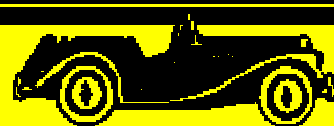


**It's The MG's  
That First  
Brought You To  
The DVC - But  
It's The Friend-  
ships That Keep  
You Coming Back!**



# T•Talk



**The Delaware Valley Classic MG Chapter**

Volume 35 Issue 4

1970 - 2006 - Our 36th Year

January, February, March, 2006

## Inside this issue...

- Guy Fawkes
- Holiday Banquet
- Ring Around The Country — Part 2
- Event Flyers
- 2006 Event Calendar

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**



## Get Your DVC MG Kicks In 2006

We've closed the books on '05 and now we're focusing on '06. After a really great planning meeting last November that was supported by a large turnout of members, 2006 is guaranteed to be a well rounded year of events and will include something for everybody. Whether you are into MG collectables or pubs or tech sessions or weekend trips or car shows or museums or

corn mazes or whatever the DVC has something for you in 2006. There is even going to be a prom night and also trips to both northern and central Pennsylvania. Of course the big event is our week long trip to MG2006 in Gatlinburg, TN. We listened to your feedback and produced events based on what you wanted. Our membership has also always

supported our events and also has always generously volunteered to host these events. Events are an excuse to go someplace and do something in an MG (or a minivan!) but the real reason we get together is to celebrate the Mar-que of Friendship with our MG friends. Now put that DVC Calendar of Events on your refrigerator and put those dates in your date book!

**Our 2006 DVC Jan—Feb—Mar MG Girl — Jaimee Rippert with "Mollie"**



## First Quarter DVC Events — See You There!

**Sunday, January 29th**

**MG Collectables At The Pub**

**Harleysville, PA**

**Saturday, February 25th**

**Mardi Gras Party**

**Jamison, PA**

**Saturday, March 25th**

**36TH ANNIVERSARY PARTY — North Wales, PA**

## Behind The Wheel — Mike Maloney

“Ring out the old and ring in the new.” It’s been my pleasure to be your Chairman the past two years. This is my last message to you as chairman in T-Talk as come next March I’ll be stepping down and Tom Rippert will be assuming the wheel.

I’ve had two great years with just the best assistance anybody could ever ask for. Whenever I put the call out for help, somebody was always there. Believe me, it’s a great feeling to know that DVC’ers always step up to the

plate when called upon.

If you’ve got the time or the inclination or both the time and inclination to contribute something back to your club then please take the first step and call Tom or any of the other officers and let them know that you would like to become more actively involved in the running of the club.

If you read our directory of officers you will see those club members that contribute so much to the month to month running of the club. What you do not see are the countless hours of assistance put in by spouses, kids and members who contribute their

time and energy to this organization whether it be running an event, assisting on a rallye or assisting in cleaning up after an event. The DVC’s strength has always been the quality of the members and events.

It’s been my sincere pleasure to be associated with the DVC and I plan on attending events as my schedule permits. Take some time, look at what the DVC gives you and then figure out a way between your job, kids & house chores to get out and drive your MG to a DVC event. If anything, it will assist you to retain your sanity in this hectic world.

*Mike*

## 2nd Gear Chatter — Tom Rippert

As another year comes to an end, I’m chuckling as I reminisce over the DVC events we attended during the year. And as the DVC’s 2006 calendar of events is being finalized, I know we’ll have another fun filled MG driving year ahead. I was very pleased with the turnout at this year’s planning meeting in November at Roy and Sue Dougherty’s home. It was great to see new members, and we even coerced some of them into hosting an event! The ideas were flying at the meeting, and we once again filled the calendar with some exciting events. “Please” post the DVC Calendar of

Events in a place where you can view it often, so you can see what DVC events you can or would like to attend. Also, check the DVC website often. Thanks to our Webmaster, Lew Phillips, we have a wonderful site. Anything you need to know is there, including some great photos of past events. If you’ve never attended a DVC event, I encourage you to do so. I know you’ll have fun – we’re just a bunch of crazy people (just a little), who enjoy “driving” our MG’s and socializing with MG friends. Check for flyers in this edition of T-Talk for the first events of the new year..... “MG Memorabilia”

in January, “Mardi Gras” in February, the “DVC Anniversary Party” in March, and a “Tech Session” in April. That’s right, before we know it Spring will be here and we’ll be doing what we like best – driving our MG’s.

Hope to see all of you in 2006!



*Tom*

P.S. Don’t forget, just call me if you have an idea or need help with an event

(610-287-9325).

## From The Pits — Lee Niner



Hi all. Many thanks for your contributions to T-Talk. Keep those stories, antidotes, jokes and pictures coming. I’m just an assembler of your newsletter. It’s you, our membership, that make up the contents of T-Talk.

If you haven’t done so already, send me a picture of your MG girl in your (or in my case — her) MG and send it to me. Our first quarter MG girl is Jaimee Rippert pic-

tured in “her” MGB — “Mollie.”

My winter project is to tear out the carpeting on the MGA, install heat shielding and then install new carpeting so that when we go to Gatlinburg, we won’t suffer heat prostration.

This issue of T-talk is geared toward winter time reading. Settle down by the fire, pour your self some English beer and take a lei-

surely read through this issue.

As I head into the second year of being editor of your newsletter, I can’t help thinking of all the wonderful adventures Lizzie & I have partaken in the past twenty-four years of being associated with MG’s and the DVC. We’re really looking forward to 2006 as we celebrate our twenty-fifth year of being part of the MG marque. I hope to see many of you and your cars at DVC events throughout the forthcoming year. *Lee*

**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](http://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**



## A letter to the editor from DVC & "Pit Crew" member Chuck Denlinger:

Hello Lee, I'm not sure if this photo is of newsletter interest, but thought I would share it anyway. It is from the Historical Car Club of Pennsylvania's Fall Meet at Delaware County Community College on Sunday, October 2nd. In the 'sports car' class, MG 'T's took first, second, and fourth over two classic Jags and numerous others. I tried to recruit the guys who finished first - Jim Dougherty (52TD) and second—Rod Stoker (55TF). I got the fourth spot. Rod Stoker had met Tom Rippert at Duryea Days and knew about the club. ***And here is the part YOU will like, the awards were WOOD plaques, not pewter!*** So, hopefully we will get two new members (gave them club cards). Can't get to Guy Fawkes because of a conflict, but mentioned it to these guys. *Chuck*  
Pictured below - left, a 55TF1500 (2nd place) - middle, a 52TD (1st place) - right, a 53TD (3rd place)



### DVC Website & Electronic Bulletin Board

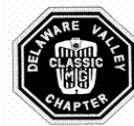
The only "official" DVC Website is: [www.dvcmg.com](http://www.dvcmg.com) and you can access it without having a name tag or being a member. But if you are a DVC member and you register you can then gain access to the DVC Electronic Bulletin Board at [groups.yahoo.com/group/dvc-mg-club](http://groups.yahoo.com/group/dvc-mg-club). 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 180 have been sold to date. No, it's not too late to order one. Immediately send \$5 (make check out to "DVC") to Liz Niner, PO BOX 510, Creamery, PA 19430-0510. Hey Dude, once you get your name tag, don't forget to wear it to a DVC event. No, they will not serve as an ID when you board a commercial aircraft, enter a tattoo parlor or borrow money to fix your MG but at least we'll know your name!



## Helen Rippert



Mrs. Helen Rippert, mother of founding chairman Hank and current events chair Tom, passed away last December 7th. She will always be remembered to members of the DVC as the "lady that made the DVC banner". She is also remembered as the "lady that repaired said DVC banner numerous times". "St. Helen", as she was lovingly called by DVC members along with her husband of sixty years Henry was always a supporter of the club and its members. The DVC has made a donation to the Knudson Churchill Scholarship Trust in her memory. The DVC extends deepest sympathies to Hank & Bette Rippert, Tom & Jaimee Rippert, Henry Rippert and their families.

# 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- \_\_\_\_\_  
 dress: \_\_\_\_\_  
 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
		<b>TOTAL</b>	\$



# THE DELAWARE VALLEY CLASSIC MG CHAPTER



## Officers and Staff For 2006

**Events Chair: Tom Rippert**

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**Rallyemaster: Jim O'Brien**

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**Regalia Chair: Bob Tiley, Sr.**

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215-355-1992

**Advertising Chair: David Schwab**

610-323-8745    schwabfam@earthliunk.net

**Picture Taker: Dick Suffredini**

**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.

# 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**



## York Brewery Stocking Filler Bitter



Established in 1996 within the City Walls, York Brewery is both a tourist attraction and a working brewery, providing customers locally and around the country with the first traditionally brewed ales from within the walls of York for over 40 years.

The brewery consists of a 20 barrel brew plant, five 20 barrel fermenters and 10 conditioning tanks. A gallery has been constructed around the brew house, providing an excellent viewing platform, with viewing panels into both the fermenting and conditioning rooms.

High Quality has been the watchword from the outset. A Head Brewer, Assistant Brewer and Brewery Consultant ensure the beers represent some of the finest available anywhere. Proof of this can be judged by the growing number of awards, for example, overall Champion (Bronze Medal) for *Yorkshire Terrier* GBBF 2000, and Champion and Gold Medal Winner, Brewing Industry International Awards (Guildhall, London) 2002 for *Centurion's Ghost Ale* 5.4% ABV.

Along with many award winning ales, York produces a fine Christmas Ale each year, Stocking Filler Ale, a strong dark bitter to celebrate the holiday season.

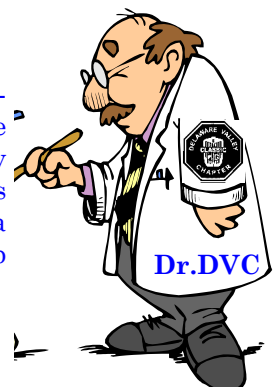
Tasting notes:

A dark rich full bodied ale, a distinctive finish of roast malt and chocolate with a hint of spice. Robust and satisfying. (courtesy York Brewery web site) *Bob*

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## DR DVC'S LATEST HOUSECALL

Sunday, October 23rd, Dr. DVC received a phone call from Joe Lamando requesting assistance in balancing his newly refurbished SU's. DVC's Roy Dougherty and Lee Niner were dispatched over to Skippack where Joe met them and explained his dilemma. Brother Roy set up his trusty Unisync Carburetor Balancing Tool and within fifteen minutes both carbs were balanced perfectly. Brother Lee acted as the official tool holder and bolt finder. After a test drive, Joe was happy and so was his MGB. Another case of club members assisting club members to keep their MG's road worthy. Have a problem — Dr. DVC can assist. *Lee*





# HAPPY NEW YEAR

DVC head Cyberpunk Lew has been very busy at work so one of the DVC website elves is filling in for him this issue. Lew did ask that some mention of feedback from you would be appreciated. Do you use the website? What do you like about it? What do you want improved? Are there any areas that need updating or that should be eliminated? If you get a chance go into the website and Email Lew your thoughts.

Also, how do you like our Electronic Bulletin Board? Judging by the activity, we'd say that it is a very popular way to discuss technical problems since the power of the group is generally better than a frustrated MG owner pondering what the heck is wrong.

There's a plethora of MG information out there on the web. Besides the national and international MG registers and car clubs, there are numerous local chapters around the world that have their own websites. There's also many individuals that maintain sites. Ordering parts was never so easy over the web. It's a different world that we live, work and play in than just a mere ten years ago. What the heck, GPS has taken a good bit of the mystery out of our rallies to say nothing of our trips. Cell phones have made it all but impossible to escape your spouse at flea markets and MG watering holes! Sometimes the good old days weren't so bad after all. Besides, you do not need a computer to diagnose an MG (but it sure helps along with cell phones and the web!)

