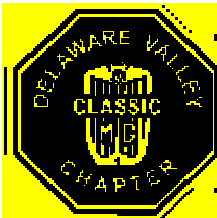


**It's The MG's
That First
Brought You To
The DVC - But
It's The Friend-
ships That Keep
You Coming Back!**



T•Talk



The Delaware Valley Classic MG Chapter

Volume 36 Issue 1

1970 - 2006 - Our 36th Year

April, May, June 2006

Inside this issue...

- MG Crappola
- Mardi Gras
- 36th Anniversary
- Dave's Diary
- Pit Crew Updates
- Click & Clack
- Spring Flyers

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

**Points & Plugs —
Tom Rippert**



**From The Pits —
Lee Niner**



**Penny Farthings -
Geoff Wheatley**



**Exhaust Notes -
Chuck Goelz**



**Webmaster Enews -
Lew Phillips**



**British Beers —
Bob Dougherty**



Spring + DVC + MG = Happiness

Our winter is officially over and we can begin to get our MG's out and about. It's time to change the oil and filter, if you haven't already done so, lubricate the chassis and other lube points. Don't forget to inspect the brakes, carbs and all hoses for leaks. Lastly, check those tire pressures. For those of you that have heaters, check that heater valve for leaks (it's located

above your distributor) and a leaking one will sure as heck short out your distributor.

Now that your MG is in good and safe working order, it's time to savor the moment and go for a drive. Who cares if it's a bit chilly. Just being able to get out and about in your MG is such a stress reliever. There are DVC events aplenty this spring. Come on out and join in the fun.

Laughing is good for the soul or so they say and we guarantee you lots of laughs! Have kids? No problem just bring them with you in your (MG) minivan.

Life is truly good when you've got a beautiful spring day and someone special with you in your MG heading towards a DVC event. Now that's happiness. See you soon at a springtime DVC event.



Our 2006 DVC April — May — June MG Girl — Kerry Dougherty

Second Quarter DVC Events — See You There!

Saturday, April 8th

Pit & Pub Tech Session

Feasterville, PA

Saturday, April 29th

Furnace / Forge Tour

Pottstown, PA

Fri. May 19th — Sat. May 21st

Spring Tour

Ligonier, PA

Saturday, June 10th

Prom Night

New Hope, PA

Points & Plugs — Tom Rippert



With three events under our belts already, I'm really looking forward to this year's driving season. You can just feel Spring in the air, and I can't wait to get the MG's out of winter hibernation and drive them! We have a nice variety of events on this year's calendar, and I hope there is at least one event (or more) that will spark an interest in all DVC members. DVC events are just plain fun, and that's why every member should try to make it to at least one event throughout the year. Come out, support your club, and see if you can add a little more to the event.

April 7th brings on a Pit & Pub Tech session at Bob & Terri Tiley's home in Feasterville.. There will be lots of technical assistance if you need it and there will be lots of refreshments

during and afterward. Come on, get your MG ready for the driving season. Another April happening is the DVC Pit Crew's car show meeting April 22nd. The Pit crew meetings have morphed into a Natter n' Noggin type affair with car show business being discussed and then we have a bountiful lunch at a local eatery. Come on out, it's just fun to be with MG people. April winds down with a Forge & Furnace tour on April 28th. This event will be a combination of a historical learning experience plus we get to drive our cars through three counties. We'll then wind up with a social at Dave & Gloria Schwab's place outside Pottstown.

May is the Spring Driving Tour to Ligonier, PA on the 19th — 21st weekend. Jaimee & I are teaming up with Wolfgang & Gudi Fischer and we promise you great roads, nice scenery and lots of fun.

On June 10th get your tux and prom gowns out. Buy your date a wrist corsage or a boutonniere and head on over to the DVC Prom at Ernie & Barbara Feldgus' home in New Hope. MG2006, DVC style, is from June 19th through June 26th. There will be over 1500 MG's there.

DVC events are organized by members who have volunteered to do so. These volunteers need to know how many people will be attending the event they are planning - this is why "RSVP" is on the event flyer. So please, if you are planning to attend an event, just give the organizer the courtesy of a call (or e-mail) and let them know you're going to be there.

I hope to see all of you throughout the year and remember just let me know if you have an idea for an event or need help planning an event. See you soon at the next DVC event.



Tom

From The Pits — Lee Niner



Hi all. Once again, mucho thanks for all your contributions to T-Talk. Please keep those stories, antidotes, jokes and pictures coming. Remember, 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 second quarter MG girl is Kerry Dougherty, 16 year old daughter of Bob Dougherty, pictured in "her" (over her Dad's dead body!) '69 MGB.

Spring is upon us. Once again we'll be out driving our MG's on those glorious MG roads. Who cares what gasoline costs! Who cares what about lawn cutting, gardening or house painting! We've got our MG's and we're going to enjoy them.

Have you noticed another thing about our MG's when we're out driving them. All kinds of people wave at you. Kids smile and wave and wonder just what kind of little car is it. People for some strange reason are drawn to MG's. It must be because it brings back fond memories in older people and kids must feel that these cars are for pure fun. It's something that is not just available anymore.

Lizzie drives a Miata as her "regular" car. It's great, reliable, good looking, safe and the suspension is a dream. However, it's just not an MG. There's no mystery to it. There's no smell of gasoline or Castrol. There's no ticking of the fuel pump and the sound of the exhaust, well it's just an almost noticeable exhaust sound.

Where am I going with all this? The direction I'm headed in is that

you are special because you've elected to borrow your MG for "X" amount of years. You have committed to taking care of it. Some day you'll pass it on to another special person. You see we're all just temporary owners of MG's.

For some reason, we have developed a passion for these LBC's. Why, because we love the excitement and mystery of driving. We love the sound of the fuel pump. We love the exhaust note. We love taking drives on twisting country roads. Our reward is purely inward. It is the satisfaction that you can take a sixty, fifty, forty, thirty or twenty some year old MG sports car out for sometimes hundreds of miles and safely return. It is your way of declaring to the rest of the world that you understand simple pleasures and that you appreciate owning a real piece of automotive history from the second half of the twentieth century.

Till next issue. 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, 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

Pit Crew Meeting

The next Pennypacker Mills British Car Day Car Show planning meeting will be held on Saturday, April 22nd at 11:30 AM at the upper parking lot of the historical site. After doing the site survey, we'll reconvene at the Train Stop Restaurant on RT 29 for a meeting and some lunch. We presently have twenty-five Pit Crew members actively engaged in the planning and running of the car show. If you'd like to be a part of the Pit Crew just show up for the meeting or contact Lee Niner. Besides, in case you haven't figured it out yet, Pit Crew meetings are just an excuse to meet, kick tires, have some lunch and enjoy each other's company. Oh yea, seriously, we also actually do car show planning but even that's fun with the Pit Crew.

1999 Mercedes-Benz SLK230 - 5-speed with Sport Pkg and M-B 6 Disk CD Changer - Glacier White exterior with Oyster (gray) leather - approximately 77,750 miles - ALWAYS dealer serviced - Excellent condition - still covered by M-B warranty (full coverage from M-B with any necessary repairs performed at ANY authorized Mercedes-Benz Dealer with NO deductible) Unique Retractable Hard Top - changes from a coupe to an open Convertible in approximately 20 seconds. Asking Price \$17,500 OBO - if interested call Ernie Feldgus at (215) 801-2372.

DVC Website & Electronic Bulletin Board

The only "official" DVC Website is: www.dvcmg.com and you can access it without having a name tag or being a member. But if you are a paid up DVC member and you register you can then gain access to the DVC Electronic Bulletin Board at groups.yahoo.com/group/dvc-mg-club. Once you gain access to this members only electronic bulletin board you will learn the DVC's semi-secret handshake and ultra secret password. Hint: It's not XPAG!

DVC Name Tags Just For You!

Yes they're still available! Wow, over 181 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're stopped for speeding, purchasing a gun or borrowing money to fix your MG but at least we'll know your name!

