom Rippert, Dick Suffredini



and Bob Tiley assisted Ernie on the first Saturday last August Ernie did a lot of preparation. He put the car in his barn, removed the bonnet, took a break and waited for us. Seriously, Ernie did some smart planning, he made blow up

copies of the wiring diagram, had his tools out and available and had plenty of light so us old guys could see what we were doing. First off — out came the old harness. This is not so easy, especially on an un-restored original car. Cut here, unscrew there, snip there, pull, push and “golly” the harness was removed. Installing the new harness was well let’s just say that it’s a good thing Ernie had a pit so that part of the harness could be fed up to and through the firewall somewhat expeditiously. Tail lamp assemblies—well that’s what soldering guns are for. After all, old things can break, snap off or just plain fall off. After working about five hours, a cease work order had been called by Ernie’s wife, Barbara and we cleaned up and adjourned to the house for some beers and a bar b-q dinner. Was it tough, well it’s tedious. Getting the dash assembly out so the various gauges and switches could be wired was a royal pain but basically it’s straight forward. It is man hour intensive



Ernie Feldgus & Bob Tiley — “OK, where do we begin?”

ing guns are for. After all, old things can break, snap off or just plain fall off. After working about five hours, a cease work order had been called by Ernie’s wife, Barbara and we cleaned up and adjourned to the house for some beers and a bar b-q dinner. Was it tough, well it’s tedious. Getting the dash assembly out so the various gauges and switches could be wired was a royal pain but basically it’s straight forward. It is man hour intensive



Bob Tiley and Tom Rippert hard at work removing and rewiring the back of the dash panel. “Let’s see, was it a blue/white wire or no was it a brown/green wire to switch A or was it a Knob C?” At least Bob had a “cushy” sit down job! Tom is now in a clinic for back rehabilitation! Hmmm, are one and a half heads really better than one?



Roy Dougherty (poor man’s Luke Skywalker) bringing some light to the situation. It’s a lonely job down in the pit but somebody’s got to do it.

Tech Session Continued though. There remains about 30% of the wiring left to do but most of the hard part is done. Having enlarged wiring diagrams was a real time saver. Understanding what you're looking at, properly connecting all the wires to the correct terminals and then being able lay in the wires neatly just as they did at the factory in Abingdon is a time consuming part of re-wiring a MG. Extra hands and eyes make the job go smoothly the first time. Mistakes? You bet. A couple wrong snips but nothing serious and they easily fixed any mistakes. Interestingly enough, the TF fuel pump was changed to a high pressure rear mounted unit shortly into the TF production but the electrical diagrams still showed it mounted to the fire wall.

Oh yea, we forgot to tell you. We did have some technical advisors from the MG factory there to assist us. It seems that Jaimee "Tweezers" Rippert and Sandy "Fingers" Suffredini just happened to drop in and lent us their technical expertise. They're really quite good at "I told you so" and "why didn't you do that". As you can see they're dressed in their shop clothes, yea right! Actually, when Barbara got wind of Ernie's grand plan she invited the wives along for



Jaimee & Sandy explaining to Bob, "It's easy silly, just do it!"

an afternoon cook out. The food was great as was the conversation. Photo credits — Dick Suffredini.

Lee

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 MOWOG!

DVC Name Tags Just For You!

Yes they're still available! Wow, over 160 have been sold to date. No, it's not to 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 & Old Friends* Rejoining!

Bill & Linda Boorse — MGA — Perkiomenville, PA

Dick & Janice Comely — TD — Hatboro, PA

Larry & Connie Cordeiro* — BGT & Midget — Newark, DE

Michael Dowler — TD — Wilmington, DE

Jerry & Lee Keller* — YB & TD — Green Lane, PA

Rich & Brenda Moors — Magnette — Melville, NY

Geoff & Dana Wheatley — MGA Coupe + Many Other MG's! — Clinton, NY

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





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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!)	XXXXXXXXXXXX
		TOTAL	\$



THE DELAWARE VALLEY CLASSIC MG CHAPTER



Officers and Staff For 2005

Chairman: Mike Maloney

644 Cypress Road
Warminster, PA 18974
215-674-1721
mmaloney@p21.com

Membership Chair: Chuck Goelz

126 Eastwoods Drive
Harleysville, PA 19438
215-256-9578
cgoelz@comcast.net

Events Chair: Tom Rippert

63 Cepp Road
Perkiomenville, PA 18074
610-287-9325
jrippert@penncolor.com

Webmaster Chair: Lew Phillips

1329 Cambell Road
Green Lane, PA 18054
215-205-4362
lew@dbigwoo.com

Treasurer: Liz Niner

1125 Ellen Court, PO BOX 510
Creamery, PA 19430-0510
610-831-1531
Leeliz9r@aol.com

Regalia Chair:

Bob Tiley, Sr.

68 Winding Lane
Feasterville, PA 19053
215-355-1992
zoomer@comcat.com

Rallyemaster: Jim O'Brien

610-436-0234
JOB801@aol.com

Advertising Chair: David Schwab

610-323-8745
schwabfam@earthliunk.net

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. 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.

A DVC Tech Article from the workbench of Lyn Hughes.....

Making the Wooden Header for an MGA Hood

Chuck Goelz is installing a new hood on his MGA. The replacement that came from Moss did not include the wooden header that is needed to attach the hood to the windscreen. The original one had become damaged over the years, particularly on one end, where there was significant rotting of the wood, making its re-use inadvisable. Chuck and I decided to try to make the replacement, rather than buy one (\$60) – we are handy, but cheap! Described below is a description of how we made it (successfully).

First, the preparation.....

The header is curved (like a long boomerang, see the photo) and has a deep chamfer all along the front edge. Its cross section is about 2" x 11/8", and looked like oak, so we started with some 5/4 red oak (from Heacock Lumber in Plumsteadville). This was cut to an oversized rectangle and then planed down to 11/8".

Next job was to make a template to duplicate the curve of the header. This was made using 1/2" plywood. This was fixed to the flat bottom surface of the original. The outline was then drawn onto the plywood, rough cut with a jig-saw. That's what you Americans call a sabre-saw, sorry, saber-saw. (When are you guys going to learn how to spell!). Some planning and sanding and the template was the exact shape of the original. I only did this for half of the piece; simply flipping the template over in use then gives exactly the same shape for both halves. I needed to do this



because one end of the original was too badly damaged. The exact center was marked on the template, and then by careful measurement the positions of the holes at the end were transcribed onto the template.

Now starts the cool stuff, where the piece begins to take shape.....

The template was fixed to the new piece of oak. The ideal way to rough-cut the shape would be a band saw, but I don't have one. I did it by removing as much of the wood by straight sawing on my table saw and then using a mallet & chisel, hand plane and an orbital sander until the new piece was the exact shape of the template. The template was then flipped over and the shaping process repeated. At this stage I had the right curvature, but still had a rectangular cross-section. At this time I drilled the required holes and recesses (1/2" and 5/8" Forstner bits) as per the original as it is much easier to do this with squared surfaces.

Now for the chamfer.....

Now came the hardest challenge of all – creating the deep chamfer along the front edge. I did this using the table saw. It may sound impossible to cut a curved chamfer with a table saw, but with the right jig you can do just about anything. The jig I made is shown in the accompanying drawings (not to scale, and done using Microsoft Excel) and is clamped to the table saw's rip fence. In the first one you can see the overall view of the jig. It is a piece of 1/2" ply

MGA Wooden Header Continued

wood with two supports fixed to it to support the piece as it goes through the saw. Also included are two fingerboards to hold the piece accurately in place (and keep your fingers safely away from the blade). Fingerboard #1 holds the piece down on the saw table, and #2 holds it against the rip fence and jig. The angle of the blade was set to be the same as the angle of the chamfer, and the rip fence was set to give the correct thickness. It took about 3 or 4 attempts to get the jig right, but it worked well. In use the work-piece is fed into the blade and passed through such that it follows its own curvature. I needed help at this point to support the piece on the run-out side toward the end of the cut (thanks Bobbi). It turned out that the curvature was not a perfect arc of a circle, so it was necessary to move support #2 a couple of times during the cut (stopping the blade, of course) to prevent the blade from binding.

The final step was then to use a plane to create a round-over edge at the front of the chamfer, and then give it a good sanding. The photograph shows the final piece alongside the original.

Chuck then used the hardware on the frame directly as templates to cut out the necessary recesses using a router and a chisel.