*Lew's Cyber Stand-in*

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## MG200 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](http://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 DVCMG2006 travel committee.

**Don't forget to register and book early <[www.mg2006.com](http://www.mg2006.com)>**

**Do it now, don't be sorry**



# 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.

Free Classified Privilege: Each subscriber from Participating Clubs is also entitled to one free classified (up to 20 words) per issue. (This is for non-commercial ads only!) An additional 15¢ will be charged per word over the 20 word limit. Photos are also additional, at \$7.50 each.

**Subscriptions for U.S. Participating Club members are only \$12.00/year.**



Subscriptions for Canadian Club members are only \$15.00 (U.S.)/year.

Subscriptions for U.K. and elsewhere overseas are only \$20.00 (U.S.)/year.

Regular Subscriptions are \$20.00 U.S., \$24.00 Canadian, and \$29 U.K./year.

**Don't delay — Subscribe today!**

**British Marque Car Club News**

**c/o Enthusiast Publications, LLC**

**5 Old Nasonville Road**

**Harrisville, RI 02830**

**U.S.A.**

## PARTICIPATING CLUB SUBSCRIPTION FORM

Club Name



Member's Name\_\_\_\_\_

Address\_\_\_\_\_

City\_\_\_\_\_ State \_\_\_\_\_ Zip Code\_\_\_\_\_

Phone (Optional)(\_\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ E-mail\_\_\_\_\_

Attach cheque or money order for \$12.00 payable in U.S. funds to Enthusiast Publications, LLC

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



# Ring Around the Country

## Part 2 - The Return Trip

Sharon Lamando

Sharon's first part appeared in the last edition of TTalk and focused on getting out to Olympia, WA to attend the NAMGBR's convention MG2005. This installment takes up with she and husband Joe's MG2005 experiences and the return ride back to DVClan in their '72 MGB.

**July 7-** Instead of going to Mt. St. Helen today, we traveled with Karl and Gail. The men were very weary of driving in a caravan and did not want to join one again today. So we took a break. Joe and Karl had their oil changed at Jiffy Lube, where the owners had previously ordered two cases of filters that would fit MG's. I don't know if many people decided to have their oil changed there, too. However, it was nice of them to accommodate the MG owners. Gail and I went shopping for gifts back home. After the guys picked us up, we went to the Pacific shore. We were able to drive our cars right to the edge of the ocean, and we found the water surprisingly not very cold. Joe poured Pacific Ocean water on the car. Then we went shopping again in a few stores nearby. We met one shop owner who came from Huntington, Long Island. Since the four of us were originally from Long Island, we marveled at the coincidence. On our way back we stopped at Duffy's Restaurant for lunch/dinner. There is always some hesitation when stopping on the road at an unfamiliar restaurant. However our meal was more than satisfactory. After we returned to Olympia, we found a Laundromat and washed our week's clothes. We had a good day, and tomorrow we will visit downtown Olympia and go on a boat extravaganza. I sure hope the weather cooperates. Today was in the high 60's to low 70's.

**July 8-** It rained all day. After breakfast Joe and I went to downtown Olympia to buy some more gifts. When we returned to the hotel, we learned that the boat extravaganza had been cancelled. The boat motor broke down, so back to Olympia we went with Karl and Gail. I bought some more gifts for friends and family back home. At 6:30 PM we left for a barbecue which was a great disappointment, but the tour through the Northeast Native American museum was interesting and very informative. We learned a lot about



Joe "christening" the MGB with Pacific Ocean water on the fender (little does he realize it's salty!).

## Ring Around The Country Continued

the culture of the Northeast Native Americans. We rented a car for tomorrow as the four of us will visit Seattle. I am very excited because I have wanted to visit Seattle since I was a child.

**July 9-** Today we drove to Seattle after we put the MG on display, but not in competition. Joe is just not interested in competing for trophies. He bought the car to enjoy the driving and share the road with friends. In Seattle we went to the infamous Pike's Public Market. What a place! There were numerous vendors – from flowers to fruit to just about anything you can imagine. Great stores surrounded the area. We spent three hours in the market, but you need three days to see it all. We bought some fruit and a few more gifts. Before returning to Olympia, we visited the Space Needle. Since it was Saturday, the line was incredibly long. We didn't have time to go up in the needle, but it was wonderful to see such a landmark from the 1962 World's Fair. We bought some shirts and a Christmas ornament and returned to Olympia. Tonight was the awards banquet. One couple from our caravan won second prize for their B, and another couple won second place for their chrome bumper midget. Joe presented the "stink'n" DVC grill badge Lee (Niner) had given him to the hosting club treasurer Steve Hannigan. Steve was visibly moved by the gesture. Joe and Steve built a long-distance friendship over the phone during the past several months. They were both anxious to meet one another face to face. What a pleasure to know such a warm and friendly person. We met his wife Amy who has a sister in Doylestown. Talk about a small world! We hope to see them in Tennessee in 2006. We said good-bye to two couples who will not be returning with us tomorrow. They are traveling by themselves to other states south of Washington. So tomorrow we begin our trek back to east. I hope it will be as wonderful as the trip west.

**July 10-** We said good-bye to new friends and pledged to see them next year in Tennessee at the MG2006. The host club was marvelous, and their hospitality was outstanding. When we said farewell to Steve, we felt as if we were leaving an old friend. We left late this morning-around 10:55 AM. We traveled through the Wenatchee



mountains. via Steven's Pass. Green mountains surrounded us for miles. One mountain displayed many trees with blackened trunks, a forest fire no doubt. We followed the Icicle River for miles, and after we crossed over it, we entered a darling little town, Leavenworth. This replica of a German town had the Bavarian Ritz Hotel, Innsbrucker Motel, and a welcome sign - "Wilkomen" to Leavenworth. There was even a German McDonald's -unbelievable! Of course all the women wanted to stop, but we knew it was futile to ask. We were on a schedule to reach our next motel for tonight. Right outside Waterville, WA, we started to climb a mountain when the motor of our B sounded horrible. We pulled over and informed the others of our problem. Within minutes a mini-tech session was underway. There were a few agonizing moments when both Joe and I thought we would have to be left behind, the sound of the motor was that awful. Luckily, our leader Dave had the same problem with his son's MG, and he knew exactly what was wrong. The #5 valve adjuster nut came off. Fortunately, he found the nut lying in the oil. He put the nut on and readjusted the valve. Soon, much relieved, and we were on our way. During our trip we saw numerous espresso bars along the highway. Our leader Dave said jokingly that he thinks the people in WA have a serious caffeine problem. After another awesome landscape scene, we saw huge vastness of farmlands and then a house surrounded by trees. You could literally feel their isolation. This scene was duplicated over and over for miles. Dinner tonight was on the run. We stopped at McDonald's, bought food, and left immediately. We consumed our gourmet fast-food in our cars while traveling. When we finally arrived at the motel, we were exhausted.

## Dave Deutsch & Joe find the elusive #5 valve adjuster nut.

**July 11-** Idaho and Montana- Today we were off to an early start- 7:00 AM. We lose an hour in time as we head east. The clouds overhead intermingle with the mountains around Sandpoint. They resemble puffs of smoke. Gas is not cheaper here- still \$2.49 for regular and \$2.69 for high test. Passing through a small town, we noticed a barber shop built like a sunken ship. We

crossed the state line into Montana, so we gained an hour in Mountain Time from Pacific time. It was much more advantageous to lose an hour as we did coming west, especially when trying to keep on a schedule to reach a motel. We traversed across northern Idaho in one hour. Onto Montana where we sighted in Troy a few signs that



## Ring Around The Country Continued

made us all chuckle- “Booze & Bait” and at the Lake Creek Café-“Great Food, Lousy Service”. People here sure have a sense of humor. What an unusual feeling driving straight toward the huge mountains in the distance. You feel very insignificant, much the same as looking at the starry sky in the evening. You also think about how the pioneers must have felt as they approached these gigantic mountains. In Libby, Montana, we sighted a lost American icon- a drive in theater. The price was \$10 a car load. This town sure sported a patriotic feeling. One souvenir store had a huge wooden eagle in front of it. The wingspan was at least 40 feet, and another giant eagle was seen in the town square. One recreational activity the people of Idaho, Washington, and Montana have in common is gambling. There are casinos everywhere. We



**MGB caravan start ascending a 6,900 feet high mountain pass in Glacier National Park. Check out the remnants of snow.**



**Exiting a tunnel on their way up the mountain pass.**

when she escorted him outside to show him the sign. We learned later that this was not his first latrine faux pas. Maybe he needs pictures to guide him to the proper place. As we continue our trip through the park, its beauty intensifies. Orange poppy- like flowers lines the road. During our ascent to higher elevations, the view was breathtaking. The grade of the road was so gradual, it did not actually seem as though we were advancing up the mountains. A brown bear made his presence known as he was making his way to a water falls. Our elevation reached 6,900 feet. The blue of the sky, the green of the foliage, and the pure white of the clouds were no doubt, nature at her finest. The greens, reds, and golds of the stones added to the incredible sight. The joy of our friends and their amazement at nature's show add to our own per-

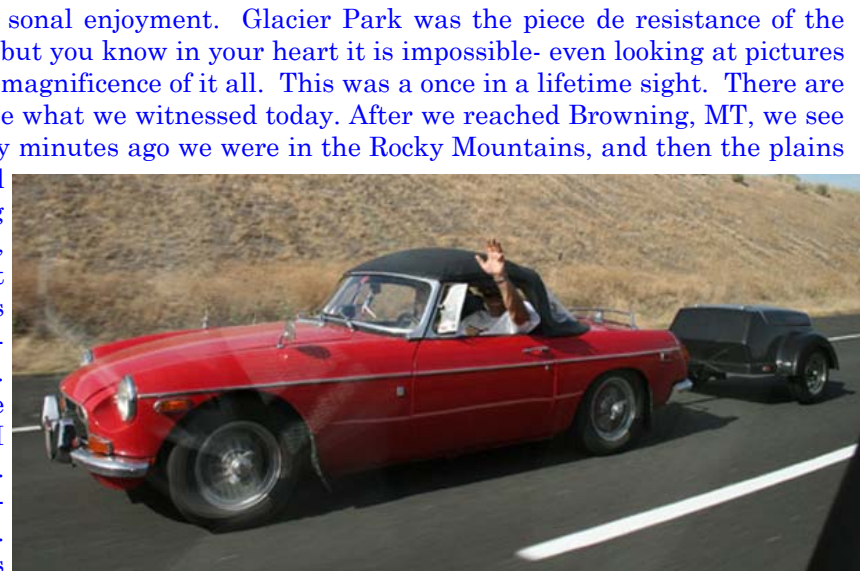
then came to another “WOW” sight. As we drove down a mountain we saw a pond that was so still it was like a glass mirror. The water reflected the mountains above. Awesome! In Hungry Horse, MT. we saw many signs for huckleberries. I wish we could have stopped to buy some. I love huckleberries and haven't had any since I was a child. We finally reached Glacier National Park. We ate lunch by a fast moving stream. Joe stepped on rocks and crossed to the middle of the stream to pluck out two rocks I wanted to take back with us. It's refreshing to know that chivalry still exists, although Joe does mutter something about even though we have the trailer, we cannot take back every rock I take a fancy to. Truthfully, I have lost count of the number of rocks we are transporting back east. They will add memories to our front garden. The picnic grounds were beautiful with colorful rocks- purple and red. Cute prairie dogs scampered about and Joe left them a piece of his peach. It disappeared quickly into the hole. One of our male travelers Dan made a grave error and ended up in the ladies room just when Gail was exiting one of the stalls. We were bent over in laughter



**MGB's exiting Glacier National park.**

## Ring Around The Country Continued

trip. You try to memorize the awesome view, but you know in your heart it is impossible- even looking at pictures can't restore that feeling of utter shock at the magnificence of it all. This was a once in a lifetime sight. There are not enough superlatives to adequately describe what we witnessed today. After we reached Browning, MT, we see miles and miles of plains-unbelievable. Thirty minutes ago we were in the Rocky Mountains, and then the plains were in front of us with the Rockies behind us. What a contrast! We were driving along steadily under the big, blue Montana sky, when all of a sudden Dan's B in front of us got a flat tire in the right rear. Thank goodness it wasn't a front blow-out. Luckily this happened near a good place to pull off the road. All the MG's convened on the spot, and the men soon had the tire changed. By the way, I secretly put another pretty rock in our MG. One has to take advantage of a rock opportunity. Finally we were on the road again. Some of us believe MT must have a serious drunk driving problem as the highway has many crosses- one, some places two, and a few places have three together. There are also numerous signs warning people not to drink and drive. At last at 8:30 PM we arrive at the hotel and have dinner down the street. We all decide to walk there.