Selections From The DVC Wine Cellar

Wal-Mart announced that they will soon be offering customers a new discount item: Wal-Mart's own brand of wine. The world's largest retail chain is teaming up with E&J Gallo Winery of California to produce the spirits at an affordable price, in the \$2 to \$5 range for half gallons complete with a decorator reusable paper bag. While some DVC wine snobs may not be inclined to throw a bottle of Wal-Mart brand into their shopping carts, but "there is a market for cheap wine", said Kathy Mickey, VP of Marketing. She said, "But the right name is important." Customer surveys were conducted to determine the most attractive name for the Wal-Mart brand. The top surveyed names in order of popularity are: #10. Chateau Traileur Parc, #9. White Trashfindel, #8. Big Red Gulp, #7. World Championship Riesling, #6. NAS-CARbernet, #5. Chef Boyardeaux, #4. Peanut Noir, #3. I Can't Believe It's Not Vinegar!, #2. Grape Expectations. And the number one name for Wal-Mart wine: Nasti Spumante. The beauty of Wal-Mart wine is that it can be served with either white meat (Possum) or red meat (Squirrel). Now DVC'ers can easily and conveniently afford to take a bottle or two or six with them on picnics or trips in their MG.

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	\$
	XXXXXXXX	Shipping (Hey Gringo -It's included!)	XXXXXXXXXXXXX
		TOTAL	\$



THE DELAWARE VALLEY CLASSIC MG CHAPTER



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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

Harviestoun Brewery **Old Engine Oil**



A fine “after dinner” ale from Scotland

An unusual name for an unusual ale! A superb, rich, full bodied ale which has been aged in, respectively, Dalmore {2003} and Invergordon {2005} single malt whisky casks for seven months. This allows the smooth chocolate flavors of the ale to mature and blend with the mellow, aromatic flavors of the whisky. A classic combination! The strength of the 2005 version will be increased to 8.5% alc/vol. This will allow the roasty/ chocolatey/coffeeish/malty-sweet flavors of Harviestoun Old Engine Oil to even stronger mingle with the tannins and whiskey/raisin flavors of Dalmore/Invergordon single malt scotch whiskey barrels. Ken Brooker, formerly with Ford in Dagenham, established Harviestoun Brewery in 1985 in a 200 year old stone byre near Dollar, Clackmannanshire, Scotland. The brewery uses untreated natural spring water from the local Ochill Hills

Old Engine Oil is a near-black brew with a silky-smooth rummy aroma, and a suggestion of the darkest chocolate. It is made from pale malt, roasted barley and malted oats. Old Engine Oil is well-hopped with the sweetish variety Galena from Washington State, Worchester Fuggles and East Kent Goldings. A superb, rich, full-bodied ale derived from a traditional Celtic recipe. Wickedly smooth chocolate dominates the flavour, which is nicely balanced by the bitterness of the hops. This makes Old Engine Oil a delicious ‘after dinner’ ale.

DVC Successfully Tests Out New "Two Handed" Size Disposable Beer & Wine Cups For The Hospitality Room At MG2006



FLASH!

To date - 14 DVC cars are registered for MG2006 and 7 of those DVC cars have RSVP'd to be in the DVC caravan.

CARAVAN TO GATLINBURG, TN - MG2006

Jaimee and I will be leaving for Gatlinburg, TN for MG2006 on Monday, June 19, 2006, taking three driving days to arrive at our destination on Wednesday, June 21st. Our first day's drive will be approximately 300 miles, the second day approximately 250 miles and the last day approximately 150 miles. Our plan is to drive Route 76 W (PA Turnpike), Route 81 S, Route 66 and Route 441. The trip home from Gatlinburg will be done in two days (leaving Gatlinburg on Sunday morning, June 25th and arriving home on Monday evening, June 26th), driving approximately 350 miles per day. If you would like to join us, please contact us - so that (a) we know how many will be traveling with us to MG2006 and (b) we can compile an Email list and a cell phone directory. We'd like to get an early start on June 19th (to beat the work traffic), so we're planning to meet at the McDonalds, by the PA Turnpike entrance in Morgantown, PA, at 7:00 AM on June 19, 2006 (gassed up). Overnight accommodations for the trip down and back are as follows:

Monday, June 19, 2006 - The Iris Inn B&B in Waynesboro, VA - 1-888-585-9018

Tuesday, June 20, 2006 - Super 8 Motel in Abingdon, VA - 276-676-3329

Sunday, June 25, 2006 - Howard Johnson Inn in Lexington, VA - 540-463-9181

Make your own reservations at these accommodations. You must also register for MG2006 at <www.mg2006.com> and reserve an accommodation at Gatlinburg. Do not wait — do it now. The DVC will be staying at the Glenstone Hotel. Over 1500 MG's will be at MG2006, will yours?

See you at 7 AM at McDonalds on June 19th. Tom & Jaimee

Questions / Info — Phone: 610-287-9325 or e-mail: jrippert@penncolor.com

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.



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

What Went Wrong?

In America it's Hershey, in Europe it's Beaulieu. I'm talking about motor auctions, vendors and 150,000 classic car enthusiasts assembled in one location twice a year. Beaulieu is situated on the south coast of England a few miles from the sea. About two hours by road from London assuming you don't visit when the motor show is on!

Like Hershey it can take a few hours to arrive and even longer to depart but who cares, the prospect of 2000 vendors and at least 500 cars up for sale makes it all worth while. I try to visit Beaulieu at least every three years and have managed to maintain this routine since I came to North America back in 1976. Sure it's a 6,000 mile trip each way with a visit to my relatives after doing the important things like looking for spare parts and negotiating with vendors. Like most expatriates I can always find an excuse to return and I am pleased to say that the beer tastes as good today as it ever did! On my last visit in 2003 I managed to pick up a few trinkets including a 1952 "Earles Court Motor Show" catalogue. Earls Court was the premier car show of the year back in the 1950's. Every British manufacturer introduced their new models at this annual event in company with a few American and European companies with an eye on the British/Commonwealth market. Buyers from as far a field as Australia and New Zealand attended in company with dealers from South Africa, India, Pakistan, Kenya etc. Looking through this faded publication I was struck by the number of British manufacturers there were back in 1952. "Austin, Morris, Vauxhall, Singer, Hillman, Armstrong, Bristol, Lagonda, Triumph, Rover, Riley, M.G. Sunbeam, Bentley, A.C. Motors, Jowett, Daimler, Rolls, Morgan, Allard, C.V.R. Standard, Jaguar, Bond, Healey, Lancia " etc. Today, only Morgan and TRV still survive as British companies, the others have either been taken over like Rolls Royce now part of BMW and Bentley the VW Group. (Who would have ever believed that back in 1952!) Jaguar are now part of Ford who also own the Range Rover name, while the rest have simply just faded away never to be seen again except at Classic British car show events where we dedicated idiots still spend time and money trying to keep these lost names alive. Why did this happen? The answer is not that easy to find but a brief review of the antique management structures coupled with government interference including a total lack of vision mixed with poor labor relations and antiquated production techniques leading to virtually no quality control of the end product, may provide the answer! Let me hasten to add that the latter was not exclusive to the British Motor industry as Detroit managed to produce a few examples of "Rust Buckets" during the same time period.

In reality the British motor industry was given a world market in the post "World War Two" years. Europe was in ruins and would take at least twenty years to get back into real consumer production. The American post war car market faced a serious supply problem as did most other industrial countries and Detroit was never able to meet the US demand until the 1960's. There was only the US and the U.K producing private vehicles during this period so almost anything that Britain could make with either two or four wheels sold. Obviously America was the prime



market and the British government who were broke after six years of war encouraged sales to countries with a hard currency. Government controls were placed on all basic materials to ensure that production went overseas especially to the USA. Britain had a major debt to the USA for war supplies and needed to export anything and everything in order to clear this commitment. This export drive by the British gov-

Penny Farthings Continued

ernment of the day put some companies out of business including certain motor manufacturers who were forced to export knowing that their products would not succeed. (More on this later.)