What was the cost and effort? The cost for the wood was less than \$5 and it took about 10 hours altogether. This included making the templates and the jig, so I reckon that to make another one (and if I had a band saw) it would take 4-5 hours. I'll keep the templates and the jig, so let me know if any of you need one as well. We think the templates will work for some of the other MG's. Chuck is now in the process of installing his new hood, getting pretty inventive with repairing the hardware.

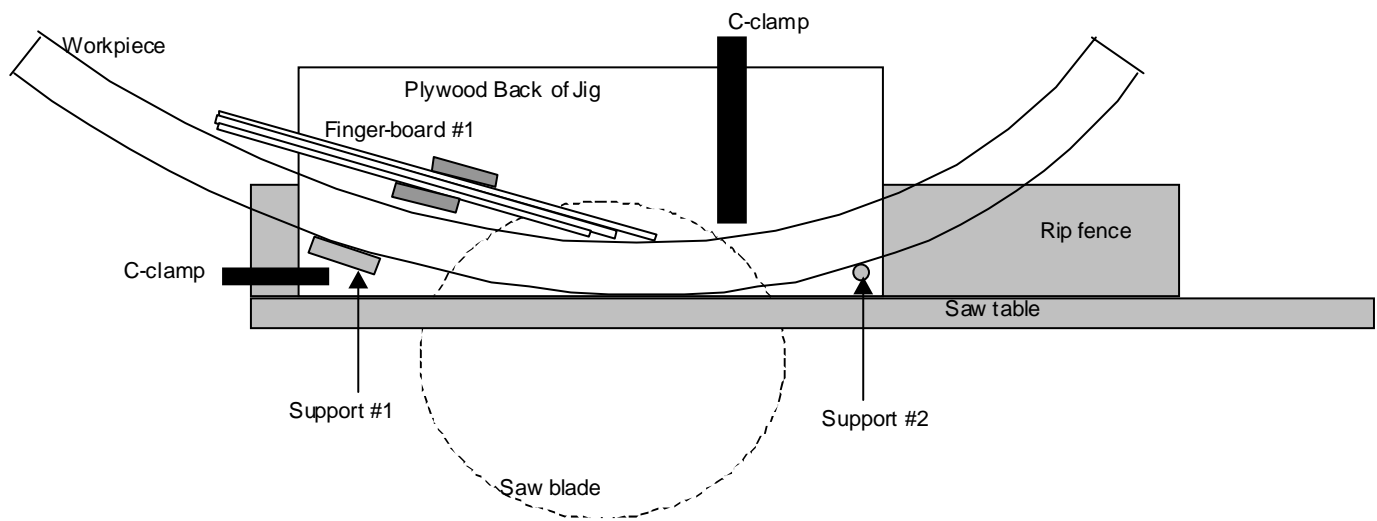
The original header (bottom) compared to the replacement (top). Lyn used a \$5.00 piece of red oak purchased from a local lumber supply yard. It took 10 hours for this first piece to be crafted.

Please see the three drawings on the next two pages for some detail of my explanations in this article. Photo credits Lyn Hughes & Dick Suffredini.

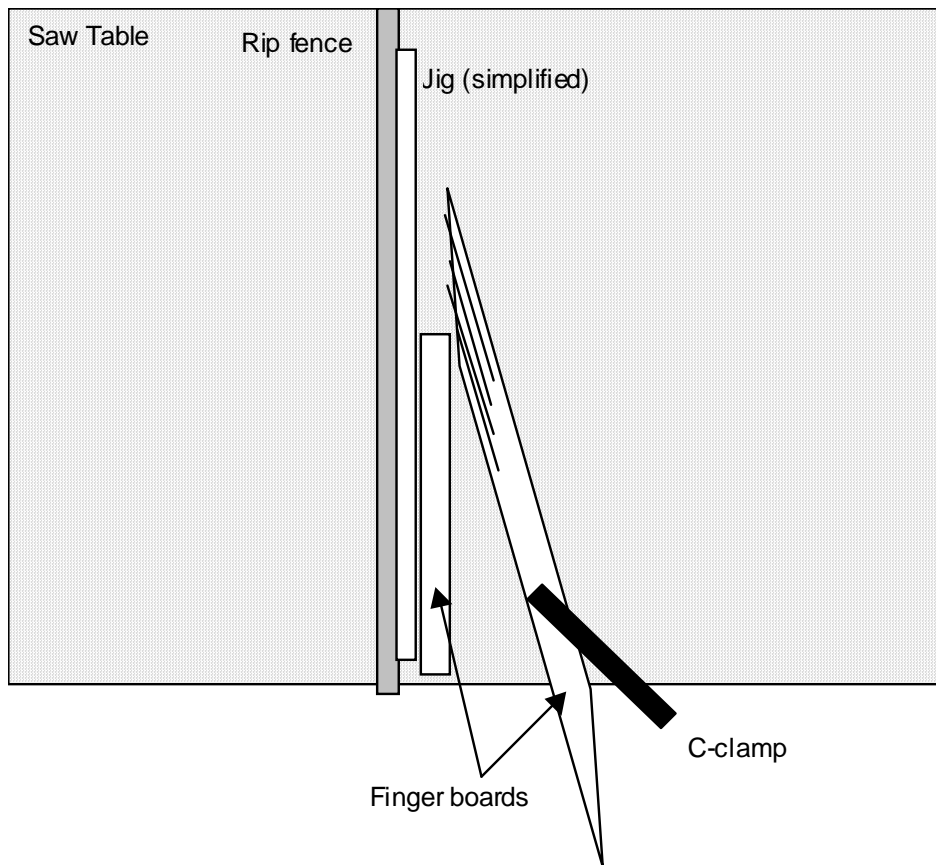
Lyn

Editor's note: Enlarged print was used to enable you to use this at your workbench. After reading this tech article are you asking yourself: "Will Chuck fit his new hood correctly? Will Lyn have to fabricate any more parts? Will Chuck & Lyn still be speaking to each other?" Stay tuned DVC'ers and we'll let you know how it all turns out in the next issue of T-talk.





Side view of Jig mounted on table saw



Top view showing finger board positions



DVC Tech Tips — Vladimir Sloshtofski

1. To remove a bandage painlessly, saturate the bandage with vodka. The solvent dissolves adhesive.
2. To clean the caulking around bathtubs and showers, fill a trigger-spray bottle with vodka, spray the caulking, let set five minutes and wash clean. The alcohol in the vodka kills mold and mildew.
3. To clean your eyeglasses, simply wipe the lenses with a soft, clean cloth dampened with vodka. The alcohol in the vodka cleans the glass and kills germs.
4. Prolong the life of razors by filling a cup with vodka and letting your safety razor blade soak in the alcohol after shaving. The vodka disinfects the blade and prevents rusting.
5. Spray vodka on vomit stains, scrub with a brush, then blot dry.
6. Using a cotton ball, apply vodka to your face as an astringent to cleanse the skin and tighten pores.
7. Add a jigger of vodka to a 12-ounce bottle of shampoo. The alcohol cleanses the scalp, removes toxins from hair, and stimulates the growth of healthy hair.
8. Fill a sixteen-ounce trigger-spray bottle and spray bees or wasps to kill them.
9. Pour one-half cup vodka and one-half cup water in a Ziploc freezer bag and freeze for a slushy, refreshable ice pack for aches, pain or black eyes.
10. Fill a clean, used mayonnaise jar with freshly packed lavender flowers, fill the jar with vodka, seal the lid tightly and set in the sun for three days. Strain liquid through a coffee filter, then apply the tincture to aches and pains.
11. To relieve a fever, use a washcloth to rub vodka on your chest and back as a liniment.
12. To cure foot odor, wash your feet with vodka.
13. Vodka will disinfect and alleviate a jellyfish sting.
14. Pour vodka over an area affected with poison ivy to remove the oil from your skin.
15. Swish a shot of vodka over an aching tooth. Allow your gums to absorb some of the alcohol to numb the pain.
16. **JUST DON'T DRINK THE STUFF - IT'LL FREEKING KILL YOU!!**

Vladimir

This is a DVC public service announcement

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

Sheperd Neame Spitfire Strong Ale

Shepard Neame began brewing in 1698 on Court Street, Faversham, England. As such they claim the title of England's oldest brewer. Known for premium Kentish Ales, Sheperd Neame continues to brew on the site first founded by Benedictine Monks in the 12th century. Those monks discovered the pure spring water of Faversham produced a particularly fine ale.



Spitfire has been Sheperd Neame's runaway success story of the past decade with soaring sales spurred by quirky World War II themed advertising which has won awards, hit the headlines and had consumers clamoring for more. Originally produced in 1990 to commemorate the 50th anniversary of the Battle of Britain, Spitfire has lingering hop flavor combined with a well balanced and lasting aftertaste.