**Joe & Sharon in their MGB with trailer on the road again heading eastward.**

**July 12-** We were able to leave early this morning-another grueling 7:00 AM. Riding across central and eastern Montana was quite uncomfortable in the heat. We all had our tops up with the back window open for circulation. We saw many Native Americans at the gas stations. They seemed puzzled by these little cars. Two young men from Canada have joined our caravan. We encounter miles and miles of farm and grazing land in Montana and North Dakota. Hay seems to be one of their major crops. While in North Dakota we crossed the Missouri River at a narrow point. We ate lunch at the Theodore Roosevelt National Park. The bugs ate their lunch, too. It was almost a pleasure to return to the hot car after being bitten numerous times trying to consume our lunch. Little Missouri Grassland Park "wowed" us with its beautiful landscape. The sweet fragrance of the flowers welcomed us as we journeyed through the park.



**This sure beats the typical "parking lot" picture**

When we finally arrived in Bismark, ND, we all decided to go to Applebee's across the street from the hotel. Needless to say, we walked there after traveling 530 miles in our cars. We were exhausted, and tomorrow will be another uncomfortable day, too-hot and 475 miles to Faribault, MN.

**July 13-** After another early start, we were just looking forward to getting through the day and arriving at our motel. This is the hardest part of the trip because we are all very weary of driving and riding in our little MG's. Air conditioning and quiet motors are luxuries we only dream about. Better cushioning for our bottoms would be a welcomed addition. The little pillow once purchased to rest my head is now cushioning my bottom for the rest of the trip. Some cars are having difficulty with the gas. Drivers are adding an additive to boost the octane up from 87 and to make matters worse the gas contains 10% ethanol. Needless to say, the MG motors are not happy. Today was extremely hot, and around lunch time we had to search far and wide to find a place to eat as well as a place to purchase the lunch food. Finally we came to a small town (pop.483) where we found a small park with precious trees and shade. We had to make do with food from a pseudo convenience store. Back on the road again we met heavy construction and traffic on the Minneapolis Bypass. We had to make do with food from a pseudo



## Ring Around The Country Continued

convenience store. We were relieved to reach the motel tonight. Tired and in need of some quiet time, after dinner we all headed straight to our rooms

**July 14-** An unbelievable day! This morning four cars left to travel south to Indiana. Now there are six cars left in the caravan. Again we drove over 500 miles today in hot, sticky weather. We crossed the Mississippi River into Wisconsin. At a rest area on Route 90 the back end of the right rear spring broke loose on Kim's car. It was "Mickey Moused" until Dave Deutsch could replace it in Madison. A truly bad day for Kim-a blow out on her left rear tire. One good thing about knock-offs is that a tire can be changed in minutes. We finally reached Madison where Dave knew the owner of a shock absorber overhaul shop. We had to wait over two hours for Dave to fix Kim's car and her new tire to be mounted at the tire shop down the street. On to the nightmare that awaited us in Chicago. The traffic was horrendous and just about every three miles we had to pay a toll. With our little trailer, each toll was \$2.85 to \$2.25. We spent over \$20.00 in tolls in Chicago. To make matters worse, the roadway was in deplorable condition. They clearly did not spend toll revenue on maintaining their roads. We finally arrived in Elkhart at 9:00 PM. We opted for dinner first and then check in the motel. We had a good meal at The Cracker Barrel and looked forward to a good night's sleep. Wrong!!! The Days Inn was one of the worst motels we patronized on the trip. Kim and Charles had to request a room change due to an intense mold odor in their room. I am afraid to walk on the carpet in my bare feet. I don't even want to think about bed mites. We are exhausted, so I hope sleep comes quickly and blocks out my "buggy thoughts" in this sleazy room.

**July 15-** We left the moldy motel at 8:30 AM this morning. We waited for a time while Charles argued with the motel manager about his having to pay full price for his room. We only had to travel 275 miles today so a late start was OK. We reached the next hotel in Boston Heights outside of Cleveland at 3:30 PM, cleaned up, and went to dinner hosted again by The Emerald Necklace MG Club. Our dinner was delicious, and we welcomed the opportunity to just visit with our new friends and relax. We left early and returned to the hotel to prepare for the last day of Ring Around the Country tour.

**July 16-** Our last day of the trip- The day began very warm, and the air was heavy. We traveled Rt. 80 from Ohio into PA. It was hard to believe we were on our last part of the journey. We stopped for a bio-stop and another for gas. We said our good-byes to Kim and Charles, David and Eileen, Steve, and Alan and Enid. We left before the others, but we met them on the road. To our surprise they exit at Bloomsburg just as we were. Dave decided to end the tour where we had started it-at the Cracker Barrel. We said our farewells again as they left the restaurant, and we remained to have lunch with our daughter who is living in Bloomsburg this summer.



**Class Photo — MG2005 Ring Around The Country**

**Ring Around The Country Continued** Finally we arrived home, and it seemed good to be back again. We are grateful that everyone returned home safely and that this trip exceeded our expectations. It was indeed a marvelous and extraordinary trip. God did truly bless our journey. We traveled over 6,400 miles safely and had really minimum car problems. We experienced an opportunity to see some of His finest creations. He has given America so many blessings. We all came to love and appreciate America more after seeing her awesome beauty. We need to treasure our blessings and preserve them so the future generations can experience the awe we felt. There was perhaps one negative aspect of this trip. We experienced dismay at the immature behavior some drivers showed when caravanning. There was competition to see who could follow the lead car (driven by Dave Deutsch). Some drivers put themselves and others in danger just to be car #2 in the caravan. We stayed near the rear of the caravan especially due to the trailer we were pulling. We watched other cars vie for the coveted spot in the caravan. One car even passed us on the left (we were in the left lane, so this driver made his/her own lane) to get to the front. One car in particular burned so rich, we were often overcome with the fumes. If you know you're burning rich, go to the rear of the caravan. Have some consideration for the others following you. Perhaps before traveling on a long trip in a caravan, people should understand the etiquette involved in a safe and pleasurable journey. Leave your ego at home. All in all, would we do the trip again?—in a heartbeat. Our compliments to David Deutsch for organizing this fantastic journey and for being a great "wagon master". His vow to leave no MG behind was very reassuring and definitely kept. *Sharon*

Photos by Joe, Sharon and fellow travelers on their trip.



**Here's Joe & Sharon posing by their MGB and hiding the rust spot that started when Joe sprinkled some ocean water on it several pages ago!**

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**Dr DVC (AKA Geoff Wheatley) on the merits of English beer** There are certain things that our Fathers tell us that we don't believe especially when we were twenty one and he is an ancient fifty with one foot in the grave. Well I ask, how wrong can you be! My father insisted that English Ale made with Kent hops and served in flagons, was good for your health and well being. He even went as far as suggesting that it could extend your sex life and your age. At that time my bevy at the local pub was a sophisticated import at twice the price of a local ale but it went well with the fancy fags like Lucky Strike or Marlborough purchased from the local American Airbase or rather the local Americans from the local American Airbase in company with Juicy Fruit and various other items that found their way into our local, (under the counter) marketing environment. Now, some forty years later my Dads words of wisdom not only ring true but have been confirmed. In the latest issue of the British Lancet, the bible of the British Medical Profession it is reported that after seven years of independent study of beer drinkers and none beer drinkers, the former have a lower level of incidence for cancer and various other nasty things than the tea teetotalers. It would seem that hops work as a medical deterrent for a variety of problems especially those associated with us mature male drinkers. As I gave up the expensive imports years ago when such pleasures were replaced by mortgage payments and school fees my intake of good draft beer has increased and in consequence I can look forward to many more happy years with my MGs providing I can get a little weight off to enable me to get back behind the steering wheel! It would seem that every silver lining has a dark cloud tucked away somewhere. There can be no doubt that beer is good for your prostrate but not that helpful when you want to slip on a pair of tight jeans or squeeze into the Tux you purchased fifteen years ago! See you in the bar.

*Geoff Wheatley*



## Geoff Wheatley's Penny Farthing Thoughts.....

In this issue Geoff gives us seven short articles on a variety of MG topics that make for a perfect wintertime afternoon's reading.

### First — The Arnolt MG

The creation of the ARNOLT MG is interesting if only because the MG Company in Abingdon had little to do with either the design or marketing of this vehicle. An Italian coachbuilder by the name of Nuccio Bertone teamed up with a young Italian designer in 1951 with the idea of creating a special vehicle for the 1952 Turin Motor Show, one of the top European motor events at the time. Italy had been successful in both design and development in the pre war years but due to war time restrictions and the extensive damage done to Italian industry during the war very little had come out of the once famous commercial cities of Milan and Turin. Fiat were back in production with a limited range of small cars and some of the famous prewar marqueses were being reestablished but as far as design and development was concerned there was still a long way to go. The Alfa Romeo factory had started commercial production in 1948 and a series of new fast sports cars were on the drawing board for the 1952 Motor show, only one made it! Bertone ordered two MGTD chassis from Abingdon and asked the designer Scaglione, to dream up a distinctive design for a new post war mid price vehicle. Two hand built cars were produced one in sedan style the other as a convertible. The design was unique to the period and as we now know set a style that lasted for at least a decade perhaps longer as these cars still look attractive and modern fifty years later. One visitor to the 1952 Motor Show was a Mr. Harold Arnolt an American dealer from Chicago. He liked the sedan and asked Bertone if he was interested in the US market. In 1952, every manufacturer was interested in the US market so the answer was a firm yes. Now for the big question: "How many can you produce a month?" The answer was by any standards ambitious as there was no real production plant or factory that could put these cars together in an economical manner. However, Bertone promised thirty a month, a figure that was never achieved. The 1953 market price in the USA was \$3,585 very high against the selling price of a MGTD at \$1,850 but they sold reasonably well to a distinctive audience who wanted a touch of European class in their sports car! All of these cars were built with left hand drive exclusive to the US market, the only MG to have this distinction. It would have been interesting to hear what the boys at Abingdon thought about this Italian vehicle but as far as we know there is no recorded information and the British motor press seemed very quiet about the car and its performance. The American advertising brochure says "MG Engine and Chassis for speed and safety" .."Italian Styling by Bertone"...."Convertible or Coupe". Well I would agree with the second and third statement but as for speed one has to ask how, where and when? With the TD engine and a weight ratio equal to 200% against the TD, I can't imagine any records being broken. However, there is no doubt that it is a very nice car both to look at and I suspect to drive. As yet the latter experience has eluded me but I know of at least two people in the New England MGT Register who have this car.