The vast majority of the British cars were too small and underpowered for the US market yet people purchased these vehicles and put up with poor service facilities, prewar designs and a general lack of the comfort usually found in the American automobile. Heaters and radios were considered luxury extras by the British manufacturers who never understood that such things were a standard feature this side of the water. Nevertheless these small private vehicles did find a ready market, a market that Detroit had simply ignored for reasons that even today are still unclear. In the so-called sports car market the situation was even more astounding. The small British sports car was certainly known in the USA prior to the war but imports were minimal and usually went to the rich and famous. Lord Nuffield, head of the Morris Empire did give Edsel Ford an MG for his birthday as a token of his esteem for his father, and I believe the car still rests in the Ford Museum. Several film stars of the day had British sports cars including the humble M.G but it was not a serious sales situation and no British Sales Manager lost any sleep over export figures in the 1930s. But by 1948 with the forced export of the MGTC, a prewar sports car design with the steering wheel on the wrong side made by the Nuffield Group things had certainly changed. By 1948, seeing the potential MG and others started to design cars for the US market and by 1950 MG had produced a modern version of the TC built

for the export market called the MG TD. Jaguar had set the motor world on its heels with the launch of the XK120 which had more orders in its first six weeks of promotion than any other sports car in the world. The Standard Motor Company who had purchased the Triumph name when the company went under a few years earlier came out with an equally modern sports car that was a success on American roads, while Healey, with the personal knowledge of its founder on prewar racing developed the now famous Healey 3000. To understand the



situation in Britain during this period it is important to reflect on the political change that had taken place immediately after the war. The Conservative government led by Winston Churchill had been defeated by a strong Labor Party, dedicated to the idea of state ownership. The Railways, Coal Mines, Road Haulage, Steel Industry, Fuel Production, and Health Service were now under government control. Industry had to do as it was told or supplies of basic materials were withheld. Example, if the motor industry did not export at least 65% of its production, which included tractors, buses, coaches, motorcycles, trucks as well as private cars, they did not get adequate steel supplies, coal or oil for their boilers, guaranteed road transport or easy railway access. Yes it was "Export or Die", as the government slogan proclaimed but it could also mean a slow death for a manufacturing company who did not meet the government export requirements. Some companies resorted to producing cars in alloy as this was not rationed but these cars were not that successful. The Singer Company was one such corporation. Once the third largest motor producer in Britain it suffered the slow death being forced into bankruptcy by 1954 simply because they did not meet government export quotas. Standard Motors who had a modern production plant at Coventry that once produced tractors and some of the most attractive cars on British roads suffered the same fate but the Triumph Motor Company which Standard had revamped after the war continued under new ownership through to the 1980s. This Government involvement with private industry continued for several decades with disastrous results and in many ways can be blamed for the decline of several industries throughout the United Kingdom.

It should also be understood that the British Motor Industry was never that keen on serving an export market. The whole idea of setting up dealerships overseas and maintaining a supply of spare parts for these outlets was almost beyond their comprehension especially when, without government restrictions, they could sell everything they produced to the home market with a few cars left over for Australia and the other far flung outposts of the gone but

Penny Farthings Continued not forgotten British Empire. The idea of setting up and dealing with American retailers who sold monster cars with equally monster size power units covered with Christmas Tree chrome horrified the average British export manager, they would expect him to start chewing gum next!

In consequence when the British cars hit the American shores dealers were hard to obtain and effective service was even more difficult to establish especially when most of the technology employed in these cars was pre-war. I.e. side valve engines, three speed gear shift and starter handles just in case the Lucas system failed, need I say more! However, by 1953 most of the successful export vehicles had moved into the 20th century and a few years later some were ahead of anything else in the world, as illustrated by the Jaguar range or the Lagonda, Rolls Royce, Daimler etc., but even at the other end of the financial scale cars such as the 1950s MGA set a standard that few other inexpensive vehicles could match. Add the Triumph TR3 and the Healey 3000, the MGA Twin Cam, and the Sunbeam in the sports range. Now look at the Rover Turbo and successful 2000, the Triumph Stag, the Lancia and of course the incredible Mini that first saw the light of day in 1959. Who can ever think of James Bond without an



Aston Martin by his side. Not a cheap car but one that most of us would love to find in our Christmas stocking even if it was thirty years old. The ability was certainly there but a few other important features always seemed to be missing like an adequate supply of spare parts for the limited number of service outlets!

One interesting story out of this period was the fate of the Riley Motor Company. In the 1930s they produced some excellent cars both on the track and of course for the general public and were at one time a strong rival to M.G. However, as an independent and small company it was difficult to keep the operation in the black, (as was the case with M.G. in the prewar years but M.G. always had Billy Morris to bail them out as and when required). In 1938 just prior to the Second World War Billy Morris or to be correct Lord Nuffield as he was then took over the company and merged it within the Morris Empire. With the end of the war Morris personally took control of Riley and started to make the 1.5 liter and 2.5 liter saloon cars which were a true semi-sports classic in their own right. They sold well both at home and overseas and Morris decided that they should be made at Abingdon the home of the MG of course! The MG people were not that pleased to hear the news as this would mean that part of their production ability would be taken up with these fancy Riley vehicles. Later it was revealed that certain of the Nuffield Directors had wanted to move the MG production to the old Riley works in Coventry and merge Abingdon with main Morris Cowley production center. This could have restricted the growth of MG and mass produced vehicles like the MGB would never have developed. Add to this the fact that the Mini was also made at Abingdon in its early days! Thank goodness very few people ever argued with Billy Morris, who was pro Abingdon or the MG may well have had a stunted career! By 1959 Riley production had moved to the main Morris works where it remained until the marquee ended. A nice car especially the Riley Pathfinder that was launched in 1953. The 2.5 power unit did much to sell the car in the USA where it was the darling of the social set as the wife's vehicle.

Equally interesting is the story of Jaguar who in 1932 was a small company producing a sports car with a Standard Motors engine and various bits from other manufacturers. The company started by making sidecars for motor bikes but by the mid 30s they had moved into sports cars with the now famous hand produced Jaguar SS. (The term SS was removed after the war for obvious reasons). Production was small and as previously mentioned; the power unit was a two liter Standard Motors engine. Standard Motors were a leading manufacturer of engines at that time and sold to many small private companies. This particular engine was ahead of its day and was used in the post war years in the Triumph 1800 and 2000 Roadster GT. Another expensive classic hand built vehicle that was killed by the post war Jaguar XK 120 which out sold everything in its class. The secret of Jaguar was simple, a small company with dedicated workers and great leadership. Whilst the other guys were trying to out maneuver the government regulations in 1947/52 and go for the easy home market, Jaguar saw the export potential and went after it. (with government support of course), based on their incredible export record.. The introduction of the XK 140 and its magnificent win at Lemans sealed the future of this company until it was taken over and was virtually micro managed to death, but that's another story for another time!

Penny Farthings Continued One simple example of how to win friends etc, was the Jaguar policy of training overseas service staff. If you were a Jaguar dealer your service staff was invited to come to the factory and work with the people who made the cars, inspected the cars and tested the cars. However, if you were the dealership for any other British manufacturer at this time the best you could hope for was a training film and a couple of books. If you were a big outlet a guy might visit for a week and tell you the secrets of service success but don't count on it. Even if he did the chances of you getting a steady supply of spare parts to make up for poor quality control was slim. This did eventually change but it took too long and only came about because the Japanese and Germans were after the same market as the British.

From 1950 through to the early 1960s the British sports car manufacturers had no real competition. The MG and Triumph vehicles had the low end of the market. Jaguar the top and Healey/Sunbeam/Riley most of the middle price range. While a few other British manufacturers picked up what was left. Detroit seemed either blind or simply not interested in sports cars even as this market grew each year. Add to this the small British cars that became the second family vehicle and it was obvious that the Brits had it made even with all of their production and service problems.

Economists will tell you that competition is the secret of success, and I think they are right, but this message never seemed to get through to either the British government or the British motor industry. Did they expand this unique hold on the American market with better cars, better service and better quality control..? ANSWER...NO! Why not? They saw no need.

In fact by the early 1960s the British development policy was to destroy all the features that had made Jaguar and Aston Martin and Morgan a success like individual production units, a loyal work force with strong individual leadership. Encouraged by the government of the day companies started to merge into larger groups that had little in common. The Government had a special interest in encouraging such activity regardless of political party; they had made a pact with the powerful Trade Unions that workers would not be laid off in any of the declining industries. By bringing the good and not so good manufacturers together jobs could be saved. The successful company would hold up the not so successful even when the product was no longer acceptable or was outdated by normal progress... This happened to the motor industry, shipbuilding, the coal mines and the railways each with the same tragic results.