Spitfire is now Sheperd Neame's biggest selling cask conditioned ale. It is available in thousands of pubs throughout Britain and is also packaged in bottles and cans for the home market.

Tasting Notes:

Crafted from traditional varieties of English malt, this golden ale combines an underlying of maltiness, tinged with a subtle hint of toffee, with the bold citrus and fruity spiciness of Kentish hops, to produce a well balanced and thirst quenching popular drink.



Bob

Editor's note: While it's available in some stores in DVCLand, unfortunately for Bob, it's not available yet in Boise!

Lew (I'm no geek!) Phillips



The spring driving season is now a memory. Summer is officially over and we are now enjoying the lovely autumn driving weather. As we look over the horizon, we see... winter <sigh>. Winter, a perfect opportunity to pull out the PC and relive the fun we had this year as we look at all the pictures that we took - and don't forget about the ones on our website (www.dvcmg.com). A chance to see what others are doing with their MGs as we surf the web. A time to plan for next

year's trips. But is your PC ready for the trip? As spring comes around, we rip the cover off the old MG, grab the tool box, and prepare the beast for another season. We check it out from bumper to bumper. We make sure all the spares we may need are on the shelf or in the trunk. Secure in the knowledge that the old wheels are tuned up and that we have back-ups if needed, we head off. But do you do the same thing with your PC? Most of us just fire up our PCs and figure we are good to go. Just like you change oil in your MG and check the spares, you should periodically maintain your PC. "But I'm not a PC geek!" (Editor's Note: Yea sure!) No problem, here are some things that you can do to help make sure your PC is ready to roll...

First and foremost – BACK UP YOUR DATA! There is nothing worse than turning on the PC and realizing that all of your pictures, documents, and finances are lost behind the 'blue screen of death'. The easiest way to protect yourself is to get a USB external hard drive (about \$100) and run one of the many available back-up programs. And do it regularly! It only takes a click or two for peace of mind!

- **Keep it clean.** Get a can of air and blow out the fan area and keyboard. If you can safely open the case, blow out the inside too. Your PC will run much cooler.
- **Keep Window updated.** Microsoft can be set to automatically keep Windows up to date. Make sure it is set and running.
- **Protect yourself from viruses.** Make sure you have a good virus software package loaded (McAfee and Symantec are the leaders). Keep the profiles up to date and run it regularly.
- **Run an anti-spy-ware program.** You would be surprised how much nasty stuff sneaks into your PC as you surf the web. Run it regularly and keep it up to date. Personally, I use Ad-Aware by Lavasoft – works well and is free!
- **Clean up your hard drive.** It is amazing how 'temporary' files from programs and surfing the web seem to hang on permanently. Use the 'Disk Cleanup' button on the drive's 'Properties' screen to get rid of them.
- **Scan and de-fragment your drive.** Periodically give your hard drive a tune up by checking how well it works and tidying up the files – especially if your PC seems to have slowed down. You can find the utilities in the 'Tools' section of the 'Properties' for the drive.

There is a lot more that you can do to keep your PC in top shape (tweak the start-up, clean up programs, etc.), but these simple steps will do a lot to get your PC ready to roll – and keep it rolling! If you want more info or need some help, just send an email to me at webmaster@DVCMDG.com ! *Lew*

***** MG2006 INTERNATIONAL — A Driving Experience in the Smokies *****

If you missed Indy in 1996 and if you missed St Paul in 2001, now's your chance to attend the all MG meet in 2006 which will be held in Gatlinburg, TN from Wednesday June 21st through Sunday June 25th. This once every five years all MG mega-event will draw over 1,000 MG's from all over North America. The DVC is planning on going in force and several of us have already registered and booked at a hotel. The DVC Board of Directors has selected the Glenstone Hotel as it's headquarters. While you can stay at any of several hotels in the area, if you want to be with DVC'ers then the Glenstone Hotel is where the DVC and it's infamous hospitality room will be!. Please go to www.mg2006.com for details. Remember, you cannot register at the hotel until you register for the event on the website. Don't be sorry, register now. The DVC has an ad hoc MG2006 committee now but will be forming a regular committee to arrange routes and in-transit accommodations soon. If you are going to MG2006 contact Tom Rippert and become a member of the DVCMDG2006 travel committee.

DVC Computer Warning Alert

If you receive an email entitled "TRIUMPH" delete it IMMEDIATELY. Do not open it. Apparently this one is pretty nasty. It will not only erase everything on your hard drive, but it will also delete anything on disks within 20 feet of your computer. It demagnetizes the stripes on ALL of your credit cards. It reprograms your ATM access code, screws up the tracking on your VCR, and uses subspace field harmonics to scratch any CD's you attempt to play. It will program your phone auto dial to call only 0898 numbers. This virus will mix anti-freeze into your fish tank.

IT WILL CAUSE YOUR TOILET TO FLUSH WHILE YOU ARE SHOWERING. IT WILL DRINK ALL YOUR BEER! FOR GOD'S SAKE, ARE YOU LISTENING??

It will leave dirty underwear on the coffee table when you are expecting company. It will replace your shampoo with Nair and your Nair with Rogaine. If the "TRIUMPH" message opened in a Windows 95/98 environment, it will leave the toilet seat up and leave your hair dryer plugged in dangerously close to a full bathtub. It will not only remove the forbidden tags from your mattresses and pillows, it will also refill your skim milk with whole milk.

WARN AS MANY PEOPLE AS YOU CAN. IMMEDIATELY GO TO YOUR COMPUTER AND TURN IT ON TO YOUR EMAIL and if you don't send this message to 5000 people in 20 seconds, you'll fart so hard that your right leg will spasm and shoot straight out in front of you, sending sparks that will ignite the person nearest you. Send this warning to everyone!!! THERE'S A LOT OF SADNESS IN THE WORLD! Right now, as you read this, 17 Million people are having SEX!!! And look at you - you're either reading T-TALK while seated on the john or while you're at work on the company's computer!!!! This is a DVC Public Service Announcement.

DVC TM Department

You can't beat this price DVC'ers... FREE!!!!

From: Fred Battle

Subject: Free 1972 MGBGT for parts or restoration

Car is located in East New Market, Maryland, near Cambridge on the Eastern Shore. I can be contacted at fredbattle@shorecable.com for more details. I just hope someone can keep some or all of it rolling along instead of my having to call the scrap man. *Fred*

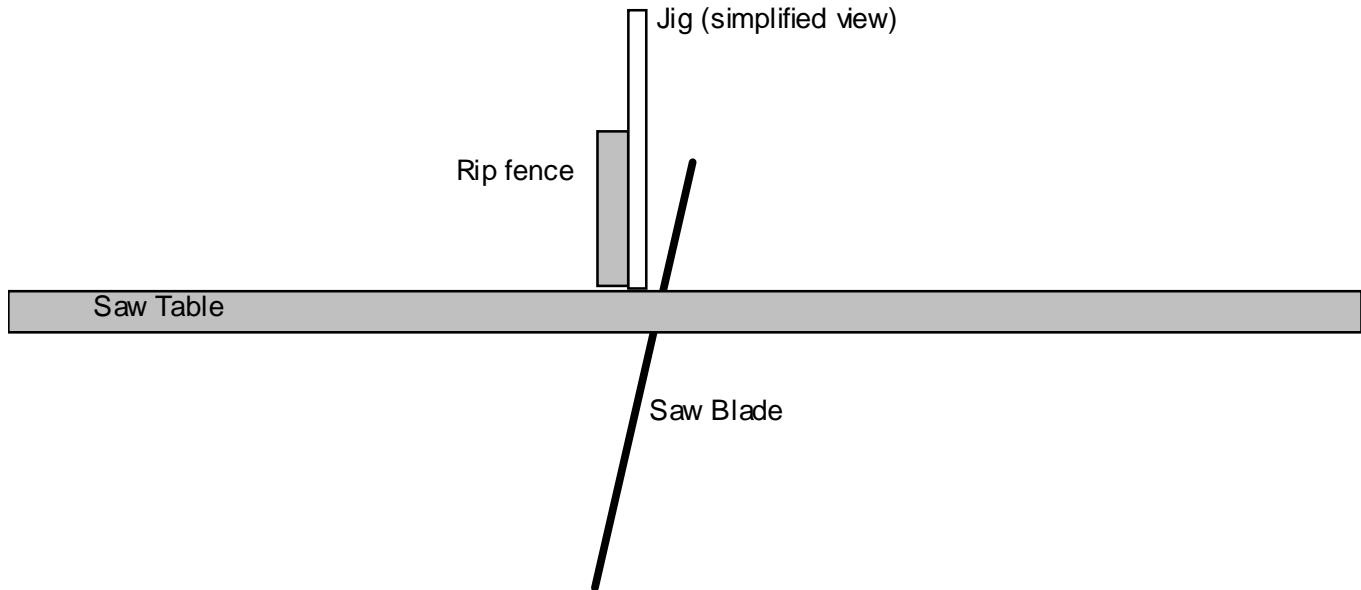
To the members of the Delaware Valley Classic MG Chapter:

My name is Bruce Wyckoff, and I am running for Chairman of the North American MGB Register. By virtue of the club's status as a chapter in NAMGBR, your club has a vote in deciding the next chairman of the Register. I'm a firm believer in supporting the clubs, both national and local clubs alike. Going to a meeting of your local club provides fellowship and enthusiasm that enhances the ownership of your MG or other British automobile. On the national scene, a strong national club provides services like insurance for local club events, a first class magazine, and recommendations for shops that service British cars and seed money for clubs wanting to sponsor a national event. Clubs are managed by members that volunteer their time and efforts to see that the overall membership has a positive MG / British car experience. I want to take that same enthusiasm and direct it toward the management of NAMGBR. As the Chairman of the North American MGB Register I will actively work with Mike Maloney, and the leadership of The Delaware Valley Classic MG Chapter to ensure that the membership of both clubs grow and benefit in the years to come. Please vote for Bruce Wyckoff as the next Chairman of the North American MGB Register

Thank you,

Bruce C. Wyckoff

MGA Wooden Header Continued



End view (simplified) to show positioning

From 0 to 200 in 4 Seconds

A couple had been debating the purchase of a new auto for weeks. He wanted a new truck. She wanted a fast little sports car so she could zip through traffic around town. He would have probably settled on any beat up old truck, but everything she seemed to like was way out of their price range.

“Look!” She said. “I want something that goes from 0 to 200 in 4 seconds or less. And my birthday is coming up. You could surprise me.”

For her birthday, he bought her a new bathroom scale. Budda- bing... Budda- boom

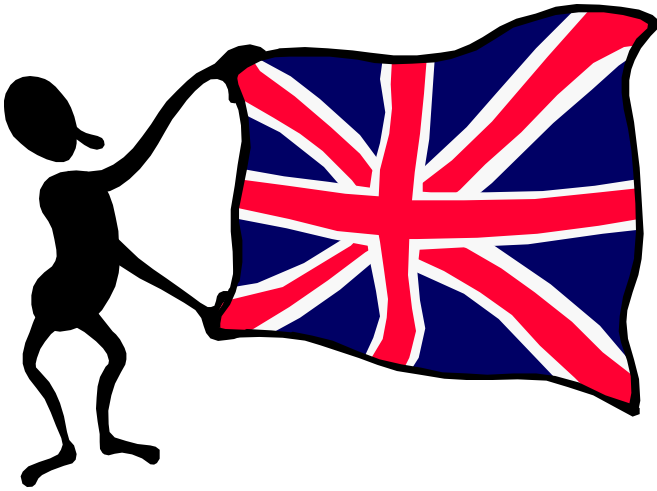
Wet Your Whistle

Many years ago in England (no this is not a “farmer’s daughter” joke), pub frequenters had a whistle baked into the rim or handle of their ceramic cups. When they needed a refill, they used the whistle to get some service. “Wet your whistle” is the phrase inspired by this practice. Hey Squire, try whistling at a waitress today!

Wednesday Cruise Nights

Every Wednesday night at Banana Joe’s in Allentown, PA. See the DVC website for particulars. Why not call up some DVC’ers and make a MG cruising night of it. I’d like a triple burger and a malted milk shake please.

2006 Dues Reminder



BRITISH MARQUE CAR CLUB NEWS TRIATHLON VI KILLINGTON, VT AUGUST 26 - 28 2005

Have you ever wondered what the most idyllic setting for British cars would be? Would you include quaint New England villages, beautiful green mountains, twisting and narrow roads, eclectic restaurants, English beer from a tap and beautiful weather? Well eighty-nine British made cars of which fourteen belonging to DVC'ers got to experience just this scenario the last week in August.

The Triathlon only occurs once every two years and it truly is a happening. It's a mix of all types of English cars and owners out looking for a fun weekend combined with a fast paced schedule that includes a rallye, hill climb and a "unwashed" car show. Cheating on questions during the rallye and bribing of the judges during the car show are absolutely encouraged. All this for the privilege of getting to wear a twelve inch plastic cone atop your head if you're (un)fortunate to finish in first place.

Our adventure started at 7 AM as we started out from Tom & Jaimee Ripperet's (MGB) house and headed toward Vermont. Our merry little band included Joe & Sharon Lamando (Jaguar), Lee & Liz Niner (MGA1600) and Barre & Eleanor Williams (MGB). As we proceeded up RT 309, we met up with Chuck & Judy Goelz (MGB). Onto RT 78 where we met up with Roy & Sue Dougherty (MGA), Tim & Terry McCarthy (MGC) and Dick & Sandy Suffredini (TD). Onward we drove into New Jersey where we picked up Wolfgang & Gudi Fischer (TR3) and continued northward. No motor or electrical problems were encountered and three hundred seventy miles later at about three o'clock we pulled into the Killington Grand Resort. We met up with Jim & Ruth Bottomley (MGA) at the hotel. They had driven up from Poughkeepsie



Our hearty band of DVC'ers at a lunch, refuel and potty stop somewhere in New York State.

earlier in the day. After checking in, we met in the DVC hospitality room for some major league unwinding and limbering up after our trip. Our hospitality room was courtesy of British Marque News as their way of thanking us for all of our past support.

Another contingent of DVC'ers, Ben & Cindi Nolan (TD) and Mark & Jan Scherbekow (MGB) were staying over in New York and scheduled to arrive on Friday morning. Jeff & Jan Zorn (Mini) were driving in from Michigan and they too were to arrive some time Friday. Brand new members Richard & Janice Comly (TD), Rich & Brenda Moors (Magnetite) and Geoff & Dana Wheatley (Jaguar) were also arriving on Friday.

Friday evening we motored into town about ten miles away to a wonderful restaurant, the Gristmill, where we had a great meal and watched the sun set behind the mountains. After a wonderful ride back



The view from the DVC Hospitality Room

Triathlon Continued

to the hotel, it was back to the DVC hospitality room and some more unwinding to include lots of snacks, a bunch of beer and a bottle of good old Jagermeister. Our Triathlon hosts, Faith Lamprey and Bruce Vild of British Marque News dropped by for an “official” welcome aboard greeting.

Saturday morning dawned absolutely beautiful and we were off on a one hundred plus mile trip up to Stowe. Great scenic roads with majestic mountain backdrops made for a glorious ride. We paused at Norwich University for a break and to take some pictures and then continued onto Stowe and the Ye Olde England Inn Restaurant. An eclectic British menu and all kinds of English beer made for a delightful lunch.



MG's at Norwich University — Their Security Chief couldn't figure out how we got the cars on the “Quadrangle”. We told him — “how do you think — we drove them!”



Ye Olde England Inn — Now that's some bar with twelve English beers.... And we sampled most of them! Draw one for all of us Dick!

and its history. Our rally took us through small towns and villages but we had to answer all kinds of questions. We discovered all kinds of facts about President Calvin Coolidge and tasted a soft drink named “Moxie”. Two hours latter, it was onto the hill climb. This year we were challenged with a hill climb that besides getting to the top of the hill, the navigator had to balance a full measuring cup of water. Sounds simple — try it some time! Two events down, one to go. But before the car show, an official pause was declared and we had a fabulous luncheon by the pool and then some of us opted to ride a gondola up to the top of the mountain. We really needed that break before the ever stressful dirty car show. Onto the last event, the car show. All the cars were lined up, the judges, repeat in black robes and powdered wigs, made their way onto the field and the show began. All kinds of bribes, from money to food to scantily

We decided to cap off our Friday adventure with a ride through “Smuggler’s Pass”, a very twisty and narrow passage through the mountains. Friday evening was spent back at the hotel as we enjoyed dinner with our fellow competitors. Saw lots of people we’ve met on previous Triathlons and also met some newbie’s. Our evening ended back at the hospitality room with more of Thursday night’s antics complete with our day’s events broadcast over the TV thanks to Dick Suffredini and his camera’s technology.