### Second — Chivalry Is Not Dead, Well Not Quite Yet!

Just arrived back from Spain. Had a great time and it helped that I had once lived there! Madrid is as beautiful as ever and.... Wait for it.... I was walking down the Rieio Madell, the 5th Ave of Madrid and there was a very nice MGTC that had refused to go any further unless someone admired her engine, etc.! The owner, about 25 or 30 and of course female looked distressed and a crowd of spectators had gathered to enjoy the moment. From this same crowd appeared her savor, an English/American, still handsome in a mature way, attired in the very latest NY fashion with the obligatory sun glassed nestled in the graying hair. With a glance at the car he solved the problem in a matter of seconds. Yes, you are right the distributor lead had come adrift so with surgeon like precision the lead was reattached. Much applause from the crowd, a kiss on both cheeks for the hero and the TC was on its way. Bathing in the glory for a few seconds more I accepted a towel from a cafe to clean my hands and a free cold beer. Again with much cheering from the crowd. In short my friends, just another advantage in being a member of the NEMGT Register and the DVC!





The older I get the more time I spend reading. Strange as I never had either the time or desire in my youth except for the then current version of "Playboy! At middle age the Reader's Digest and the sports page were my main diet with any issue of a motor magazine thrown in for good measure. Now, in the twilight of my days I seem to be drawn to publications of the past especially the 1930's. Through the good services of "Brit Books", I recently obtained a unique publication on the history of Brooklands, which in turn attracted me to further study and of course more books on this fascinating location. A few weeks ago whilst wandering around a local flea market I stumbled across several issues of the British publication "The Motor". I recall that this was one of the most successful publications in the UK both after and before World War Two. They were famous for their detailed road tests on new and almost new vehicles, you usually purchased their road report before you ever ventured into the jungle of new or second hand car sales. One of the publications purchased was dated December 1937 and to my delight had a full road test on the then new "M.G. Midget, Series T". This was of course the car we now know as the MGTA which first saw the light of day in the summer of 1936. When the car was launched the MG fraternity gave it thumbs down reaction. The previous range of MG beauties including such delights as the J series, the P series and of course the PB types were truly sporting vehicles with overhead cam engines and custom made bodies. To many the TA was a collection of Morris Motors parts including a basic push rod engine derived from the Morris Ten family sedan. The whole car was perceived as something slung together without any desire to attract the truly sporting fraternity who were regular visitors to Brooklands both on and off the track. The MG Company had been losing money on most of its production prior to the introduction of the TA. Not because the market was diminishing but simply because of the high labor costs in producing the famous marquee, which had eaten away at the profit derived from increased sales. Add to this the costs of fielding a factory race team with all the required support services. In the summer of 1935 Lord Nuffield in company with his new Managing Director

Leonard Lord introduced a rationalization policy that withdrew MG from all sponsored racing activity as part of an overall cost cutting directive that was implemented throughout the Nuffield Empire (Morris Wolsely, Riley and MG). He also made it quite clear that any future cars produced by MG must utilize, where ever possible, Nuffield Motors parts including the power train. This policy resulted in the birth of the MGTA in the spring of 1936 which was on the sales floor of the Nuffield show rooms by mid summer. As indicated the early sales were slow despite the attractive purchase price of two hundred and twenty two pounds, most of the MG competitors were at least twenty pounds higher but of course they were fully designed sports vehicles while the TA was, to most enthusiasts a bits and pieces car. Even the cheap and cheerful Austin Seven Sports version was out selling the TA in the following twelve months and gave the new car a run for its money on the race track, beating three MGTA entries at Brooklands at the 1936 August Bank Holiday race day. Lord has also reduced Kimber from Managing Director of MG to General Manager and began directing production operations from the Morris Works at Oxford, including all future design and development activity. However, within twelve months Lord had gone after a serious disagreement with Billy Morris over his salary and Kimber was back in his old position as MD of the Abingdon plant although the MG design team was never reinstated and the policy of utilizing Nuffield parts continued through to the post war period.



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Kimber needed something to boost the sales of the TA and was always aware of the importance of good media support. He was a past master at utilizing the press to promote the MG marquee and I suspect that he had a quite word with the Editor of "The Motor" towards the end of 1936. The end result was the 1937 road test that I had stumbled on at the flea market. The review is detailed in performance data including a 33 mpg achievement even when the car had been pushed to its limits on a 100 mile test run. At a Brooklands test run the car was reported to reached 77 miles per hour with the

**Penny Farthing Thoughts Continued** screen in place, with the screen down it hit the magic 80 mph. "A cruising speed of between 68 to 70 mph can be comfortably maintained" reported the writer whose name did not appear on the report which is interesting especially if the competition wanted to question some of the data! The synchromesh gear box gets full praise although the double declutch method was preferred by the driver and of course reported as the true way to drive any Midget (The 1936 version of the TA did not have a synchro gear box this was fitted early in 1937 to try and improve sales). A break in performance also came in for praise with a 90% efficiency level recorded. But quote "The car did not pull up all square under extreme breaking conditions" (My question; what light weight sports car ever does?). It is common knowledge that Kimber did not trust hydraulic breaks although they had been around since 1921 and the Morris family of vehicles had utilized this system since the late 1920s. I suspect that this introduction was also part of the new Nuffield rationalization policy. Suspension was similar to the PB with half elliptic leaf springs at the front and rear. The PB used friction damping at the front and hydraulic lever arms at the rear. The TA used Luvax dampers all round which was certainly a major improvement, again similar to the system fitted to the Morris and Wolsely vehicles. Two cars were produced with the attractive Airline coupe body as used on the P and N type MGs. A Tickford version was available in 1938 at the bargain price of two hundred and sixty nine pounds. This was assembled at the Tickford Coachwork factory located in Newport Pagnell, Bedfordshire, about forty miles from Abingdon. The basic car was exactly the same as the Abingdon product but the luxury finish and superb coachwork made this vehicle a very desirable buy. Today even more desirable as indicated when one turns up at a GOF! The total production for the TA was 3003 vehicles which is impressive considering that the car was in production for only three years. It was the highest production figure for any Pre War MG despite the fact that it was not suitable for any series race track competition but was useful for the ever popular mud-plugging, a term used by the trials brigade. The main problem was the power train as the engine was prone to burn out main bearings when pushed. However, the car did boast one marked improvement that had been sadly missing from the MG sports range since the M Type hit the roads of England nine years earlier. The side screens did keep out the rain and were easily stored and fitted. The convenient storage box located at the rear was to continue through to the MGA with success. I have driven several restored versions of the TA and found them to be slow off the mark, and not very comfortable, even the TC can be considered user friendly compared with the TA, while the TD is sheer luxury in comparison! I have yet to drive a Tickford but live in hope. The final comments of the 1937 road report are: "In short, a practical small car combining economy, speed and safety". I guess you could not ask for a better evaluation than that, but I notice that the word comfort is not utilized.



## Fourth — Morris Garages

Most people reading this publication will know that the MG badge on the front of their car represents Morris Garages. However how many of you are aware of what "The Morris Garages" were and why they existed. Billy Morris who started the Morris Motor Company in a garden shed in the rear of his parent's home and was, by any standards, a shrewd business man who saw the development of the Motor Vehicle as a mass market product. He was a great admirer of Henry Ford and visited Ford early in his career and they became good friends. A friendship that was to last for many decades. Morris took many of Ford's ideas including the assembly line production technique and the unusual policy of selling direct to the public. This gave the manufacturer flexibility on production, control of the price and a direct contact with the buying public. In previous articles I have discussed the location and early development of Morris Garages from a small shop in west Oxford to the lavish open show rooms in Queens Street, downtown in the City of Oxford. I recall as a small boy looking into the windows of this establishment standing on



## Penny Farthing Thoughts Continued

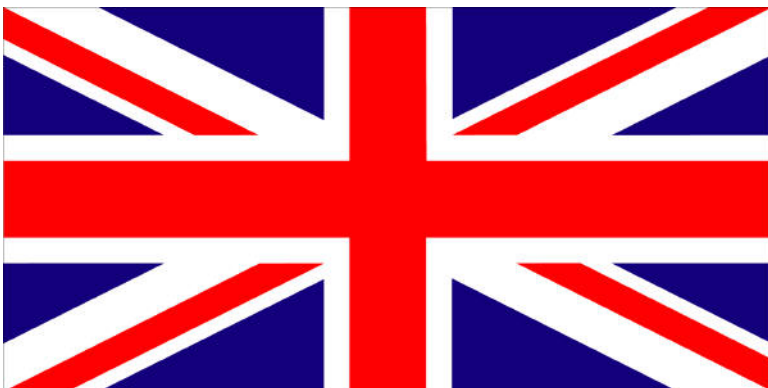
the doorstep which consisted of a large stone slab about ten feet by six with the picture of an Ox crossing a Ford imprinted on the top surface (The origin of the Saxon name OX- FORD). At seven years of age the challenge was to jump from the head of the ox to the tip of the tail in one go. When the showrooms were closed in the 1970s this famous front step was thrown on the scrap heap along with many other Morris artifacts that some of us would give their life savings to have today.. However the front step, despite the fact that it was broken during the demolition process was acquired by the MG Owners Club and now greets visitors to their headquarters in Cambridge. It is mounted adjacent to the front entrance in clear view of the road and passing motorists. Until 1925 the Morris Garage operation carried a number of brand name vehicles including several from the USA. A visit to the display area would enable you to view the latest Hudson Super Six and/or the less expensive Essex. Various Dodge vehicles were also on display. Also British names like Hillman, Sunbeam, Daimler, and of course Morris and Wolsley, the latter representing an established quality motor company that Morris purchased after the First World War when the company went bankrupt. This acquisition became the basis of the intense rivalry between Herbert Austin and Billy Morris that continued until Austin passed away. Herbert Austin had been the General Manager of the new Wolsey Company when it started in 1899. He had considered it his personal creation almost like a first child. In 1905 he resigned his position with Wolsley and started his own motor company which in time was to become the competitive rival to the Morris Empire especially in the popular small car market that boomed in Britain after the First World War. Austin never forgave Morris for buying Wolsley before he could raise the necessary funds to bid for the company and often referred to Morris as "That back street upstart". Morris Garages also sold Motor Cycles; Triumph, Sunbeam, Douglas, Royal Enfield, BSA were just a few of the vehicles that were offered by the Morris outlet. In 1926 all this changed when the General Manager, Cecil Kimber, who was certainly the God Father if not the Father of the MG sports car persuaded Morris to concentrate on selling only Morris products especially the then new light weight commercial van that was a top line winner and even had a waiting list of would be purchasers. We all know Kimber as the brain behind the MG sports car; note I say SPORTS CAR not the MG Sedan or Coupe which were a development of both Morris Motors and Morris Garages. Kimber was also a good amateur designer and inventor; in 1926 the Kimber Brake Drum Drawer was offered by Morris Garages for around two dollars in 1920s currency (Average days pay was \$5 so it was not cheap!). The advertisement states that this device will pay for its self in a matter of months as you can now do the required break inspection yourself and also take off any break drum without fear of damaging the axle. This device was such a success that the patent was extended to other motor vehicles and Kimber was still receiving royalty payments when he left MG sixteen years later. Until Kimber joined the Morris Company, Billy had his main office on the second floor of the show rooms and was often available to discuss and converse with potential purchasers. It was noted that he was not a gregarious man and lacked the salesman's technique of being your close friend within ten minutes of introduction. He was a serious individual whose interests were practical. In his youth he had wanted to study medicine and only started his bicycle business to get enough money to attend medical college. As we know he never achieved that desire instead fate decided that he would become one of the wealthiest men in the world giving millions of dollars to both Oxford University and its national hospital. It is estimated that his total wealth in today's currency was around eight billion dollars. He left no children, gave most of it away and when he died the government took the rest! Kimber must have proved to be a good choice as within a matter of eighteen months Morris had vacated his upstairs office and moved to Cowley where Morris Motors had their production complex. He installed both a private office and a small apartment and that was he spent most of working and private life. (This may be why there were no heirs to the Morris Empire as his wife preferred to reside in their county home at "Nuffield", the name that Billy chose when he was made a Lord of the Realm in the late 1930s.) The Morris Garage complex consisted of the main showroom with various minor display centers in and around Oxfordshire. It also had its own workshop and eventually a permanent crew of about ten workers. In the early days Kimber had to borrow workers from Cowley as and when he wanted to put together a special MG. for a special customer. This was seen by Cowley as an infringement on their domain and it was only because of Kimber's sound relationship with Morris that this type of backroom construction ever took place. Old Number One was produced under these circumstances with three men borrowed from Cowley. To be more honest they were hijacked from the Cowley works on the grounds that Morris wanted Kimber to create a car that could be entered in a national event to obtain publicity. The fact that Kimber actually won a national event with this vehicle was a surprise to all concerned, and I suspect even Kimber himself! Morris garages were one of the largest advertisers in the local media. In 1921 they spent \$200,000. Quite an achievement before Kimber came on board profits. Morris was a strong many of his competitors who



in excess of \$3,000 on local advertising achieved a turnover in excess of \$3,000 on local advertising by any standards. This was to boost sales and increase retail supporter of advertising unlike saw selling as a display operation.