One of the first and certainly a classic example was the amalgamation of the Nuffield and Austin empires through the creation of the "British Motor Corporation". It should be understood that Mr. William Morris and Mr. Herbert Austin had been tough rivals since the 1920s so this merger did little to enhance the working relationship between these two major car companies whose marquees covered Morris, Austin, Riley, MG, Triumph, Healey, and Wolseley. (The original Wolseley Company asked Herbert Austin to design the original Wolseley vehicle in 1899. It was a success, but in 1927 the company went bankrupt. Seeing a good purchase at a give away price Morris snapped up the Wolseley Company in the face of opposition from Austin. This started the ongoing rift between these two motor moguls!) With this background there was considerable distrust between the Austin workers who had a strong Union representation and the Morris workers who never felt the need to create a strong union structure. Billy Morris was certainly a man who liked to get his own way but he was also a good boss who had never laid off his work force even when things were slack and the economy weak. He had a special relationship with his employees that was almost unique. As to be expected the rejection of unions attitude by the Morris people changed, especially when Morris retired from active service. One could ask why Billy Morris allowed this to happen. His empire was a commercial success, he owned M.G a sure winner in the export market. He also produced one of the most successful family cars of its day, the Morris Minor which is still being produced fifty years later in India under a different name. The Mini was off the drawing board almost ready to go into production and there were a couple of other new projects just around the corner including a new Riley and Wolseley. On the other hand Austin had not set the world on fire with any of their products except the Austin A30 which was a dressed up Austin Seven with a modern body but the same old style of prewar engine. Sure the Triumph TR 3 was doing quite well but not quite as well as the MG Marquee and it cost more. I think the answer was simply financial; Morris was always a bottom line man who saw success as figures in the black. Sure his companies were selling more cars but the return, especially on export sales was not healthy. You simply pushed out more cars for much the same return and at the end of the day profits went down. Shipping vehicles 5000 miles also took a bite



Penny Farthings Continued out of the profits. Now add the costs of overseas dealers who wanted money up front to carry your products and expected service at the drop of a phone call. By joining forces with Austin there would be a larger allocation of steel and more co-operation from the government for home market sales where the real money was to be made. He may also have been led to believe that the C.E.O. of the new British Motor Corp would be a Morris man as they had the largest production centers and the most money.

In the end Leonard Lord of the Austin group became C.E.O with the support of the government who had a 20% financial stake in the corporation. Morris was already in semi-retirement so this choice was no great burden to either him or his fellow Directors who had been waiting for the day that Morris would step down. A great leader but not one to share power! As a Morris Director once said "The best meeting to have with the Boss is not to turn up". With a Morris man in the number two spot it was expected that Leonard Lord would start to integrate the two empires to cut costs and bring the best of the best together. Nothing could have been further from the truth! He refused to integrate any part of the new corporation, Austin workers would remain Austin and Morris workers Morris. No combination of design or development, no co-operative research, no exchange of management skills, in short nothing to make the two great corporations stronger and more productive. Each division stood or fell on its own merit. This meant that the overhead costs remained much the same, the labor force were over staffed and multi duplication at all levels of management. Dealerships were still divided into Morris and Austin with no encouragement to cut costs and combine brand names. Within two years it was obvious that this merger was not working, costs increased, production fell and labor disputes increased as the workers from both sides tried to out do each other on wage negotiations. The government had changed and a new conservative attitude was the order of the day. The 20% investment in B.M.C. would be increased to 25% if Lord implemented a few economic cuts and got the corporation back into the black. Remember we are talking about many millions of dollars when a government increases its investment with tax payer's money. Lord wanted a new production plant and the government wanted to reduce the unemployment in the north of England so it all made sense. To them any way! To the workers based in the thriving midlands of Britain especially at Coventry, the home of British Motor production, (like Detroit is in the USA), this investment did not make much sense especially when Lord decided under government direction that the Austin range of engines were the only power units to be used throughout BMC. At Morris Cowley the Mini was ready to go into production with its unique cross power engine, and at Abingdon the MGA was already an export winner. Change engines? What nonsense!

A boardroom rift erupted which led to a head to head showdown between Lord and his board. B.M.C almost collapsed but once again the government stepped in increasing its interest by another five percent and increasing its presence on the board. A sad day for the British Motor industry who were now virtually a semi nationalized industry with all the problems of a bureaucracy and none of the benefits associated with private corporate mergers. By the early 1960s the number of British Motor Manufacturers had reduced dramatically. Bristol and AC had gone in company with Singer, Standard, Allard, and Armstrong Sidney. The Rootes Group (Hillman, Sunbeam etc.,) another government amalgamation were in serious trouble and was eventually sold by the government to an American motor company for a token ten dollars on the understanding that they would maintain production for an agreed ten years after purchase. In reality the end result of this give away was asset stripping with nothing left of the once prosperous Rootes Group in two short years. About eight thousand workers lost their jobs, a result that the government of the day were not allowed to forget at the next election. Mr. DeLorean did much the same thing twenty years later when Prime Minister Thatcher, the iron lady, was taken in by DeLorean and sixty five million of the British taxpayers money was wasted on a production factory in Northern Ireland, but that's another story for another day!.

The world famous "Mini", hit the market in late 1959 first as the Morris Mini then as the Austin Mini. Apart from the badge on the front they were identical cars. The first year was not a success as the early cars had a tendency to stop in wet weather. After several months of study it was found that the front skirt was designed the wrong way round which allowed rain water to enter the low front grill and drown the Lucas electrics. A modification to this area solved the problem and by 1960 several Mini's had won various international events throughout Europe. On such car endured the East African three week rally and won in its



Penny Farthings Continued class against the best that Europe and the US could produce. Another drove across Australia east to west, then just to show how good these cars were did the north to south route. The movie "The Italian Job", completed the marketing activity for the Mini when four production cars leaped the roofs of Milan and navigated the sewers to complete a gold robbery. I remember leaving the movie house after seeing that film and going off the next day to buy my first but not last Mini.

The policy of putting different badges on the same car became the progressive marketing policy of the British motor manufacturers. The idea was simple, stick a few bits of extra chrome on the outside and a polished wood dash on the interior and you could take the standard Morris, or Austin family car and turn it into an up market Riley or Wolsey which would sell for more money. The basic car was exactly the same but these extra trinkets moved it into a higher price range. Strange as it may seem the British public went along with this policy, in fact it was possible to buy the extra adornments your self and spruce up the family sedan for a fraction of the dealer's price. Even the popular Mini went through this adornment with a Mini De Lux at about one thousand dollars more. The actual changes were a few extra bits of chrome in the front and a couple of extra gauges inside displayed in a plastic wood frame. This type of activity did not involve any major investment in new production techniques or even a progressive design operation, the quick buck was the order of the day with quality control virtually forgotten even for such cars as Jaguar who managed to lose their hold on the export market by the early 1970s.

One has to ask what Detroit was doing during the heyday of the British sports car? The Corvette was the only serious challenge to the British dominance and that was never a mass market vehicle. Ford did produce the famous Mustang that continues to hold its own against any foreign import but that was it. Had there been a serious challenge from the American side both the quality and service facilities for such cars as the M.G. Triumph and Mini would have improved. By 1970 the market for most British vehicles in the US had disappeared except for the sports vehicles. The most successful of these, despite the lack of modern design was M.G. The MGB a typical British rust bucket with a power unit that was antique compared with the Japanese imports, sold 520,000 vehicles in the USA during its long life span of eighteen years.

Second in line was the Triumph which was, on paper, out of the same stable through the creation of the British Motor Corporation but in reality this was never true. As previously mentioned the CEO Leonard Lord did not allow any part of the corporation to work together, share development, in short each production unit stood or fell on its own performance which led



to yet another problem that today seems almost beyond belief. BMC management felt that they could negotiate different pay scales for different factories despite the fact that the unions were national and negotiated on a national basis. If you paid a worker \$5 an hour to fit wheels that rate of reward should be universal throughout the BMC operation. Management refused to accept this principle and the end result was serious labor disputes that led to strikes and walkouts. The hotbed of such activity was at the Triumph operation in the north. There was hardly a month without some form of work stoppage and/or walkout. This situation slowly spread throughout the whole BMC operation and by 1961 the corporation was in serious financial trouble with the government who still had a stake in the operation pushing for a solution. Triumph went on the selling block to be purchased by British Leyland, Britain's largest producer of trucks and buses. No one believed that this would succeed but through good management, some real capital investment and a lot of pruning by 1963 Leyland Triumph reported a profit. Back at the ranch the British Motor Corporation continued its old policy of independent achievement but did concentrate all sports car production at the MG Abingdon factory. This may sound advantageous but in reality this factory was little more than an assembly plant with most of the components being made throughout the UK. The car bodies were made at Press Steel in Oxford, the engines and gearbox were made at the Morris Engine works and/or elsewhere when demand was heavy, the electrical components made in Birmingham by Lucas and so on. When the bodies arrived at the factory they were pushed to each work station. Every component was fitted by hand but to be fair it should be noted that air driven tools were installed in the 1960s! Twenty years had passed since the first MGTC hit the American shores yet the dealerships were still scattered and supplies of spare parts usually way