Saturday morning was a repeat of Friday’s weather. After breakfast, each team had a prearranged departure time for the first leg of the Triathlon — the rallye. This year’s rallye focused on the beautiful driving roads of Vermont



A stop on the rallye at a general store featuring Calvin Coolidge memorabilia and cans of Moxie. Yes, that's a C Type Jaguar and it was beautiful and sounded great.

Triathlon Continued

clad women of the night had those judges really working hard. It's no wonder that the car show takes about three hours as the judges literally have to drink and partake of all those bribes. As for the scantily clad ladies – well we'll let you decide the outcome! It's all for a good cause however



The Three Judges outside the Cape Cod Club's "Bordello" displaying one of their bribes.



**"Whew! We made it to the top of the hill, but how much water did we lose?"
Tim & Terry McCarthy in their MGC
at the conclusion of the Hill Climb.**

as over \$800 was raised for the local ambulance service in Killington.

very much coveted "Yellow Traffic Cones Award" were Jeff & Jeff Zorn. They also won the rallye portion of the Triathlon and captured the distance ward. The DVC can also lay claim to having accomplished this feat two Triathlons in a row as Bob & Kim Dougherty won it last time. Jim & Ruth Bottomley were third place winners and the recipients of Triathlon bathrobes. Honorable Mention was awarded to Tom & Jaimee Rippert. Tim & Terry McCarthy

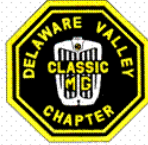
The awards banquet was a grand affair. The winners were announced and the DVC made out quite well. Overall Triathlon First Place winners of the were awarded the MG Driver's Club First Prize for their car. We missed out winning the Dorothy Wiggins Teapot Award. We've won it twice before but the Cape Cod club had twenty one members and amassed too many points for the DVC to catch them. Interestingly the trophy has been won two times consecutively by three clubs. No one in the DVC won the Cow's Tail Award for finishing dead last. Faith Lamprey did comment in her opening remarks at the banquet "that the DVC had the most fun filled and best hospitality room of the Triathlon".



And the winners of Triathlon VI are... Jeff & Jan Zorn with their Coveted(?) Yellow Traffic Cones awarded for First Place. That's Bruce Vild & Faith Lamprey of British Marque News, the sponsors of the Triathlon.

each way to and from Stowe and 100+ miles on Saturday. That's over 1000 miles per car x 14 cars = 14,000+ DVC miles with no mechanical or electrical issues to speak of! Thanks go to Dick Suffredini for laying out our *safety fast* route and also for being our official photographer. It was just a marvelous trip. The DVC is at its best when there is a road to be taken and a destination to find. The 2007 Triathlon is scheduled for a resort in either New Jersey or Pennsylvania. If that be the case, I would expect to see the DVC capture the Dorothy Wiggins Trophy for a third time. Bob & Kim Dougherty have even committed to driving in from Idaho to assist us in taking back the Dorothy Wiggins Trophy in 2007. Photo Credits: Dick Suffredini. *Lee*

PENNYPACKER MILLS BRITISH CAR DAY PHOTO ALBUM



Registration Area — then up the hill to the show



Make a left at the Union Jack & enter the field of dreams



Looking forward toward the 71 car field



An Austin Mini Copper



A very nice TR3



A TR6 & TR3 side by side



A very nicely restored MG Midget

British Marque Triathlon VI Memories



Where's the beer go?



Outside Ye Olde English Inn in Stowe, VT



3rdPlace- Ruth & Jim Bottomley



So much beer, so little time!



The DVC's policy is "Don't ask — Don't tell!"



"Oh Barre old man, If I'd known that the DVC serves Drambuie, I'd have joined 10 years ago." New member Geoff Wheatley discovers the DVC. Another new member, Rich Moors in the background enjoying the Hospitality Room.



An Invitation to Subscribe to British Marque Car Club News from the Officers of the DVC

The DVC is now a Participating Club of the British Marque Car Club News, a monthly tabloid newspaper featuring the news of our club and numerous other British car clubs as well. A capsulated monthly version of T-Talk will now be published in British Marque Car Club News besides the current four full issues per year that you are currently receiving. This way many more MG enthusiasts will read about your club. If you're into English cars, events and news then British Marque Car Club News is for you. A number of us have been subscribing for years and highly recommend it.

As a member of the DVC, you can subscribe to the Marque at a discounted rate. You can use the form below to subscribe and begin receiving 11 issues/year full of information about British car events, tech tips, special features, parts suppliers and classifieds.

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British Marque Car Club News

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Form and cheque must be received by the 20th of the month prior to receive the next month's issue.



Paul & Evonna Phillips on the par 3, 14th hole
(better known as the "Old Outhouse Hole").



Lyn Hughes & Dick Suffredini trying
to pay for the free parking.

“REMEMBER, REMEMBER, THE 5TH OF NOVEMBER”



GUY FAWKES DAY PARTY

WHEN: Saturday, November 5, 2005

WHERE: Mike and Joellyn Williams, 240 Woodglen Road, Birdsboro, PA 19508

PHONE: 610-404-4331

TIME: Tour of French Creek State Park starts at 3:00 p.m.

Enjoy really great MG roads and the absolutely spectacular fall colors!!

Please bring a covered dish. Call Joellyn or Mike at 610-404-4331.

DIRECTIONS

From PA Turnpike

Take Morgantown exit. At tollbooth, stay to the far right side, take first exit just out of tollbooth. At bottom of ramp, turn right onto Route 10 North. Take third right (1/2 mile) onto Joanna Road. Follow Joanna Road to dead end. Turn right onto Elverson Road. At first stop sign turn left onto Route 83 north. Travel 2.9 miles to a right onto Geigertown Road. Follow Geigertown Road to a left on Woodglen Road.

From Route 422 East or West

Turn south on Route 82, follow into Birdsboro. Route 82 south detours at second traffic light onto Route 724 east (left turn). Follow Route 724 east 0.5 mile to a right onto Route 345 South. Take Route 345 south for 2.2 miles to a right turn on Geigertown Road (aka Route 82 detour). Travel 1.7 miles on Geigertown Road to a right on Woodglen Road.

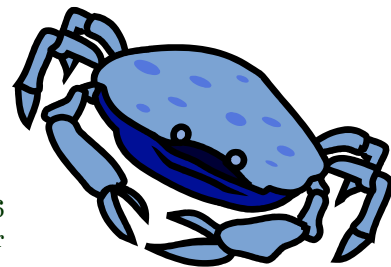
Alternate from Route 422 West and Route 100 North and South (Scenic Fall Foliage Route)

Route 422 West to Route 100 South. Exit Route 100 South at Route 724 West. Follow Route 724 west for 6.3 miles to Shed Road. Turn left onto Shed Road for 0.5 mile. At this point, continue straight ahead, you will now be on Crusher Road (one lane bridge dead ahead). Take Crusher Road to dead end at Route 345. Turn left onto Route 345 South. Take first right onto Geigertown Road. Travel 1.7 miles to a right on Woodglen Road.



Eastern Shore Tour

(More Crab Cakes Please!)



Dire weather forecasts predicting heavy rains on Friday, 5/16 and Saturday, 5/17 were all we had heard on the weather channel so we added umbrellas, slacks and jackets to our already over packed bag of "down the shore" clothes. We met up with our DVC group at the Gateway Shopping Center in Devon, PA on Friday at 8 AM under a really darkened sky. Tour leaders Barre & Eleanor Williams (MGB) gave out trip packets to Chuck & Judy Goelz, Joe & Sharon Lamando (Jaguar), Lee & Liz Niner (MGB), Dick & Sandy Suffredini (TD) and Bob & Terry Tiley (MGB). Everybody's top was up except the Niner's & Tiley's as we headed south under even more darkening skies toward Chestertown, MD. The only scarce chatter over the CB's was about when the rain was going to start. What's this – a patch of blue sky here and there? About an hour into our adventure the sun came out and the skies cleared. The tops were all down now and the chatter over the CB's was upbeat as we traveled through beautiful farm country crossing from Pennsylvania into Maryland.

Our first stop was at Chesapeake City South where we parked at Engineers Cove and then boarded the "Miss Claire", an authentic crabbing vessel for an hour's narrated tour of the C & D canal. We were joined by Ben & Cyndi Nolan (MGA) who had motored over from Elmer, NJ and Jim & Marie O'Brien who drove down from West Chester, PA. It was just perfect weather as we observed watermen coming in with the day's catch and observed numerous water fowl nesting on the buoys. Afterwards we strolled the town and then we enjoyed a real "down the shore" lunch at the Bayard House complete with crab cakes or what ever shellfish or fish you desired. We were seated outside under a covered patio where we could observe the ships passing by on the canal as we ate our delicious lunch.