## Penny Farthing Thoughts Continued

Put the cars in the showrooms and the cars will sell themselves. Morris and to the same degree Kimber, were both "Point of Sale" supporters and Promotional technicians. When Morris started out in his humble cycle shop the first thing he did was build a bike that he could enter in local and national races. He became a regular competitor at many events and even managed to win a couple of national awards. The same thing applied when he started to make Motor Cycles, he became a competitive rider and even supported a Morris team consisting of himself and two other riders. They all displayed the Morris Name on both the bikes and their attire, thus giving the Morris Company a lot of free advertising. Kimber in his own way was also competitive; he was an active Rally driver and certainly made a name for himself in Hill Climb events despite being disabled due to a motorbike accident in his youth. Either of these men could have made a good living running their own advertising agency or marketing operation. They both had the vision and a keen understanding of sales motivation which was seldom seen in other commercial ventures. When the market was booming Morris reduced his prices while his competitors increased theirs to get a quick bonus. When sales were down Morris maintained his work force and stockpiled his vehicles while the others laid off workers and reduced production. If things got really bad as they did in 1924/26 when there were more cars than buyers Morris sold his vehicles at cost plus 5% and turned over his production every three months. This short depression may have been one of the deciding factors in dropping other production vehicles sold on commission through Morris Garages and concentrating entirely on Morris vehicles. We do know that as early as December 1923 "The Isis" an Oxford University publication featured an advertisement for the MG Super Sports Morris and the letters MG were enclosed in an Octagon. A similar version was featured in the Morris Owner in May 1924 these are the first record of the use of an Octagon and the letters MG but they were still associated with the Morris Motor company as these advertisements indicate. However, by 1926/27 the words MG Sports were promoted by Morris Garages for a number of vehicles, vehicles that were made under Kimber's direction in three small workshops scattered around Oxford, completely independent from the Morris Motor Company. They must have been profitable as Billy Morris continued to allow Kimber to produce these vehicles and even started planning for a central production factory dedicated to the MG marquee. We now know where the eventual location was to be, Abingdon in Berkshire, not Oxfordshire. The decision to move out of Oxfordshire may well have been influenced by certain local government restrictions applied in cooperation with the University of Oxford. The University governors were becoming concerned with the growth of industry in and around the ancient city. They were also concerned with the damage that the commercial traffic was doing to the centuries old buildings that made up this historic complex. The vibration from trucks thundering down the famous High Street and negotiating the narrow 15th century side roads was causing serious problems. In co-operation with the County and City governments a financial levy was put on all new commercial business operations within ten miles of the City Center. Established operations were excused so Morris Cowley was not affected until it started to expand in the post war years and had to pay for the privilege. Abingdon was just outside the Oxfordshire county boundary and therefore was not required to pay any additional money in order to build or create a factory complex. What's more the Abingdon council welcomed such industry and certainly made it easy to relocate the MG production in an abandoned commercial site in 1929/30. Today, due to redesigned county borders Abingdon is now part of Oxford but that's another story! Around 1937/38 the center of Oxford City attempted to reduce the traffic vibration by fitting rubber blocks to Carfax the main shopping location where all the retail stores are located in including Woolworth's. As the latter was a favorite shopping spot for the Wheatley family I recall at the tender age of five or six this mammoth operation of tearing up a road surface that had been around for at least 150 years and replacing it with rubber blocks. The end result was interesting. Sure the blocks did stop some of the vibration but when it rained the vehicles lost traction as rubber met rubber on a wet surface. Need I say more! In 1948 the whole system was removed and replaced with tarmac. Trucks etc., were redirected to routes out side of the city center and within the past twenty years new bypass roads have been built to take the traffic around Oxford. As a result of all this I am pleased to say the 800

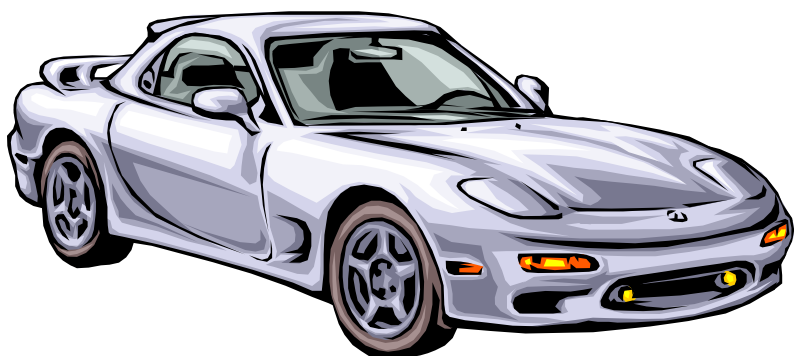


year old buildings are still standing. Morris Garages have gone but the memory still remains. Every year MG types and Mini owners in company with Austin Healey and Morris Eight drivers assemble in the fair City of Oxford to remember all the locations where local men worked to produce unique cars and/or sell these vehicles to a growing market. This gathering usually ends up at the Ferry Boat Inn on Folly Bridge adjacent to the river Thames. In reality it's nothing more than a good excuse to sink a few pints and show off the cars. What a great way to enjoy an English weekend, I know as I have joined this group

**Penny Farthing Thoughts Continued** several times! If you visit the University Museum adjacent to the famous "Randolph", hotel you will find a room dedicated to many famous men who have made Oxford an international center of progress and enlightenment. However to my mind two such people are missing from this illustrious group, Billy Morris and Cecil Kimber who created a marquee that is know throughout the world. If you want to test this statement go to any country where you don't speak one word of the language, smile and simply say MG accompanied by an appropriate vocal imitation of a motor car. I bet your audience will smile, make similar noises and greet you like an old friend!

## **Fifth — A Classic Sports Car Versus A Modern Sports Car**

A friend of mine recently purchased a new modern Japanese sports car that looks like it would get a speeding ticket just standing still. He once owned a 1950's MGTD but for reasons best known to him decided that the new sports car was a better investment. I have no argument with such decisions except when these owners start to tell me that this is the type of car that MG should have made years ago and these modern cars represent the classic of the future. I recall the same comments some ten years ago when BMW produced the then new mid engine MG.F (Later to be revamped into a modern MGTF) Today this once popular car is now the problem child of the so-called new generation of sports cars. Unlike my fifty year



old TD that I can work on with a set of wrenches and a screwdriver, the modern sports car with its computer controlled engine is beyond the average owner's ability and certainly could not be renovated in their home garage. Although rust, once the cancer of most vehicles has now been almost banished from our new vehicles modern electric circuits have taken its place that can not be tested without a range of specialist equipment that I certainly could not operate. However, I can take my T Type MG apart in a weekend, work on any component with my set of second hand garage tools and have it back on the road by Monday. Try this on my new Jaguar that has to go into the specialist dealer to have an oil change. Sure it's a delightful car to drive and will give me little trouble for the next 50,000 miles, the period of its warranty, but will it still be around in fifty years like my TD? I think not. I suspect that the same analysis applies to any modern vehicle but only time will tell and I certainly won't be around to see if I am correct. I suggest that the reason why such vehicles like the MG T Type and the MGA are still with us in respectable numbers and in regular use relates to the fact that the power unit is a basic component, simple in design and easy to maintain. Now add the fact that you or I can take the whole car apart section by section and repair any defects. Try to do this on a modern vehicle and all you will have is a rear view mirror and four hub caps. In my garage right now is a 1954 MGTF (The original version!) It is stripped down to the frame with the various parts located in any convenient storage spot that I can find. In the fullness of time each item will be restored to its former glory and assembled back into a delightful and truly classic car. I can do this without any electronic machine or what ever else they use



today to find out if the engine is still operative. Furthermore my son and even my grandson can do the same thing in their home garage so the future of this MGTF is reasonably secure. It's now fifty years old and I can see no reason why it can't make the big One Zero Zero with a little help from its friends. In simple terms the success of these old cars is that we, the current owners, can keep them on the road like our fathers did and I hope our grandchildren will. I am not in any way belittling the modern vehicle which is comfortable, fast, reliable and nice to own but to suggest that these are the classic cars of the future is a touch ambitious. Some may be but they will represent the expensive range of modern vehicles unlike the MG or Triumph which by any standards was a cheap mass produced product in its day yet has become a true classic in its old age. I enjoy my modern vehicle and know that it will get



**Penny Farthing Thoughts Continued** me to where ever I wish to go. However, when it wears out and it will neither you or myself will be able to do very much to keep it on the road and it will not be an economical investment to have the local garage patch it up every few months. So I will purchase another new reliable modern vehicle to rest next door to my sixty or seventy year old MG in the garage. One a true classic the other a modern reliable means of transport.

## Sixth — The Series MGA , Some Background

The MG Company had officially competed in races until 1936 when a new policy was adopted by Morris Motors which excluded any future participation by the MG Company in competitive activity. This was a cost saving measure brought about by the fact that MG Abingdon was not a profitable branch of the Morris Empire; in fact it was usually in the red and was looked upon by the Morris Motors management as a money pit that the Boss, Lord Nuffield, kept going as his pet project regardless of the costs. Some of the activities undertaken at MG were transferred to the Morris operation like design and development with a requirement that all future MG products should, where ever possible, utilize standard Morris components. The result of this was the attractive but unreliable and gutless MGTA that had a production Morris ten engine that broke crankshafts and a few other things when pushed to perform like a real sports car. One of the last international events that featured a MG works team was the 1935 Le Mans. No Factory vehicle was placed which did not help the situation of competitive activity. However, through a third party the MG Company managed to enter various cars at Brooklands between 1936



and the start of World War Two in 1939. Regretfully they were tuned up versions of the then new MGTA and in consequence did not set the any track records. Although there is no written evidence to support the idea I suspect that Lord Nuffield was aware of this activity despite his official mandate to end all expensive race support. His principle rival Austin were still fielding a factory race team with their very successful Austin Seven Sports and took many awards both at Brooklands and in Europe. In 1938 three so-called private entries featuring the MG Logo battled it out in the annual twenty four hour endurance

race at Brooklands with one MG and two Austin Sevens taking the honors. One of the three winner's cups for this race ended up in Lord Nuffield's office which I think supports my suggestion that he was more than a simple spectator of this contest. After the end of the Second World War the now famous MGTC hit the racing scene with some success. Autosport photographer, George Phillips modified his MGTC and entered it in the Le Mans in 1949 and 1950. The following year he purchased a then modern MGTD and had it modified by Abing-

don. After a couple of British race attempts he decided that the design of the car was not competitive for post war racing and certainly was no match for the European entries that were winning the annual Le Mans. Abingdon realized that a Le Mans win would certainly enhance the



sales appeal of the TD in America and, on a strictly unofficial basis took a standard TD chassis and fitted it with a streamline body developed from the same design as the land record MG that had shattered all speed records in America a few months before. The streamline body was designed by Sid Enver and the car also featured a highly tuned TD engine that gave the car an estimated speed of 116/120 mph. Despite all of the work at Abingdon and the driving skill of George and his co-driver the car was not a success at Le Mans. It failed to complete the race and with a valve embedded into a piston the car limped back to the MG camp. The one good aspect of this otherwise disappointing story was the fact that Syd Enver took the streamline body of the Le Mans TD and created the now famous MGA. Fitted the car with a redesigned engine and decent breaks and created one of the most attractive MG to ever come out of Abingdon. Some say the most attractive and I would not dispute that state.