Penny Farthings Continued behind demand. By 1970 it was obvious that some form of action was needed if the British Motor industry was to survive and by 1971 BMC had bit the dust and British Leyland became the proud owner of MG, Morris, Austin, Triumph and Jaguar. British Leyland was now the major vehicle producer in the UK and of course started to lose money. Various cuts were made, workers laid off and industrial disputes increased. Once again the government stepped in with more cash remembering that laid off workers still vote! The British taxpayer now owned about 40% of the British motor industry although the dividend return was not that exciting as production fell and prices increased. The introduction of the Ford Mustang in 1964 should have woken up the British sports car industry in much the same way that the Volkswagen Beetle became the flavor of month in the same year pushing out what was left of the British small family car market with the exception of the Mini. The original Mustang was a superb example of what the American sports car owner wanted. Reliable, sporty in design and featuring a mid size power unit with a modern gearbox. A few comforts but not too many and a choice of soft top or GT style. Now add an attractive price with a national distribution and service operation where spares were always available. Keep this design policy for a few years and you could push all the European imports into the sea, well almost all!



But Detroit could not get out of the 1950's desire for size as illustrated by the Corvette that should have been a world winner but not with a 300 horse power engine! The Bigger is Better policy and must increase sales seemed to be the general marketing attitude from Detroit. Just how wrong can anyone be? The Datsun Z series presented more of a threat to MG but they were more expensive and just as prone to rust and decay as any British product. The merger of BMC and Leyland Triumph also helped to strengthen the British position and gave them a second chance in the worlds export market even though this new creation was still fighting to get their balance sheet in the black. The Truck side of the operation certainly helped off set the diminishing returns from Austin and Triumph. MG was just about holding its own with the MGB but even that car was in need of a serious face lift by 1970. Leyland did manage to achieve some degree of centralization with the Mini now being produced in one central plant and the successful MGB in another. Parts supply was also centralized and there was even a Leyland design team that worked in co-operation with their colleagues in other production plants. (This team was responsible for the most unsuccessful sports vehicle ever produced in Britain the TR7, more on that later!) The Triumph Spitfire had taken off and was gaining its own market share while the Triumph 2000 sedan had a waiting list. So despite a poor return on investment things seemed to have come together for this new collection of odd bed fellows now named British Leyland. US sales started to increase and new service facilities/dealerships were being established. 1972/73 returned to being growth years for US development and the 1973 Board report from Leyland was full of upbeat news on all fronts. Then the bombshell hit the import market when the US Government introduced rigid new standards for car exhaust emissions and car safety. Some say this was a direct ploy on the part of the US Government to curb imports especially from Japan who were gaining a strong market share by the mid 1970's. It certainly hit the British imports and many forecast that this was the end for British export to the new world. The type of investment required to meet these standards was extensive and the British government said no to any request for further assistance. As to be expected sales decreased as make shift modifications were made to existing models like the ugly large rubber bumpers fitted to the MG range to meet American crash requirements and the air pollution equipment fitted to the small engines of the British sports cars that reduced performance and gas economy. The Japanese seemed to take these regulations in their stride with major investment in their growing car industry and good promotion techniques that gave them an excellent network of dealerships in a matter of a few years, something the British had never achieved despite being the first on the block and a twenty year head start.

In one last bid to save the British export sports car market the combined design teams put forward a completely new concept based on the wedge principle of aero dynamic design. All work design in every other production plant was put on hold including the now tired MGB that had been around for almost 18 years and desperately needed a complete overhaul. In the fall of 1976 the Triumph TR7 was launched in a fanfare of publicity both sides of the Atlantic. It was almost as bad as the famous Edsel disaster except that British Leyland did not have the Ford reserves to overcome the situation. In desperation with the hope that they could get would be MG owners to move over to this new creation they closed the MG plant in Abingdon in 1980, almost a scared shrine to millions of MG owners throughout the world. They did this despite the fact that the old tired and now under powered MGB sold a

Penny Farthings Continued record 34,794 cars that same year, a figure that the TR7 never got close too throughout its five year existence. This action also lost them what was left of the export market for British sports cars.

The Mazda RX7 and the revamped Datsun Z range soon filled the gap left by MG and the Triumph Spitfire, the once mighty British motor industry was now dead even though the corpse would not lie down. Export virtually vanished apart from the Rollers and a revamped Jaguar now under private ownership and almost back to its original quality level. The recession in 1979/80 coupled by the increasing value of the British pound against the US dollar helped to create this sad situation. Every Leyland sports car sold in the USA during that period lost about a \$100. or so the Leyland Board said when they closed down MG but kept the Triumph TR7 in production that lost three times that much during its life time. What was wrong with this car? Well I could say everything but that's not quite fair. It was ahead of its time, had poor quality control, was not large enough for the US market and had serious electrical problems that took months to sort out. Had the car been fully tested for about two years as was the normal procedure for any new vehicle and had some serious market research been carried out to see what the next generation of sports car owners wanted it might have been a success, but you could say the same thing about the Yugo!



What is left of the British Motor industry is not even a shadow of the former glory. Rover/MG was sold to a Chinese car company which has stated that they will produce cars under the MG marque name. Vauxhall the GM British company who have made cars in the UK for over 75 years are relocating to Europe and Ford UK already has. The independent Morgan Sports Car company produces about twelve cars a week and has a two year waiting list. Jaguar is now a part of Ford who seem to have done a first class job with this famous marquee. They also own Range Rover who do not seem to have had a great deal of success since the purchase. The famous Mini is now in the capable hands of BMW who look like they have another winner on their hands with an international waiting list for this car.



No other country had such a wonderful opportunity to develop a world market for quality goods, the world was truly their oyster in 1947. During these post war years Britain developed the first Jet airliner, the De Havilland Comet, and held the world speed record for over a decade both on land and water, but corporate greed, poor management, reactionary unions and government interference managed to kill the goose that could have continued to lay the golden egg well into the twenty second century. The lesson is simple keep free of government handouts they will come back to haunt

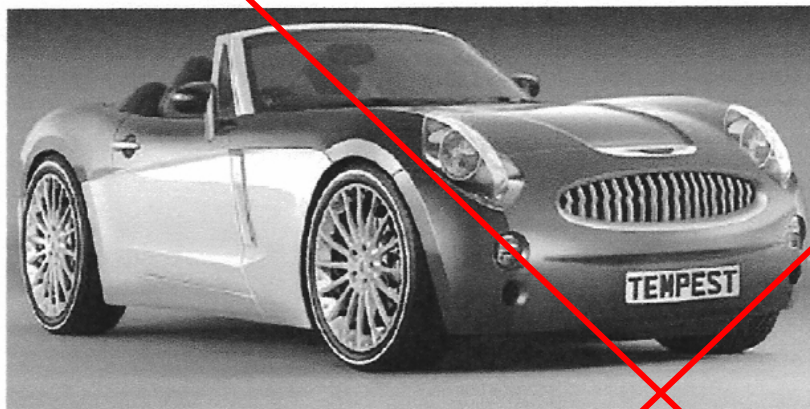
you. Change management often, especially on the design and marketing side. Watch the competition every day and never take the market for granted. Create good labor relations but don't allow your company to be held ransom by rogue unions and wild cat strikes. Remember, Big is not always Better. The idea of creating groups of companies under one umbrella without any real power to change policy or worse still being unwilling to make any changes is a sure road to the poor house. There is a lesson to be learned from the demise of the British Motor Industry by our friends in Detroit, but as is often the case we seldom look at history when planning the future. Photo Credits: Dick Suffredini.

Till next time. Cheers. Geoff

As the Everly Brothers sang ever many years ago —
"Dreeeeammm, Dream, Dream, Dream".....

A New Healey?

Strong rumors from across the pond are beginning to be heard about the possibility of a new Healey super car coming to our



shores. Ironically, the new Healey will be built by MG, just as the Big Healey's were built side-by-side with the MGB in Abingdon in the 60's. MG's new parent company, Nanjing Automobile, while taking all the

MG sedan models to China, have left the sport car division in the UK under the GB Sports Car Company. As such, the MGTF & MG SV will still be built in Longbridge, England. GB Sports Car has proposed a 385bhp 5-litre V8 (fully Federalized) roadster based on the MG SV, possibly to be called the Austin-Healey 5000, although Tempest has also been put forth. Performance will be as in the MG SV, which is to say phenomenal! 0-60 in 5.3 seconds with a top speed of 165mph! Start saving your pennies though, as the MG SV sold for over \$80,000, the new Healey should be in the same neighborhood.