We then continued our journey for about an hour or so on back country roads till we arrived at the Driftwood Inn in Chestertown, MD which would be our motel for the weekend. As per usual with the DVC, we congregated at the swimming pool where we unwound from our journey with lots of liquid libations and numerous snacks. Greg Lake and his friend Janice Wakefield arrived as we were departing for dinner at the Bay Wolf Restaurant at Rock Hall, MD. We even had



Aboard the "Miss Claire" on the C & D Canal. Admiral Barre is keeping a sharp eye on his motley crew of DVC'ers!

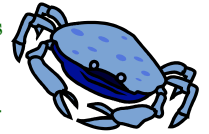
a partial police escort as we left the motel thanks to the Goelz's aggressive urban driving technique. It's probably the first time that that particular policeman put on his lights and siren and had ten cars immediately pull over! No problem as just a verbal warning was issued. Back at the restaurant poor old Chuck took a lot of ribbing about his red light running. Believe it or not, most of us had crab cakes for dinner! Afterall , it was the featured "Red Light Special".

Saturday morning was one of those perfect lazy end of summer days. We went to breakfast at Ellen's Coffee Shop & Restaurant, a little local eatery replete with "Elvis" memorabilia. All of us were pleasantly surprised at both the friendliness of the wait staff and the price of the generous portions however we were a bit disappointed that they didn't offer crab cakes for breakfast! We knew we were in Maryland when the waitresses ended each sentence with "Hon". This is a cherished part of a dialect that started in Baltimore, MD and is known as "Baltimorese". Along with "Hon" there is "zink" for sink and "tars" for tires.. "Baltimorese" as spoken by "Baltimorons" has now "crossed over" to the Eastern Shore (does that make them Eastern Shorons!). After breakfast, we next took a short driving tour through Chestertown and were



Ben Nolan with Joellyn & Mike Williams getting a little libation at Jellyfish Joe's at Great Oaks Marina.

Eastern Shore Trip Continued fascinated with the attractiveness and general cleanliness of the Colonial era town. The speed limit is always 30 MPH everywhere on the Eastern Shore.



Not one to linger too long, Barre & Eleanor had us “ducks in a row” as we headed out to Great Oaks Marina along meandering country roads. We were given special parking privileges on the grass overlooking about a billion dollars worth of vessels of varying size and design. We also were joined by Mike & Joellyn Williams and their kids, Justin & Brian. We strolled about fifteen minutes around to Jellyfish Joe’s where we had a libation or two and watched boaters navigate a rather sharp ninety degree turn into the marina. We then adjourned back to the marina where we had a slow and leisurely lunch on the veranda over looking the marina. Don’t ask – most of us had crab cakes again!

After lunch, all the ducks reassembled in a row and we motored on over to the Spring Cove Marina in Rock Hall, MD where we were accorded special parking privileges on the main drive. Barre and Eleanor’s sailing vessel, “Little Brightness”, is moored there and some of the land lubbers in our group were treated to an hour’s excursion. Meanwhile the rest

of us could sit on the marina’s veranda and watch the sun slowly sinking in the cloudless sky or partake of the swimming pool. Lots of libations and snacks were had as we celebrated a glorious driving and sailing day. Next, dinner was at P.E. Pruitt’s Restaurant just down the street. OK, you know the drill by now – crab cakes once again were ordered by many of us. Jim & Marie O’Brien had arranged for us to visit at a shore home afterwards and we had a fabulous nighttime view of the bay and the lights of far away Baltimore on the other side of the Chesapeake Bay. After a really great night time drive (complete with a beautiful full moon) back to our motel, we turned Barre & Eleanor’s room into the DVC hospitality room. Dick Suffredini hooked his camera up to the TV and we enjoyed seeing pictures of ourselves



DVC'ers on board Barre & Eleanor's sailing vessel "Little Brightness".

and our MG's during our adventures of the past two days. Sunday morning was once again just beautiful. We gassed up, said our goodbyes and headed home in two separate groups based on final destinations. It was just the nicest drive back as traffic was at a minimum and the temperatures were in the high seventies under bright blue skies. Missing in action this weekend were Jeff & Mattie Rose (stuck in Virginia Beach due to the hurricane), Roy and Sue Dougherty (daughter's wedding jitters) and Joel & Debbie Green (lost in Cherry Hill). Barre & Eleanor did a wonderful job of arranging the weekend complete with detailed maps, brochures of all the areas we visited and arranging for separate checks at each of the eateries we explored. The Chesapeake Bay watermen did a fabulous job of supplying restaurants with enough crabs to satisfy all of us and the weatherman did an outstanding job of once again inaccurately predicting the weather. Lastly, those attending did one heck of a job eating all those crab cakes! Photo credits: Dick Duffredini. *Lee*

MG Midget For Sale — Our MG Midget has had the following work done to it: rebuilt engine & transmission, converted to twin SU carbs, installed electric fan w/thermostat, new carpets, Am/FM cassette player, windshield replaced, installed front sway bar & stainless steel exhaust system. The car runs great. The body is in fair original condition but could use some paint. It's a very restorable automobile. Please call Jim or Ruth Botomley @ 845-473-4786 or Email them @ GOFly75@aol.com for more information. *Jim & Ruth*



Ring Around the Country

Sharon Lamando

Have you ever wanted to drive across this great country of ours? Well Joe & I have dreamed of it and when we heard about NAMGBR's annual convention in Olympia, WA we just knew that we had to go for it. I've kept a journal of our saga including daily sights and MG mechanical issues all along our 6,400 mile adventure. Our caravan consisted of a total of 14 cars- 10 MGB's, 2 GT's, 1 midget, and a mother ship with food and parts (a Subaru Forester). Our MGB pulled a new "trike" trailer. This is our adventure.

June 29, 2005 - It is the night before our trip. We have said good-bye to our family and friends. The trailer is packed, and we just have our essentials (my make up! and Joe's toothbrush!) to place in the trunk. Joe has put the top up because rain is expected in the morning. We are excited and look forward to a great trip— our trip of a lifetime. All things appear to be in order. Hopefully, God will bless this trip and our traveling companions.

June 30th- Our first day began by trying to drive out of the driveway with a *THUMP-THUMP* noise. Joe got out of the car and realized he forgot to raise the jack stand on the trailer. We went to the gas station to fill up, and we were in somewhat of a rush. The only pump that wasn't working happened to be the one we picked. Joe had to back up, and it was very difficult with the trailer. He thinks the tongue may be too long. We are not off to a good start! We met the MG gang at the Cracker Barrel in Bloomsburg, PA. After breakfast we were on our way. We put the tops down before we left Bloomsburg. What a hot day! We felt the heat especially when we stopped at a rest stop. Thank goodness we by passed one rest stop-it had a huge sign in the front — *Beware of Rattlesnakes!* When we left PA, the sky looked very dark. Finally the group decided to put the tops up. About 5 minutes later we were in an unbelievable downpour. Warnings were given on the radio. "*SEVERE WEATHER WARNING - the winds can push your car off the road.*" Scary! As we drove on, the rains became so heavy we couldn't see the cars in front of us. We became separated from the group. We nearly made the wrong turn-a left lane exit. Finally we located the rest of the caravan. Around 5:00 we arrived at the hotel in Cleveland, Ohio. At 6:00 we went to a dinner hosted by the Emerald MG Club. We unwound and enjoyed the delicious dinner. Tomorrow we must travel around 500 miles. We are scheduled to leave around 7:00 a.m. Joe figured his mileage today- 26 MPG with the trailer fully loaded. Needless to say, he is thrilled.