## Penny Farthing Thoughts Continued Seventh — The Syd Beer Collection

For those of you that have been on one, or more, of the three UK Trips that I have organized since 1997 will know the Cambridge area of England. We have enjoyed the company of the MG Owners Club and their members. Visited the American Cemetery and seen the American Pavilion at Duxford. We have toured the academic cities of Oxford and Cambridge and have traveled the new multi-lane highways on our way to these locations. Adjacent to all this is the old Roman Road to the North and the equally ancient Ermine Street that merges together to cross the river Ouse at the river town of Huntingdon. Some of us have stopped at the Old Bridge Hotel at this location for a good pint of English ale and a pub lunch. This whole area is a fascinating cluster of little medieval towns and villages, with thatched roofs and half timbered cottages, market squares and riverside pubs that were established long before America became a nation. The home of Samuel Pepy's is at Brampton a stones throw away from the school at Huntingdon where Oliver Cromwell was educated. Just a few country miles away is the village of Houghton where housed in a house built sometime between 1340 and 1360 AD is one of the finest private collections of MG's any where in the world. All this came rushing back to me a few months ago when I heard of the sad death of Syd Beer, the creator of this collection. I recall that Syd Beer was a man of few words, if he liked you and felt you were truly interested in seeing his unique collection the door was open. If not don't bother to knock. Here was a man who sincerely disliked publicity, he would never tell you that he has been the driving force behind many MG related activities most of his life. He certainly would shy from the suggestion that

the start of the UK T Register and all that went with it was because of his dedication. My memory tells me that this man had a technical knowledge of the MG product range that would fill several books yet he never wrote one. His driving skills on race track with his K3 Magnet is a legion and he also competed, if that's the right word, in the annual London to Brighton run in his 1899 Wolseley. This man grew up with cars, his father owned a motor business but he started his career as an industrial chemist. Obviously this was not very satisfying as he eventually moved into his house at Houghton with his family of two sons and a young wife. He started a small garage repair service which prospered and in the fullness of time he purchased his first MG a 1932 J2 Midget. Like many of us this purchases kindled a special interest in the marquee and Syd found the remains of a 1927 flat radiator 14/28 that he restored. We all know what this activity can lead too and Syd was no exception to the rule. A 1954 TF was acquired that his son Bruce was going to drive as soon as he had a license. (I remember saying much the same thing about my third or was it forth purchase when my son was about ten years old!) The next Beer car was a 1934 NE Magnett built for the Ulster TT. More cars were added and at the young age of forty and a bit Syd decided to take up motor racing, a few yeas later his two sons followed in Dad's footsteps. Eventually as to be expected the Beer enterprise became an official MG dealership and the garage was a Mecca for owners of MGB's and the like especially with the American Air Force base a few miles away at Alconbury. (Those readers who were on the first UK trip in 1997 will recall that we



visited my son and his family at this location, a small country village with one pub and a duck pond. Just a mile or so up the road is one of the largest USAF bases in Europe, Alconbury.) The oldest racing MG in the Beer collection is the C-Type Midget, another veteran of the Ulster TT. Two racing J4 Midgets are on display, at least they were when I visited a few years ago. I also recall an 1100 cc blown K3 and the first 1934 production K3 built specifically for road use. I sincerely hope that this unique private collection will remain with the Beer family and that people like you and myself will continue to have the privilege of seeing such vehicles. I



do recall asking Syd what he considered to be the best all round MG road car. His answer surprised me at the time but on reflection I now feel he was right. I have yet to own one but I have driven several and each time my appreciation of the vehicle improves. What is this wonder car that can cruise all day at 90 mph, overtake like a rocket, hit sixty from a dead stop in nine seconds etc, etc. The MGB V-8. To my mind the last real performance MG produced for the public and certainly more of a sports car than the vehicles that were turned out by Rover with a plastic MG badge on the front over the last decade. Is it any wonder that they went broke! Hoped you enjoyed my remem-

brances and learned a little bit of MG history. Until next time, cheers, *Geoff*

Photos by Dick Suffredini



**A letter to the Editor:**

***Durl Edwards & Sarah Carr***

494 Stony Mountain Road  
Tunkhannock, PA 18657-1486  
(570) 836-0889      [scvc70@epix.net](mailto:scvc70@epix.net)

October 24, 2005

Hi Lee,

Here's a question for the MGB owners among us: *What is an MGB doing sitting on the hanger deck of an aircraft carrier?*

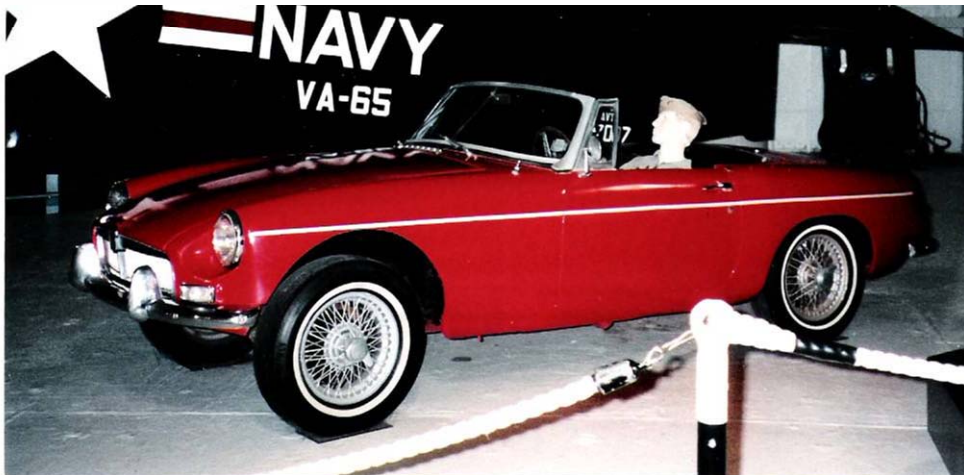
I took the photo last February (so I'm a little slow using up film!) on our way to Florida. We spent some time in the Charleston area, including a half-day at the Patriots Point Naval and Maritime Museum. While touring the carrier USS *Yorktown*, we walked around a corner and saw this B! We were startled, to say the least—we also wondered why they couldn't have put some cinder blocks in the engine bay to hold the front end down....

The answer? According to the sign (paraphrased): *This sporty British roadster was the typical shore-side transportation of the typical dashing young fighter pilot.* Hmmm.

We were on the road last month, but not in an MG—we took the '29 Packard on the 60th Revival AAA Glidden Tour, organized this year by the Antique Automobile Club of America and held in the Altoona area. We survived  $\pm$  850 miles in 80-plus-degree temperatures (without major problems, unlike some of the other 300 cars), so we think we won't melt on the trip Down South to Gatlinburg in June in the MGC! A number of members of our local British car club are going, but most are trailering and will probably stick to the interstate. If the DVC is caravanning down via Skyline Drive/Blue Ridge Parkway, maybe we can pick you up along the way! We'll be watching for details in *T-Talk*/website.

Happy holidays to all!

Special MG  
experimental  
Hydrogen  
power plant,  
hence the  
"floating"  
front end



There's  
just  
something  
about a  
guy in a  
uniform!

Interestingly, this MGB sure looks like an early "pull handle B".

Editors Note: Sarah & Durl from Tuckhannock, PA are long time members of the DVC. Amongst their "antique" autos are a TD and a MGC. They also restored a MGA which is now owned by DVC members Jim & Ruth Bottomley from Poughkeepsie, NY. Sarah & Durl and Ruth & Jim are going to Gatlinburg. Are you?

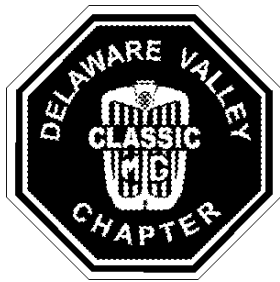
## DVC DRESS CODE

Many of us DVC'ers (those members somewhat over 50, those members way over 50, or those members hovering near 50) just may be quite confused about how we should present ourselves. We may be a little unsure about the kind of image we are projecting and whether or not we are correct as we try to conform to current fashions. Despite what you may have seen on the streets, the following combinations do not go together and should be avoided at all DVC functions. What you do in the privacy of your own garage is up to you.

1. A nose ring and bifocals
2. Spiked hair and bald spots
3. A pierced tongue and dentures
4. Miniskirts and support hose
5. Ankle bracelets and corn pads
6. Speedo's and cellulite
7. A belly button ring and a gall bladder surgery scar
8. Unbuttoned disco shirts and a heart monitor
9. Midriff shirts and a midriff bulge
10. Bikinis and liver spots
11. Short shorts and varicose veins
12. Inline skates and a walker
13. Thongs and Depends and last, but certainly not least.....# 14, your Board's personal favorite:



14. Full Moon and a butt tattoo



## On April 29th — Get Ready For One Heck of A Tour In Your MG To Several Historic Furnaces & Forges

**Besides You're Feet, Thighs & Whatever — Everything On This Trip Is Going To Light Your Fire, Baby! Join Us For A Three County Furnace Tour That Is Just Perfect For MG'ers**

See locations and related buildings for early Pennsylvania metalworking forges and iron works. Pass John Potts Home (founder of Pottstown), Laurel Locks Farm (a lock on the Schuylkill Canal), Warwick Furnace homes, St Peter's Village ( with Hotel and gift shops for those who need liquid refreshments early), Hopewell Furnace (National Historic site), Birdsboro (Steel Mill and the old Armorcast Plant where Sherman Tanks were built), go by Daniel Boone Homestead (for another tour), drive through Pine Forge Academy (and see the old home which was a stop on the underground railroad), and finish in the Village of Glasgow touring the Glasgow Manor and grounds of the Glasgow Iron Works. There will also be a walking tour of "Blast from the Past"- a modern metal works featuring old car restorations and conversion to street rods, or new street rod construction. Lastly, relax on the porches of David & Gloria Schwab's home overlooking the beautiful Manatawny Valley while enjoying refreshments (we're not talking H2O here folks)

RSVP for start time and directions to the start. Call Dave & Gloria @ 610-323-8745 if you're into Lighting Your Fire Baby by April 28th or you're going to burn baby burn!