As Bob Hope would say, "that's some neighborhood brother!"

*Editor's Note: Just as we went to print, here's more recent news on this issue. As of March, Nanjing Automotive is totally out of the picture for producing the "new" Healey and when MG / Rover production resumes in 2007, it will probably be in China instead of at Longbridge, UK. 7,000 MG TF's (sports car model) will be built in 2007 primarily for the rapidly growing Chinese home market. Don't look for an MG sports car in the North American market any time soon. An Anglo/American company, **HFI**, has secured all the rights to both the Healey name and the assets of Healey Automotive Consultants (HAC) along with the active participation of the Healey family. The first "new" Healey will be the 3000 with an inline six cylinder engine and a steel and composite body. The full production model should be available in 2007! A second model, now in the planning stages, probably will be based on the AH Sprite. The primary target market will be the USA. Kate & Cecilia Healey stated "It's taken two years to put this together. Our plans just got bigger and better and more exciting...now we have something that both our dad (Geoffrey Healey) and our grandfather (Donald Healey) would be happy about. We keep telling people that this is a new car, with innovative engineering. We and our mother, Margot, will remain involved with the new company—there's a lot we can bring to it because we understand the Healey brand so well." Stay tuned folks, the plot thickens! As an ex-automotive industry engineering manager, I'm skeptical. As a British sports car enthusiast, I'm truly really very excited.*

MG Collectable Show (Or How Much MG Crappola Can You Bring In A grocery Bag?)



The author's display of MG Collectables & Crappola (note the Gin MG bottle, MG apron, MG fly swatter!). Authentic collectables such as vintage toys, manuals, ashtrays, brochures & The Red Car book.

some really great examples of wonderful MG related objects. There were MG toys ranging from the infamous Doepke large scale model kit of an MG TD to several examples of Hubley and Tootsie Toys MG toys to Japanese "tin" friction MG toys. The value of these toys has sky rocketed since they were produced. As

Have you ever seen an MG fly swatter? How about MG salt & pepper shakers? Or have you ever wondered what MG people do when their not driving or tinkering with their car? Well all those questions were answered on Sunday, January 29th at the Salford Pub in Harleysville, PA. Thirty some DVC'ers brought their MG collectables to show and tell. There were some very nice MG toys, MG jewelry and MG manuals/posters/books and then there were some outrageous crappola items such as an MG ice scrapper, MG coloring pencils and an MG Gin bottle. There were several tables with



Mr. Crappola discussing the finer points of collecting Doepke MG TD toys. Amongst all MG toy collectables, the Doepke is considered very desirable and that tends to drive up their price.



Ernie Feldgus' display included a complete Doepke TD model kit in its original box, a Watkins Glen 1948 race print signed by all the drivers pictured in it & photos of his period MG dealer sign.

an example, a Doepke kit cost \$8 in the mid fifties but an assembled and finished Doepke is worth several hundred dollars today. An even rarer find is a Doepke kit in the original box just as it was sold in the stores which is worth in excess of a thousand dollars. Those Tootsie toys that cost less than a dollar are now worth \$25 to \$100 and as with all toys, worth at least double if you have the box or wrapper that they were sold in. The Japanese "tin" toys that cost fifty cents are now worth hundreds of dollars. Collecting toy MG's is expensive because you're up against the entire world wide toy collector business plus MG owners as well. An MG collectable can also be period tools, factory promotions, period ads & spares, key fobs, dealer posters, promotional photos,

Collectables continued

manuals, books and art work that means nothing to anybody unless you're into MG's or automobiles. These items are getting expensive because of the number of people that collect automobile memorabilia from all marques and makes. What used to be a dollar or two is now \$25 to \$100's of dollars.

MG Crappola is another area of MG collectables that ranges from the trivial such as the aforementioned MG Gin bottle to erasers with the MG logo to various MG valve covers to books with MG's on their covers to an MG cookie, etc. These items have very little value monetarily but are priceless to their owners. Who wouldn't want a pair of MG ear rings or how about an MG bracelet or MG necklace or MG socks or MG panties (I'm not going there!). How about old magazine & newspaper ads featuring MG's, they're out there and they are reasonable? \$2 to \$10 will get you an ad in really nice condition but you better get started on your collection because there is no doubt they're going up in price. But beware of



Keith Fishlinger's display. There's 3 Doepke MG's plus an original box (less kit), two Hubley TD's, a TC plastic model kit and several period sports car magazines and MG ads.



DVC collectable or crappola? The original DVC banner from 35 years ago which was recently retired and our new DVC (beer proof) banner.

color copier duplicates – they're out there too along with reproduced dust covers for books.

The "art" of collecting was explained by Mr. Crappola himself, Lee Niner. He cited specific examples from the various displays and explained the art of collecting. He also stated that his motto is "he who dies with the most MG collectables and crappola wins!". Afterwards the attendees spent a lot of time talking MG collectables and crappola as they enjoyed some great English beer and pub fare. Attending



were: Donna Bristol, Ken Chmielewski, Roy & Sue Dougherty, Ernie & Barbara Feldgus, Keith Fishlinger, Chuck & Judy Goelz, Sue Helfand, Lyn & Bobbi Hughes, Carl Jost, Walt King, Lee & Liz Niner, Ben & Cindy Nolan (from Elmer, NJ), Streve & Betsy Novelli, Lew Phillips, Paul & Evonna Phillips, Tom & Jaimee Rippert, Dave Sarley, Dick & Sandy Suffredini, Bob Wagner, Lee Wesner, and Bill & Evelyn Webb. With such a good turnout, maybe next year we'll run a collectable show with a buy, sell and trade feature. After all, it's the perfect winter time activity and what the heck I just need a couple more MG toys or an MG toothbrush or a helmet from the MG Fire Brigade. Photos by Dick Suffredini. *Lee*

Tom & Jaimmee Rippert's display. Check out the picture of Tom & brother Hank holding MG toys 40 years apart!

Burn Baby Burn



On April 29th — Get Ready For One Heck of A Tour In Your MG To Several Historic Furnaces & Forges + St. Peter's Village & It's Gift Shop (So You Girls Can Buy Baby Buy)



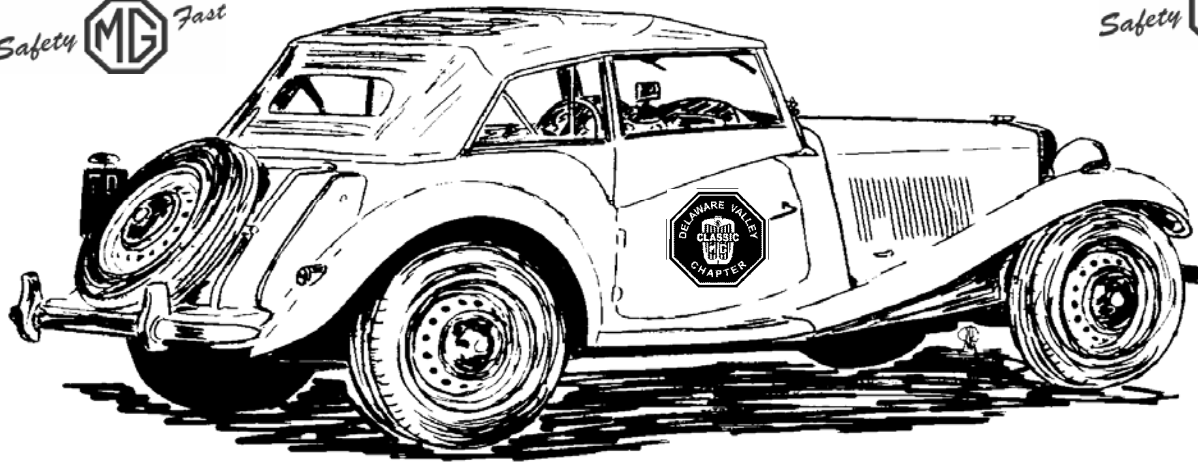
See locations and related buildings for early Pennsylvania metalworking forges and iron works. Pass John Potts Home (founder of Pottstown), Laurel Locks Farm (a lock on the Schuylkill Canal), Warwick Furnace homes, St Peter's Village (with Hotel and gift shops for those who need liquid refreshments early), 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 Manawny 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! See you on April 29th. Dave & Gloria

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 7th 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 I-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 4th traffic light turn right on to Bustelton pike.