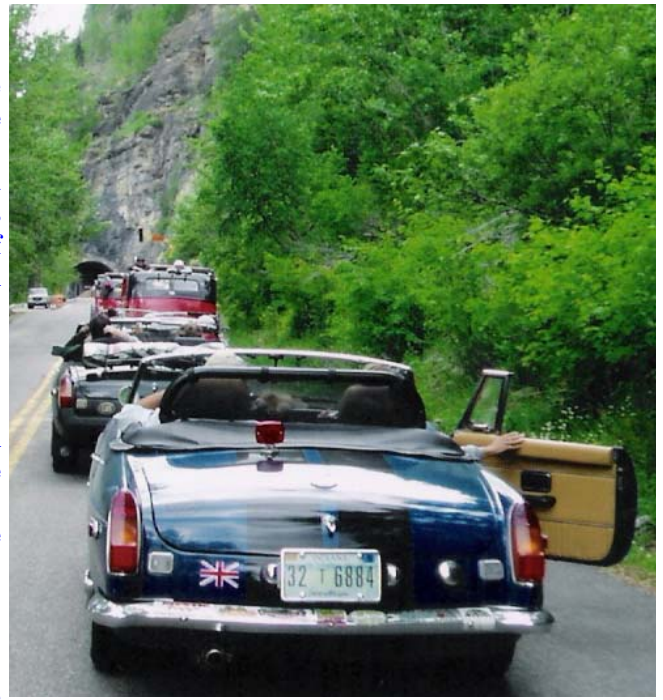


July 1st- Ohio, Indiana, Illinois, Wisconsin- What a long day! We got up at 5:00 and were supposed to leave promptly at 7:00. Kim and Charles overslept, so we actually left after 8:00. Alan's car didn't start, so it had to be pushed every time he turned the engine off. A beautiful day today-somewhat cooler than yesterday. This morning while we were in Ohio, Karl's MGB LE broke down. The pulley on his alternator came off due to a loose nut. He needed a washer. Luckily we found the nut and put it together without a lock washer. While the men are looking under Karl's hood, a truck whizzed

Joe & Sharon's MGB joins the 100,000 Mile Club

Ring Around The Country Continued

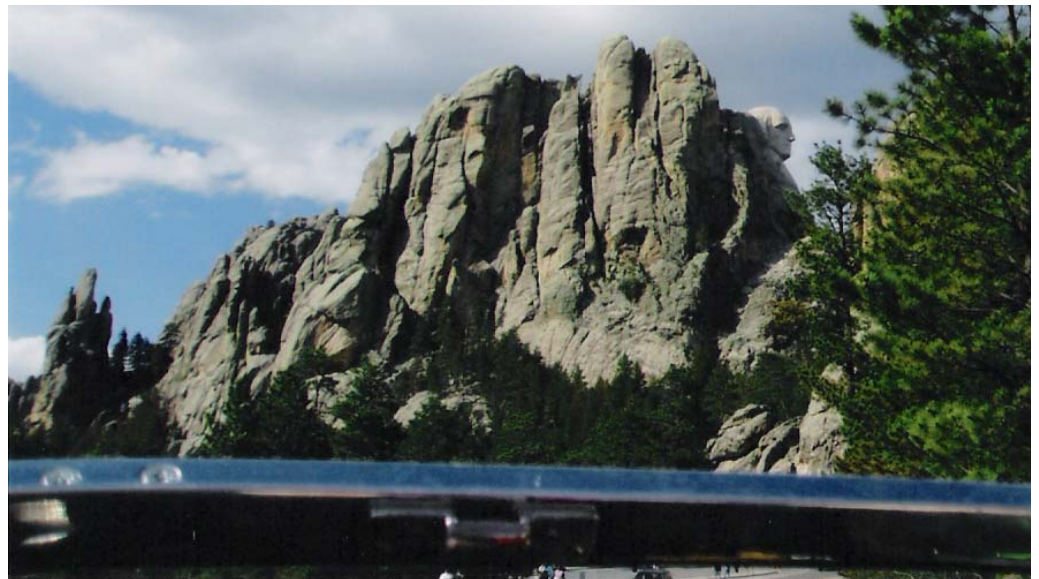
by , and the hood smacked Joe's head. He had a huge bump. We saw a man on a motorcycle with an unusual helmet. The helmet had HUGE horns out each side of it. It must have been a great challenge to keep his head level in the wind. While we were close to the Illinois border (between Indiana and Illinois) , Joe's odometer turned 100,000 - a momentous event for him. He took pictures so he can become a member of the 100,000 mile club. In Illinois we saw a large windmill farm. All the windmills were turning in the strong wind. What a sight! We had to cover 500 miles today. In Madison, Wisconsin the local British car club held a barbecue for us. The club members were very hospitable and provided a wonderful meal. A club member gave Joe a new headlight and another gave him a new gas cap since he lost his earlier in the day). The club also put Alan's car on the lift and replaced his solenoid starter. Two more cars have joined our caravan. We are all exhausted tonight and are turning in at 10:00. Tomorrow there is no deadline to meet, but another 500 mile day.



An on the road pit stop so one of the MGB's could add some oil somewhere in South Dakota

July 2nd- Today we began our drive in Madison, Wisconsin. Beautiful farms dotted the countryside. The roadsides were clean and neat. We saw unusual bluffs that protruded from the trees in western Wisconsin. The day was clear and very blue, but somewhat cool. We crossed the Mississippi River and entered Minnesota. What a sight! The river is gorgeous. We followed the Mississippi on Route 14 for many miles. Each scene was more breathtaking than the last. We entered a small town – Mountain Lake. There was no 92 octane gasoline. We went to the only two stations in town. The highest octane was 89. We all purchased the gas because we needed to fill our tanks. In South Dakota we saw how the land greatly differed from Minnesota. There were layers of land and hills instead of acres and acres of corn and soy. Joe thinks the land here would make a good golf course. We stopped on the road because Kim's car ('66 MGB) needed oil. Soon it was up and running well. The earth here is almost black, quite different from the red clay back in PA. It must be very fertile. Today was a very long day. We rode almost 500 miles. Tomorrow we are going to see Mt. Rushmore. We are anxious to see the famous mountain sculpture.

July 3rd- South Dakota This was the best day yet! The sights we saw today were incredible. This morning we had an awesome introduction to the Missouri River. We rode over a large hill, and there it was – beautiful –unbelievable – with rolling hills along each side of the river. As we rode on , we saw two ponds next to one another. One was blue and the other was green – fascinating. Then we reached The Badlands. What a sight!! The colors – blue sky, gold and pink. It was fantastic and just as beautiful as the Grand Canyon. We visited Wall Drug. GREAT PLACE! I wish we had longer to shop. One hour was just a tease. I could spend several more days here just visiting and shopping



Look close on the upper middle right of the picture and you will see the Mt Rushmore stone sculpture of George Washington as seen from above the windscreen of a traveling MGB.

Ring Around The Country Continued

the stores. After we left Wall Drug and The Badlands, we pushed onto Mt. Rushmore. We stopped at a roadside country restaurant and bar. It happened to be in Farmingdale, SD. One of our travelers was from Farmingdale, NY. Some coincidence! On the way to Mt. Rushmore many of us observed the amusing prairie dogs as they watched us and displayed their usual antics. At Mt. Rushmore we realized pictures don't even begin to do it justice. It was a marvel to see. All of us were amazed at the sight. While we were there, many people were lined up on the sides of the roads, waiting for the fireworks tonight. Police were checking all cars going up Mt. Rushmore. Our caravan received a police escort up the mountain. I'm not sure why, but it sure was nice. We ate dinner in Deadwood. The road from Hill city to Deadwood was an MG driver's dream – nice wide turns, downhill, and beautiful scenery. The road wound around a reservoir- Patola Reservoir.

July 4th Wyoming - Today was a "WOW" day. Everyone was saying "wow" on the radio as we drove through Wyoming. The first wow was Devil's Tower. It was featured in the movie "Close Encounters". The surrounding landscape was beautiful. The next part of the trip was rather plain. We saw oil rigs and some coal strip mining. There were miles and miles of rather desolate land sometimes sparsely populated with black angus cows on rolling hills. Once in a while we'd see a house. Then we passed these huge mounds of earth. I have to find out how they were formed. In the far distance we saw the Bighorn Mountains. They looked so spectacular. We passed over a small creek called Crazy Woman Creek. You can imagine some of the remarks on the radio as we crossed over it. Then we reached those awesome Bighorn Mountains. There are no superlatives adequate to describe the glory of these mountains. I will never forget the drive down these mountains. Joe thought he was losing power as we were ascending the mountains, Other drivers were experiencing the same lack of power. It was concluded that the cause was the high altitude. All through the mountains there were beautiful purple flowers. They grew in every available space. Lake Point had the deepest blue water I've ever seen. Exquisite. We had lunch at the visitor's