**“REMEMBER, REMEMBER THE 5TH OF NOVEMBER”**

# GUY FAWKES PARTY

The DVC held its annual Guy Fawkes Day Party last November 5th at the home of Mike & Joellyn Williams out in Birdsboro, PA. The weather was absolutely perfect for our yearly “burning”. It was an absolutely beautiful fall day, the fall foliage was at its peak color and the temperature was around 55 degrees. Prior to the party, attendees were able to have a mini-rallye through French Creek State Park. Glorious top down weather that allowed the sun to shine ever so brightly through the trees and foliage. When the tour ended back at Mike and Joellyn Williams home, we were treated to plenty of food and drinks, thanks to the creative offerings of the chip in dinner. Brian Williams, son of Jo and Mike, had made and lit a great bon fire in the back yard. After dinner we all gathered at the fire while Jaimee Rippert read us the story of how and why Guy Fawkes is celebrated. As soon as the story ended, “Guy” was thrown into the fire. And the fun began as the fireworks, which Chuck and Judy Goetz so carefully stuffed into Guy, began to explode! We were also treated to some nice fireworks displays overhead, as Brian Williams lit them off. All in all, a great night was had by all



**Here's our guest of honor, Guy Fawkes, prior to his “warm” welcome by the DVC.**



**See what happens when you play with gunpowder and try to take over the royal armory! Alas, poor Guy was done in by his own countrymen.**

Brian Williams and some of their friends! Guy Fawkes Parties have become an institution with the DVC. Each year the fireworks get better, the food and drink are more plentiful the clothes the Guy Fawkes is dressed in seem to get more upscale! Seems as though there is no lacking of a wardrobe for our guy, “Guy” each year. Could it just possibly be that the DVC wives are just thinning out their husbands closets. The ride home under a moon (no, not that kind of moon Tommy) lit sky was a wonderful way to cap off another great DVC party. Thanks go to all who contributed such a great selection of British food and desserts. Hmmm, next year we'll have to see if we can get some bigger fireworks! Photo credit: Dick Suffredini



**As we do every year, the legend of Guy Fawkes is recited around the fire as poor old Guy is thrown upon the hot fires to burn.**

*Joellen*



## 2005 ANNUAL MEETING

The DVC held its one and only "Annual Meeting" on Sunday, November 20<sup>th</sup> at the home of Roy & Sue Dougherty. The meeting is structured to bring members up to date on the Treasury, plan out the next year's schedule of events and to address any questions or issues from the membership. It's also an excuse to get the MG out for a Sunday ride and to socialize with some MG friends. The bulk of time at the meeting is taken up by figuring out when the next year's events will take place and who will coordinate each event. It's really on big semi-controlled brain storming session lead somewhat by our Events Chairman, Tom Rippert. Interestingly, as each month is brought forward, the discussions tend to focus on a balanced approach to include dates, length and geography. Ideally, the goal is to have several long weekend trips, several day events, winter weather "cabin fever" indoor events and to provide something for everyone. Well, judging by the 2006 calendar of events it was a very successful meeting. The cornerstone 2006 event will be our trip to Gatlinburg, TN to attend



**Beer Break! Bob Tiley, Lee Niner & Ernie Feldgus caucus during a break in the meeting.**



**Brian Straub, Lee Niner, Gloria Schwab, Liz Niner & Bob Wagner discussing when the DVC's spring tour to Ligonier, PA should be scheduled.**

MG2006 which is the once every five years mega MG happening. Tom Rippert is forming a committee to plan our route and stopovers. If you are interested in assisting, give him a call. Oh yea, I almost forgot. Included at this year's meeting was a tour of Roy's MG garage at no extra cost. Throw in some Bass Ale and Old Speckled Hen plus a bunch of munchies and you have a great way to spend a fall day with MG friends. In attendance were Hal Barrow (Midget), Pat Cawthorne, Dick Comley, Roy and Sue Dougherty (TD, TD, MGA & MGB), Ernie & Barbara Feldgus (TD), Lee & Liz Niner (MGB), Lew Phillips, Tom & Jaimee Rippert, Jeff Rose, Dave & Gloria Schwab, Brian Straub, Dick & Sandy Sufredini (TD), Bob & Terri Tiley (TD), Lee Wesner & Bob Wagner. Thanks go Roy & Sue for opening up their home and garage to us and for the libations and food. Photo credits — Lew Phillips. *Lee*



### CREED FOR MG OWNERS



**MY MG IS MY CAR I SHALL NOT WANT ANOTHER.**

**IT MAKETH ME LIE DOWN IN WET PLACES, IT SOILETH MY CLOTHS.**

**IT LEADETH ME INTO THE PATH OF RIDICULE FOR IT'S NAME SAKE.**

**YEA, THOUGH I ACCELERATE DOWN THE HILLS, I SUFFER INTERMITTENT MISSES UP THEM.**

**I FEAR MUCH EVIL WHEN IT IS WITH ME.**

**IT'S OIL PRESSURE AND AXLES DISCOMFORT ME .**

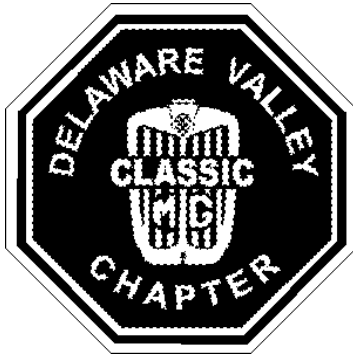
**IT ANNOINTETH MY FACE WITH OIL.**

**IT'S TANK RUNNETH OVER.**

**SURELY IT WILL NOT BE WITH ME ALL THE DAYS OF MY LIFE.**

**OR I WILL DWELL IN THE HOUSE OF THE INSANE FOREVER.**

Bob Dougherty — Editor of "Spoke & Word", Newsletter of the Idaho British Car Club



# Holiday Banquet



Question: What has four wheels, a flat radiator, a canvas top and a couple hundred lights? Answer: Tom & Jaimee Ripert's MG displayed outside the Brookview Restaurant at the Mainland Golf Course where the DVC's 35th Annual Holiday Banquet was being held. This glittering MG was

what attendees were greeted with as they entered the restaurant last December 3rd and that was just the start to a wonderful evening of MG camaraderie with the guest list at sixty-four club members. The weather might have been below freezing outside but the spirits were flowing inside as warm MG friendships were renewed and made inside the banquet room. After all, it's the one time of year that the DVC male members get dressed up and demonstrate to their wives and significant others that they can actually clean their nails and can also remember how to tie a necktie without any assistance. Our MG girls were all very elegant in their evening attire and looked ever so cosmopolitan.



The banquet room was splendidly decorated with Christmas trees, wreaths and large bows. Even the table decorations of poinsettias and the green & red napkins lent a holiday flare to the evening. Of course no DVC function would be complete without the DVC banner & MG kite and thanks to Dick Suffredini for bringing them and hanging them. Our bartender was at the ready and was kept quite busy throughout the night. Numerous hot and cold hors d'oeuvres were served during the cocktail hour as guests mingled amongst each other. Several of

**Ho, Ho, Ho, What has four wheels, a flat radiator, a canvas top and a couple hundred lights? It's Tom & Jaimee's MG!**



**That's Dick & Janice Comly with Patty & Pat Cawthorne trying to figure out who ordered what. Check out "Suffie's" MG kite in the background!**

our MG girls were selling raffle tickets which were being snapped up as attendees saw the plethora of prizes to be raffled. Along the sides of the room were several tables that held over \$1,000 in raffle prizes purchased by the club and donated by vendors. Members also had brought prizes to be donated in the raffle drawings. This year the club was also having an MG ornament contest with a \$50 dollar top prize for most creative ornament and these ornaments covered an entire tree from the top to the floor. Was it the spirit of the season or was it the \$50 prize that caused this abundance of holiday creativeness? As guests were seated for dinner, prizes were raffled off between courses which lead to even more selling of raffle tickets. As



## Holiday Banquet Continued



**Here's some of the many raffle prizes on display at one of the several tables around the banquet room.**

dessert ended, the “official” raffle began with Roy Dougherty, Lee Niner & Tom Rippert handling the duties of dispensing the goodies which ranged from \$25 gift certificates to DVC regalia and MG books to a pair of SU HIF carbs on the serious side and ranged from used spark plugs to MG socks and underwear to MG red poinsettias on the lighter side.

Whew, it took thirty plus minutes to unload all that loot. There were three grand prizes this year: the infamous DVC blanket was won by Wolfgang & Gudi Fischer, two picnic baskets were won by Lew & Chris Phillips and Roy & Sue Dougherty. DVC'ers not in attendance but winning prizes were Joe & Sharon Lamando and Sara Carr & Durr Edwards which will be mailed to them. Next founding member Barre Williams presented his “DVC Cups of Gratitude”

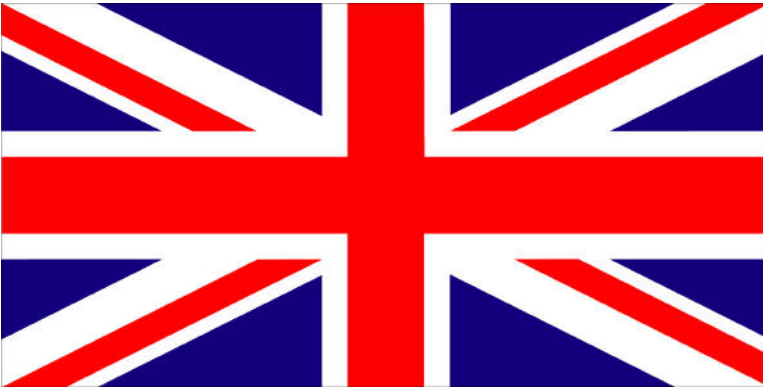
to Lew Phillips and Steve & Betsy Novelli. Barre makes these presentations to DVC members whom he regards as assisting and furthering the club to grow by the unselfish donation of talents and time. These handsome mugs or wine goblets are engraved with the recipients name and the DVC logo. Judy Goeltz and Betsy Novelli then served in the unenviable position of judging the tree ornament contest. After carefully scrutinizing the many and varied ornaments, they made the decision to split the award into two \$25 dollars prizes. Chuck Denlinger and Barre Williams were the lucky recipients. Actually everybody won because everybody had fun making their MG ornaments.

The distance award was won by Georgie Melick who flew over from Germany to attend. Actually, his MGA is being stored by the Ripperts and he came over to check it over. Other DVC'ers who came a distance were Georgie's sister Dianna who drove down from Long Island, Wolfgang & Gudi Fisher and Rich & Margret Herron who drove up from Cape May NJ and Ben & Cindy Nolan who drove up from Elmer (where the heck is Elmer?) NJ. Long time DVC members Ray & Faith DeCesare drove down from Mt. Bethal, PA. Other DVC'ers attending were Donna Bristle, Pat & Patty Cawthorne, Dick & Janice Comly, Chuck Denlinger, Roy & Sue Dougherty, Ragtops & Roadsters owners: Mike & Peggy Engard, Chuck & Judy Goelz, John Pat Hunt, Charles Jost, Walt King, Greg Lake, David & Kathy Misner, Lee & Liz Niner, Steve & Betsy Novelli, Jim & Marie O'Brien, Lew & Kris Phillips, Paul & Evonna Phillips, Tom & Jaimee Rippert (TD), Tom & Ingrid Rivel (Founding members), Dave & Gloria Schwab, Don & John Short, Brian Straub, Dick & Sandy Suffredini, Bob & Teri Tiley, Janice Wakefield, Bob Wagner, Earl Wanklin, Wayne & Janet Watson, Barre Williams (MGB) & John Zeman. Missing in action were Harry Anderson, Joe Lamando, Eleanor Williams and Linda Zeman. We wish them all well and hope they're on the heal by the next DVC event.



**Here's the DVC Christmas Tree decorated with MG themed ornaments with two \$25 gift certificates beneath the tree for the winners.**

# The History Of The British Flag



Have you taken a close look at the Union Flag (or Jack) closely? Probably not but if you did you would have seen that it is actually made up of three different flags! One for England, one for Scotland and one for Ireland. The English flag of St. George is a red upright cross on a white background and was used as long ago as the 13th century in the crusades.

The flag of St. Andrew of Scotland is a white diagonal (or to use the terminology of flag heraldry — "saltire") cross on a blue background. It was added to the St. George's flag upon the unification of England and Scotland in 1603.

The flag of St. Patrick of Ireland is a red diagonal cross on a white background. It was added after the Act of Union in 1801. These three flags form the Union jack we know today.