Follow Bustelton to the 5th 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

A For Sale / Barter / Trade / Get Them Off Our Property Ad

Hey, all you David Schwab wanna be's with lots of moola, read this advertisement off the web and you too can be the proud owner of: one pair (that's two for you that are slow of mind but quick for a real deal) MG-T Series Roadsters circa 1952 & 1953 — read on, oh stout of mind but long in the bank account! Wow not one MG-T but two MG-T's for the price of three!

From an Email sent to Chuck Goelz on 3/16/06. "Just a note to let you know that we have a pair of MG-T roadsters for sale. The link below will show you all the details and pictures of the two MG TD cars that have been in storage for 35 years in Vernon, CT <[Http://Hartford.craigslist.org/car/142414227.html](http://Hartford.craigslist.org/car/142414227.html)> Call Scott Liscomb @ 1-888-639-4959. Unlike Brother David's finds (two for the price of none), these MG TD's are priced at \$24,900 (US) for the pair or \$14,500 (US) for each." "They are from an estate sale in Connecticut. Both MG TD's had their fluids drained and had been placed on blocks." Editors Note: The web site checked out and the pictures are worth looking at. In fact, I'd like to see these cars for details such as wiring placement and holes in the bulkhead! *Editor's Note: If any of you DVC'ers get up to see these MG TD's please take some digital pictures and write an article for T-Talk. Stay tuned readers to see what happens to these garage find MG's.*



**To appease the growing public demand for safety,
MG unveils the rubber-nosed 'B...**

(C) 1997 Trevor Bolcey, tbolcey@brit.ca

Editor's Note: Thanks to old eagle eyed Chuck Goelz for finding this "advertisement" in his ever increasing time spent surfing on the web since his retirement. Also special thanks to Trevor Bolcey for his permission to reprint this ad. Hmmm... Makes one ponder what BL would have done about air bags and GPS systems!



Pennypacker Mills British Car Day Car Show - Saturday, August 5th, 2006 Pit Crew Meeting #1



The DVC held an initial organizational meeting for its annual Pennypacker Mills British Car day car Show on Saturday, January 12th at the Salford Pub in Harleysville, PA. A really nice turnout as twenty DVC "Pit Crew" members attended and provided some very good feedback from last year's show and brainstormed some really nice concepts for the 2006 car show.



The review of last year's show indicated that some improvements will be needed mainly because the size of the show was larger than previously anticipated and 2006's show is expected to even draw more entrants. Larger and more numerous signage will be acquired to facilitate the entry to registration, car photo and show field. Registration will be moved to more level ground and will utilize two canopies for "pre-registered" and "registration". Sub committees were established

The "Pit Crew" attempting to reach a consensus on what everybody wants to eat and drink! Hey! Is anybody paying attention?

for T-Shirts, Car Photos and Show Field Layout. The awards will be the same as last year's, etched beer mugs of three different sizes. There will be voting changes this year, each marque will get its own class and MG's will be broken down by model. This means a lot of work needs to be done on the layout of the field, the design of the ballot and the ballot counting process. A more expedient means of awarding the trophies needs to be formulated as there will be in excess of thirty trophies awarded. This year's individual car photos will be taken with the mansion as a backdrop prior to registration. Photos of individual cars will be offered for sale via our web site.

Food choices will be broadened to offer a more varied menu and bottled water will be sold from more than one location. All committee members are taking a look at entertainment options in order to more fully utilize the available acreage and provide something more for spectators.

Attending were: Chuck Denlinger, Chuck & Judy Goelz, Lyn & Bobbi Hughes, John & Pat Hunt, Joe & Sharon Lamando, Lee & Liz Niner, Paul & Evonna Phillips, Lew Phillips, Tom & Jaimee Rippert, David Schwab, Brian Straub and Dick & Sandy Suffredini. Afterwards, we enjoyed a nice lunch and of course some even better English beer. The next Pit crew meeting will be on Saturday, February 18th at 11:30 AM at the Train Stop Restaurant on RT 29. Photos: Dick Suffredini. *Lee*



Bob Wagner: "What do you mean I can't eat my ice cream and drink my Bass Ale at the same time! Who wants another pint?"



Pennypacker Mills British Car Day Car Show - Saturday, August 5th, 2006 Pit Crew Meeting #2



The DVC Pit Crew met on Saturday, February 18th 2006 at the Train Stop Restaurant just outside beautiful downtown Schwenksville, PA to further discuss and plan out this year's car show. Dvc'ers attending were Roy & Sue Dougherty, John Hunt, Lee Niner, Paul & Evonna Phillips, Tom Rippert, David Schwab, Brian Straub, Dick Suffredini and Bob Wagner. The DVC, because of such great organization, took care of the usual priorities. A lengthy discussion was had by all on just what beer we were going to order and just how many pitchers we were going to start off with. Those issues being resolved with a consensus agreement to order three pitchers of Yuengling Lager, we moved on to car show business.

Our registration crew of Judy Goelz, Liz Niner, Evonna Phillips and Jaimee Rippert has been increased by three more volunteers: Sue Dougherty, Pat Hunt and Gloria Schwab. This year's registration and check in process will have two canopies, one for pre-registered and one for unregistered drivers to register. Our registration crew is also planning on having a packet stuffing party prior to the car show.

The T-Shirt subcommittee is recommending T-Shirts for guys and "girlie" shirts for the gals. Seems that last year's T-Shirts were not "designer" enough for our female attendees! Oh well, it's a different world we car guys all live in now, girlie shirts? Plans are being made to make car show T-Shirts available at the car show (the first fifty pre-registrations received will get free T-Shirts) and on the DVC web site. Colors and final design are being worked on now. Pit Crew shirts will be similar but different colors.



This is the photo format for this year's car show featuring the Pennypacker Mills Mansion as a backdrop.

This year's photo will feature each participant's car in front of the Pennypacker Mills Mansion. The backdrop with the mansion is really fabulous. Plans are being developed to make the photos available through the DVC web site and they will be available in several different sizes. Trophies will continue to be three different sizes of large glass beer steins with the Pennypacker Mills British Car Day logo etched on them. The DVC believes in giving out practical trophies, you can't very well drink beer out of a pewter plate! There will be voting classes for all the British Marques on this year's ballot. There will be an expanded food and beverage availability from our food vendors, the Lower Frederick Volunteer Ambulance Corps. Best of all, there's going to be a Post Pennypacker Party (henceforth called a P3 Party) at Tom & Jaimee Rippert's home immediately following the car show.

Immediately after the meeting adjourned, we motored over to the actual car show location to do a little bit of on sight surveying to be sure our plans were feasible. They are and the Pit Crew is getting ready to do it again on April 22nd at 11:30 AM when they'll meet at the Pennypacker Mills Historic Site to go over more details and then they'll have lunch once again at the Train Stop. Photo credit: Dick Suffredini *Lee*

Dear Diary: If They're Free, Then They're For Me!

(Excerpts From The Diary of DVC Raconteur David Schwab)

Dear Diary — Well I did it. I read a message on the DVC's Electronic Bulletin Board advising that there were two MGA's that were going to be junked unless somebody took them off the owner's hands. This sounded too good to be true! My red MGA is in need of a complete restoration and I do not have the funds required to buy all the parts to make it road worthy. So I called the owner (Sid) of the two MGA's and he said one was a basket case that was stored outside that he had intended to use as a parts car. The second one was in dry storage and was very restorable until the garage roof caved in on it. I was convinced that what the heck, two free MGA's. I was going to take them off his hands. Sid also requested that I assist him take his garage (or what was left of it) down.



A Tsunami MGA 1600 complete with luggage rack!

Dear Diary — **Day 1 of the "Great Adventure"** What an adventure! We got one rusted hulk up on a trailer not built for cars, and the other clear of the garage we hoped to demolish today. It rained on us and I couldn't get the truck and trailer up the grassy hill (mud by then) and needed assistance to get out to the street. We then proceeded to try to dismember the garage in the rain and it did not wish to be destroyed. At least not today. So the next car will have to wait for the lawn to dry or freeze before we can get it out. Sid can only help on Sundays so next week I'll try to get the right trailer. More excitement to follow no doubt.