**On our way to see "Old Faithful" at Yellowstone Park
(That's Joe & I in the middle of the picture)**

center in Ten Sleep. Most of the time we have a picnic type lunch rather than stop at a fast food restaurant. On to Buffalo Bill Dam and reservoir, another beautiful sight as was the Shoshone National Forest. Here we saw houses nestled in the mountains. One appreciates the beauty in the summer, but how about the winter here? Next we followed a river with walls of mountains on each side. Our necks became stiff from looking up. Finally we reached Yellowstone National Park. It closes at 5:00, but we entered at 4:55. How close was that? The eastern entrance had a very bumpy road due to construction. I didn't dare look down – too scary!! The park is much larger than any one of us thought. We saw miles and miles of devastation from the most recent forest fires- blackened trees- many still standing, others fallen. Lake Butte was another "wow" sight as was Sedge Bay. Buffalo grazed close to the road, and we noticed a definite sulfur smell. We observed pelicans swimming around another lake. Finally we saw what we came for – Old Faithful. Luckily we made it just in time. The eruption caused another "wow" from the crowd. As we left, we saw eagles in the trees. By now we are all very tired and very hungry. We opt to eat fast food along the way since a sit down dinner would make us reach the hotel after 11:00. However, there were no fast food restaurants along the way. Where are the golden arches when you need them? We finally reached Belgrade at 10:15. Joe and I checked in and quickly went to Mc Donald's. We were exhausted. Plans for a 4th of July party and a barbecue were put on hold for tomorrow evening. One thing for sure – seeing the beauty of America on the 4th of July was the best and most appropriate way to celebrate America's birthday. The beauty of America is breathtaking. Some of us shared with each other that we were thinking of the song "God Bless America" as we viewed the magnificent sights of the day. Yes, this is a very memorable Fourth of July, and one that made us all glad and thankful that we are Americans. One last thought — there is no made man beauty that can compare to

center in Ten Sleep. Most of the time we have a picnic type lunch rather than stop at a fast food restaurant. On to Buffalo Bill Dam and reservoir, another beautiful sight as was the Shoshone National Forest. Here we saw houses nestled in the mountains. One appreciates the beauty in the summer, but how about the winter here? Next we followed a river with walls of mountains on each side. Our necks became stiff from looking up. Finally we reached Yellowstone National Park. It closes at 5:00, but we entered at 4:55. How close was that? The eastern entrance had a very bumpy road due to construction. I didn't dare look down – too scary!! The park is much larger than any

one of us thought. We saw miles and miles of devastation from the most recent forest fires- blackened trees-

Ring Around The Country Continued

to God's creations. The beauty of nature is truly the most magnificent sight on earth.

July 5th – Montana, Idaho, Washington — As we drove across the southwestern part of Montana today, we were delighted to see gorgeous mountains with what appeared to be steps of green on them. There were snow-capped mountains all around; one mountain looked like a pyramid. Some lower mountains had the initial of the town on them. M for Missoula. F for Frenchtown. The bugs hitting the windshield was a problem for all of us. What a mess! We picked up another car today, a couple from the Long Island MG Car Club. That makes 5 cars from that club, and our caravan now consists of 14 cars. At lunch time we stopped at a visitor's rest area. Prairie dogs scampered all around. Joe threw cherries to them, and they quickly gobbled up the treats. Before we left, Joe placed a cherry down one of their holes- a "Cherry Delivery". As we were leaving, one midget needed an air filter. Luckily a B air filter fit, and we were soon on our way to Idaho. Traveling through western Montana, the scent of the pine trees that densely grew on the mountains was clean and so pleasant. On the way we saw one exit- Exit 0. We've never seen one like that before. Why not give it a number? The mountains in Idaho were quite steep. It took a lot of power for the B to pull itself and the trailer up the mountains. Going down was both magnificent and scary at the same time. The many curves were challenging, some very sharp. It was like going down a roller coaster. At times I was afraid to look over the side, and yet I couldn't help myself. The beauty was breathtaking! We traveled through the Coeur d'Alene National Forest. There we saw the beautiful Coeur d'Alene Lake – a wondrous sight from high elevation. Then we drove into eastern Washington. After the wondrous sights that we had just witnessed, this scenery was down right plain. The weather was hot, and we were getting tired. However, we did see fields of grain, which brought us back to thinking about the "amber waves of grain". When we finally reached Moses Lake, we had a barbecue at the motel by the pool- a great way to end a fantastic but long day.

July 6 – We left Moses Lake this morning at 8:00 AM sharp. Our first "wow" for the day was the Yahima Canyon. It was very impressive with its high mountains and winding roads. Driving on these roads was another great MG experience. The canyon was awesome, but quite desolate. We stopped at a rest area in the canyon and had our pictures taken with our cars. Charles took several panoramic shots. People were fascinated by all the cars, and they all stopped to watch our caravan leave as we traveled we saw apple orchards irrigated by windmill pumps. Along Rt. 12 we saw numerous "cherries" signs. Joe was dying to stop, for they are his favorite fruit. We drove through the gorgeous Wenatchee National Forest. The further west we went the more green the landscape became. The road paralleled a rapid stream, and the rocks had a weathered antique look. As we traveled out of a tunnel, we were in for another "wow" view. The vastness of the mountains and the gorgeous Lake Rimlock took our breath away. It started to rain, so we pulled off the road and put our tops up. Since the temperature was 62 degrees, most of us were glad to have the tops up. As we progressed to Olympia, we passed several lumber mills. We saw stacks and stacks of 2x4's and 2x6's at least 30 to 40 feet high. The fragrance of fresh cut wood was wonderful. Fields of wildflowers came into view. Then we came to an old steam locomotive ready to depart. It was part of the Mountaineer Railroad. What a great little settlement! Old cars lined the road. We watched as people boarded the waiting train. We had to stop in Alder's Park which was about 30 miles from Olympia. Kim's '66 B had carburetor problems. We stayed for 45 minutes until the trouble was evaluated and the solution found. Finally at 3:35 PM today we arrived at The Red Lion Hotel in Olympia, WA. We traveled 3,370.1 miles from home. What a trip! I only hope the one back east is just as exciting and safe. We are looking forward to tomorrow and attending MG 2005. Time to party! Photo Credits:

NAMGBR Website.

Sharon

Editors Note: This MG cross country trip and return travelogue adventure will be continued in the next issue of T-Talk. So, stayed tuned DVC'ers. Will these two love birds still be speaking to each other as they transverse another 3,300+ miles back to DVC land in an MGB? Will their so far trust worthy MGB persevere and make the return journey with them? Most importantly, will we find out who the heck "Kim" is and if his '66 B made it back without anymore problems?





Joe & Sharon Lamando, after traveling 3,370.1 miles in their MGB, posing at the MG 2005 "welcome picture" on the grounds of the Red Lion Hotel in Olympia, WA.

"WE MADE IT & THIS PICTURE PROVES IT PLUS WE BOUGHT TWO MG 2005 T-SHIRTS!"

Holiday Banquet - December 3rd

***** Information *****

Watch for a separate mailing containing a reservation form and raffle tickets which will be mailed in early November. This year's banquet will be held at the Brookview Restaurant which is located at the mainland Golf course in Mainland, PA. It's conveniently located just off the Lansdale Exit of the NE Turnpike Extension. This year, besides the \$600 dollars in gift certificates, many door prizes and the infamous DVC blanket, we are having a holiday ornament contest with a prize for the top ornament. We will be in our own private room on the second floor with complete bar service. We are however limited to 75 people. So, a word to the wise, return your reservation form promptly when you receive it. It's always a pleasant evening and is a DVC tradition. *DVC Banquet Committee*

DVC Event Cancellations

Do to some really weird circumstances beyond our control the two fall events listed below had to be cancelled. We are sorry and hope we didn't inconvenience anyone!

Hagley Museum — October 1st — Scheduling Problem With The Museum

Corn Maze Tour — October 22nd — Farmer Brown's Field Plowed Under!



Annual Members Meeting!

November 20, 2005

That's right ! It's that time again. Time for all DVC members to come out and discuss the events of this year, and decide what the club is going to be doing in 2006. This year's driving season is rapidly coming to a end so we need to come together as a group and plan our escapades for next year. Everyone mark your calendar now for Sunday November 20 2005. We'll be meeting at the home of Sue Dougherty and the garage of Roy Dougherty, 689 Pickering Rd., Southampton, Pa. 18966 promptly at 1:00 PM. That's a Sunday so no excuses please! Everyone plan on attending. Give it some thought as to the type of events you would like to do. Remember the DVC is up for almost anything so get creative and put your thinking caps on now! There will be food and beverages and plenty of MG talk plus a tour of Sue's home and Roy's MG garage. For driving directions phone 215-322-3151. See you on Nov. 20th. *Roy & Sue*



Exhaust Notes - Chuck Goelz

This issue Chuck conducts a really electrifying interview with the world renowned Lucas Chief Scientist Dr. Dave Barry, PHD, HMFIC & grant seeker extraordinaire extrapolating on:

THE Mysteries of SCIENCE and ELETRICIY