The flag is always flown with the broader white diagonal upright, nearest the top of the flagpole. If it is ever flown upside down, that is with the broad white stripe at the base, it is usually taken as a sign of distress! While this distress signal was usually limited to the high seas, it was also used when the English forces were under siege, as in the Boer War or during the fighting in India in the late 18th century.

So from here on in, whenever you display the Union Jack at a DVC event always make sure that the white diagonal upright nearest the top of the flag pole is the broader one unless you run out of beer and need to signal another DVC'er for a re-supply! It's also a great bar bet with fellow Anglophiles while you're wetting your whistle at car shows, tech sessions or parties. Hip, Hip, Horary! Hip, Hip, Hooray! The Union Jack is really three flags, Eh!

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## Holiday Banquet Continued

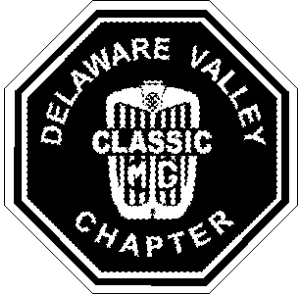
Treasurer Liz Niner announced that a total of \$740 in raffle tickets had been sold and that all raffle ticket sales are set aside for the following year's Holiday Banquet raffle prizes. This is the most we've ever sold so next year's raffle will be something else! Judging by the number of people that lingered around afterwards, we'll have to keep the bar open a couple of hours longer next year. It was a nice way to bring 2005 to an end for the DVC. Thanks go out to Liz Niner for planning and running this event. Also, thanks to Roy Dougherty, Georgie Melick, Tom Rippert and Dick Suffredini for assisting with the evening. Mucho thanks go out to Sue Dougherty, Gudi Fischer, Margaret Harron, Betsy Novelli, Sandy Suffredini, John Short & Bob Tiley who sold a gazillion raffle tickets—way to go guys and girls. On the regalia side of the evening, Bob Tiley sold five of those "stink'in" DVC car badges. *Lee*



**Dianna Melick, Georgie Melick & Chuck Goelz discussing how they're going to get Georgie's MGA 1600MKII over to Germany. That's Rich & Margaret Harron in the background.**

Photo credits: Dick Suffredini.

# Pennypacker Mills British Car Day Car Show



Planning Meeting Luncheon

Saturday, January 14, 2006

11 AM at the Salford Pub

Route 63 Harleysville, PA (just past  
Wal-Mart on the left side of RT 63)



Join the DVC Pit Crew for a “lessons learned” review of last  
year’s car show and the initial planning for this year’s car show  
plus we’ll order lunch off the menu & have a little libation.

RSVP to Lee Niner @ 610-831-1531

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*Safety first!*

## Go Cart Racing

*Safety first!*

Ben Nolan is “negotiating” with a  
go cart track for the DVC to have  
go cart races. If you’re interested give Ben a call @ 856-358-2645

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The DVC wishes to thank the generous contributions of  
the following vendors to our Holiday banquet

Little British Car Company

Triple-C

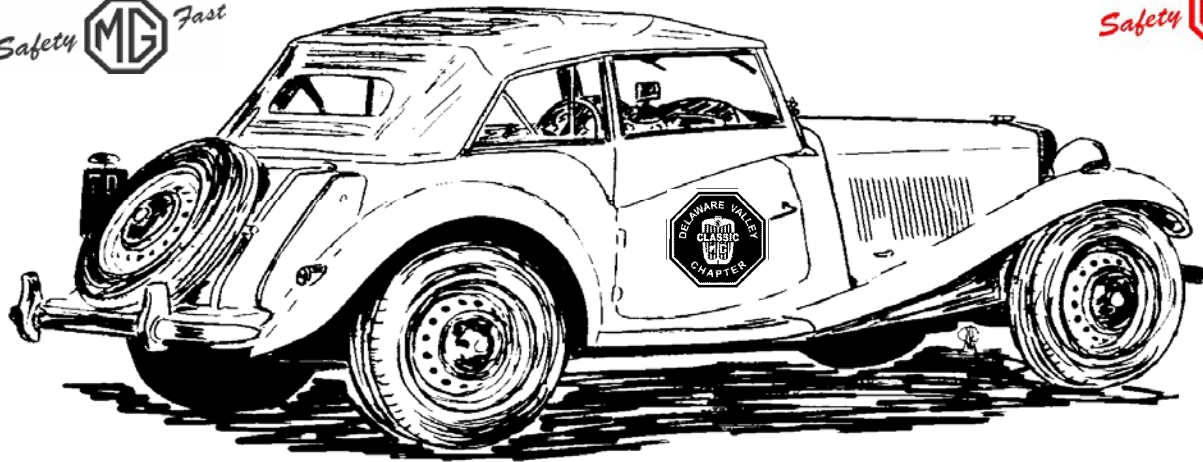
Brit Books

Please patronize them when ordering parts, regalia or books



Safety  Fast

Safety  Fast



## DVC SPRING TECH SESSION 2006 (WITH A TWIST)



**Pit and Pub! Do we have your attention yet?**



**DATE & TIME: SATURDAY APRIL 8, 2006 @ 9:00AM till ...**

**WHERE: Bob & Terri Tiley's, 68 Winding Lane, Feasterville, Pa 19053**

It's time for the Annual Spring Tech Session with a twist this year. We will still be doing maintenance, oil changes, tune ups etc. on our T's, A's, B's, C's, Midgets, etc. and we'll also be talking about our MG experiences (breakdowns, fires!). But we thought **Yuengling Lager on tap and Hobo Beans** would maintain the longstanding DVC tradition of sucking down beers and at the same time you can help us break in our new garage properly! Please bring containers for all used motor oil, and any tools you may need. There will be plenty of folks around to give you a third or fourth hand if needed. *We also hope to have some surprise guests!* (No, this does not interfere with the Yuengling!) Lets make sure our MG's are ready for the Spring Driving Season and all the awesome DVC events in 2006. If anyone has a special interest in a technical talk call @ Bob Tiley 215 355 1992.

**FROM PA. TURNPIKE:** Get off at exit #28 (Philadelphia), After toll stay to right and take the Rt. 1 south exit. Stay to the right, you will immediately exit on to Street Road West.

Follow Street Road to the 7<sup>th</sup> traffic light, Bustelton Pike, turn left.

Follow Bustelton to the second light. Make a right turn onto Woodland road. Landmark is Flukes Tavern.

Follow Woodland to dead end; turn right on to Winding Lane.

We are the first house on the left. 68 Winding Lane.

**FROM 1-95:** Follow Rt. 95 North to Woodhaven road exit.

Stay on Woodhaven road until all traffic turns left on to Evans St.

At Traffic light go right on to Byberry Rd.

Follow Byberry and at the 4<sup>th</sup> traffic light turn right on to Bustelton pike.

Follow Bustelton to the 5<sup>th</sup> light, turn left on to Woodland Road. Landmark is Flukes Tavern.

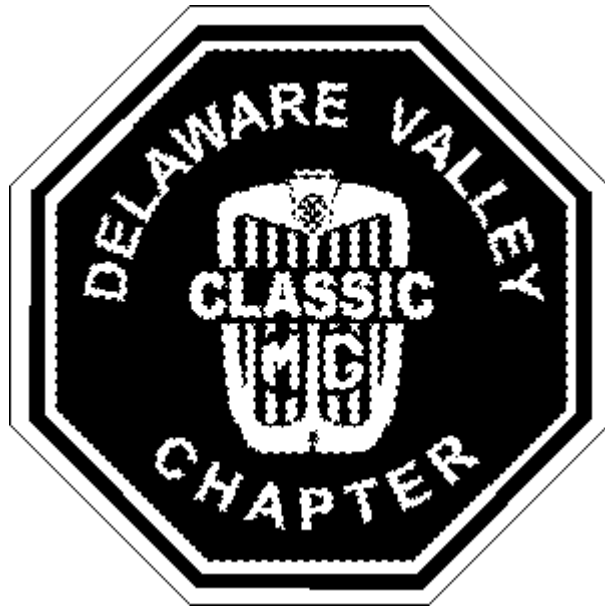
Follow Woodland to dead end; turn right on to Winding Lane.

We are the first house on the left. 68 Winding Lane.

**Do not miss this event!**

**Any ? call 215 355 1992**

# 36th Anniversary Celebration



## Iron Hill Brewery & Restaurant

The Shoppes At English Village, 1460 Bethlehem Pike,  
North Wales, PA

Date: Saturday, March 25th      Time: 12:30 PM — 5:30 PM

Luncheon Cost: \$16/person      Full Service Cash Bar

Our 36th anniversary celebration luncheon starts off with lots of hors d'ou-vres followed by lunch. Lunch is ordered from a menu with your choice of a soup or salad followed by a sandwich or pizza and includes coffee, tea & soda. Then there will be those crazy DVC 'O'wards presented to several, shall we say well deserving, DVC'ers (one of them might be for you!) along with the passing of "The Book" to some worthy member. The MG driven the furthest gets a \$25 gift certificate as well as the most decked out DVC'er wearing MG / DVC garb (boxers do count!). Our seating is limited to the first 50 DVC'ers to sign up. Please write a check for \$16/person made out to the DVC and send it to Liz Niner, PO BOX 510, Creamery, PA 19430-0510 by March 21st. See you there in your MG and your MG / DVC garb!

# MG COLLECTIBLES SHOW

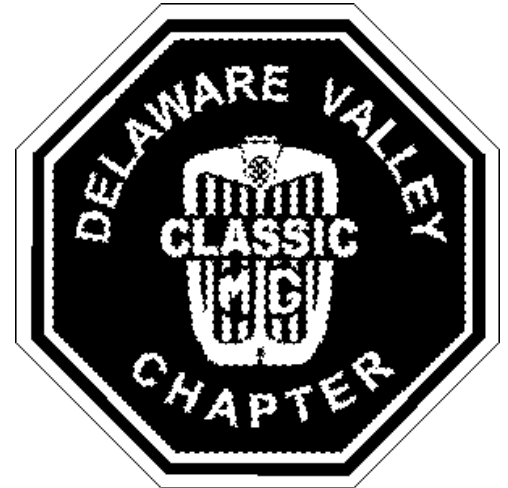
(CABIN FEVER MG CRAPPOLA\* SHOW)

DATE: Sunday, January 29, 2006

TIME: 2:00 p.m. to 6:00 p.m.

PLACE: Salford Pub  
Harleysville, PA

RSVP: Tom Rippert  
610-287-9325



Dust off those MG collectibles, drive on over to the Salford Pub and "show off your stuff." Come on we know each of you must have at least one MG flyswatter or MG ice scraper or MG model or MG poster or MG jig saw puzzle or some MG jewelry or MG brochures in your collection of MG crappola. You get the idea — MG Crappola is anything that is associated with MG. This will also be a great time to learn about the MG marque aside from the vehicles themselves.

The Pub has great food and libations, so get out of the house on a cold January day and escape cabin fever by joining your DVC friends for an afternoon of "camaraderie and crappola." The Salford Pub is located on Route 63 West just past the Route 113 intersection. For further directions, call Tom Rippert at 610-287-9325.

AND WE DO MEAN ALL THINGS



\*MG Crappola is defined: as anything with that has to do with MG whether it be pictures, books, manuals, posters, key fobs, models, toys, clothes, clocks, watches, lighters, whiskey decanters, beer bottles, racing programs, ashtrays, erasers, pens, pencils, keys, stationery, factory bricks, kites, placards, dealer signs, badges, pencil sharpeners, etc. Got the picture yet! What part of anything MG don't you understand? It's also anything even remotely connected to MG's such as a pile of dirt from the factory or an autograph from a MG racer's pit crew.