Looks to be an MGA 1500 with disk wheels. Deck lid looks decent. Tail light plinths look good also. Wonder what the engine looks like?

Dear Diary Continued.

Dear Diary — Day Two of the "Great Adventure".

Gloria and I backed the trailer up to my four post lift and matched the trailer height and slid the car onto the lift. We had a time of it since the steering was frozen to the right and the tires were flat. We did get them to hold air which helped the operation. The owner must have had an interest in pulling into British Pubs frequently. We lowered the lift and using wheel dollies (borrowed) we rolled the car off and parked it where it will wait for it's friend. After putting it up on jack stands, and cleaning out the leaves and discovering a treasure in rusted parts I was surprised when Gloria

came running to discover the reason for the explosion. One of the aired up tires had blown out with no weight on it. Must have had some age on it. Life is good when there is some excitement to it. More excitement to follow no doubt.



MGA 1600 successfully(?) removed from the collapsed garage. Wonder if the rear bumper is original? Proud owner Dave just can't keep his hands off his newest "diamond in the rough" project.

Dear Diary — Day three of the "Great Adventure". (I took a sick day). I jacked the car up higher for a better look see. The heater core assembly is falling through the firewall, the transmission tunnel I could just push out of the way and I made the small mistake of trying to open one of the doors. It did open, but the closure was not quite so easy. I won't do that again until I remove the glass windscreen first. What a piece of Junk!! It reminds me of the day my Dad's old VCR quit working and I said to the kids... Lets open this thing up and see how they build them! We had parts everywhere and it didn't matter we could not rebuild it again. Kind of like this car. I still haven't found the engine.

Dear Diary — Day four of the "The Great Adventure" really began Saturday afternoon when I began loading the truck after borrowing a "real" car trailer and the skies opened up with the beginning of the monsoons. By three o'clock Sunday morning I was again listening to the rain hitting the porch roof because the gutters could not hold all the water. How am I going to get this car up a grassy hill in the mud? By 8:15 AM I'm on my way to pick up a friend from our church who is very handy with old stuff and was so disappointed when Gloria told him at the Church's Annual Congregational



Dave feasting his eyes on his two finds & Sid wishing that both cars would just disappear forever!

Dear Diary Continued

Meeting that I was picking up an old car and did not ask him along. Bob Detweiler agreed to bring one of his "come-alongs" and a tow rope. I had practically every piece of chain I owned, several

tow straps and two tow ropes of my own. When Dick Suffredini arrived at Sid's home, we all guided the blue A 1600 into position for the long pull up the grass. Three of the four wheels turned on their own, and when I positioned the trailer and pulled out the cable from the winch, it reached the car. Electric machines are so much easier than mechanical ones and before we knew it the car was loaded, all four wheels were turning and we were ready to tackle the garage demolition again by 11:00 AM. We were all thrilled! Using chains, mechanical winches and some well placed pushes, the garage was in a neat pile within (most) of the foundation walls. Sid then told us he had a bid for \$9800.00 for

the same work. And we did it for the fun! There is a bit of cleaning up that he will need to do before planting grass or building the basketball court that his son wants. After putting the blue 1600 up on the lift, (it really

looks like a pile of junk) I kicked out the floorboards, vacuumed out the grass seed that mice had stored on top of the dash and put the car up in the air, I discovered that ignoring the superficial rust, this car may be better than the red one that won the "Diamond In The Rough" Award at last summer's Pennypacker Mills British Car Day Car Show. It may be a candidate for restoration! I must talk to Doctor DVC for a diagnosis ASAP! And just what do you think, what a deal — two cars for the price of none! This is truly a great country!

Photo Credits: Dick Suffredini



Hey, who's steering? Hey, who cares! If it's free then it's for me!



Dave's first "Diamond In The Rough" award at last year's car show!

And just what do you think, what a deal — two cars for the price of none! This is truly a great country!

Two cars for the price of none! Dave

National Public Radio's "Car Talk" Hosts, Tom Maqliozzi's & Ray Maqliozzi's (AKA Click & Clack) & Their Test Drive Notes on: Tommy's 1952 MG TD Roadster

It's official. Tommy is definitely a few sandwiches short of a picnic. Still mourning the death of his 1963 Dodge Dart, he went out and spent \$9,000 for a car. That's \$6,500 more than he has ever paid for a car in his entire, short, miserable life -- and nearly equal to the sum total investment Tom has ever made in vehicles since his young mitts first caressed a steering wheel.



Tommie & Ray's Test Drive Notes On Tommie's 1952 MG TD

Background: The MG TD is a standard transmission, rear-wheel-drive roadster. It represents the state-of-the-art in engine design, transmission, and suspension... for 1952. Which means, what? The engine breaks frequently, it leaks oil almost as fast as it burns gas, and it handles only marginally better than a bathtub. There are no airbags on this car, other than the one behind the wheel, that is. There are no safety belts, no roll bars, no windows, no A pillars, no B pillars — and no roof for that matter. And there're no crumple zones, except for your thorax.

Driving: The driving experience is frightening. So frightening, we recommend you wear brown pants whenever you set foot in this car. Stopping is even more terrifying. The brakes on the MG are only slightly better than putting your feet through the floorboards, a la Fred Flintstone. The top may or may not close and the windshield wipers look like something Thomas Edison could have designed. For all these reasons, we don't recommend driving this car if there's anything more than a 30% chance of rain in the forecast. The engine in the '52 MG TD has 52 horsepower — which, it turns out, is just enough power to make it go fast enough to scare the living daylight out of you. Would it get up to 75? Maybe. But, we've never tried it. When 30 feels like 70, why would you want to try? To counteract the great fear engendered by driving this car, Tommy has devised a simple rule: Never, ever drive the MG on any road built after 1952. The speedometer works nicely, if all you care about is that you're moving. Other than that, it appears to bear no correlation to the actual speed of the vehicle. On the upside, the MG does have a very nice, big steering wheel. Unfortunately, it's not designed to collapse in the event of an accident. In fact, the steering column has many of the design features of a steel spike.

The gear ratio is, well... interesting. We're not sure exactly what first gear is for — but it might be useful if you ever wanted to, say, climb a tree. The MG has a standard suspension — for 1952. It's... how do we put this... buckboard like. If you suffer from hemorrhoids, boils on your tuchus or anything that even hints at posterior pain, stay as far away from this vehicle as humanly possible. The handling of the MG is marvelous — as long as you're not moving. Then again, if you're not moving, you won't be able to turn the steering wheel. Why? Because there's no power steering. On the upside, the MG does have rack and pinion steering, which for its time

Test Drive Continued: was a superb offering — and was a big improvement over the reins and stirrups that were in use a few years earlier. Though not designed for it, the MG has been known to go off road from time to time — to the garage, mostly, where it invariably spends a number of months and sometimes a full season or two. When this happens, wildlife has been known to take up residence, including raccoons, snakes, chipmunks and once, after a recent rainstorm, a family of ducks.

Interior: Let's be perfectly clear about this: There's nothing on this car that's plus or cushy, or could ever be construed as being comfortable. The seats are just a little bit better than sitting on a pile of rocks. The noise level on the inside of the MG is excellent. There's plenty of it! For this reason, we recommend this car only for the profoundly hearing impaired or those with hearing aids that can be turned off. Visibility is excellent. There are no blind spots because there's nothing like a window or a roof to obstruct the view. Or protect you if, say, an errant heat-seeking missile was aimed at the car. There is no heater in the MG. This car was made before heat was even invented, and only a few years after fire was discovered by Piltdown Man. Air conditioning is au naturel. When it comes to comfort, on a scale of 1 to 10, the MG is about a 3; which puts it on a par with driving a tree. It does have one really comfortable feature, though: the sloped armrest. Your arm rests beautifully on the angled support, so you can rest your arm and steer with one hand and imagine yourself comfortably cruising down country roads as the tow truck driver hooks up the winch. Headroom is excellent in the MG. Infinite, in fact. Unfortunately, that's offset by the legroom, which would make a munchkin from the Wizard of Oz cry in pain for more room to stretch out. Shoulder room is nearly none existent, as the MG was built for guys with small shoulders like Rex Harrison or David Niven. Seats are supposed to adjust, though we've never attempted it. Why risk breaking anything else? Storage is nonexistent. There's no trunk. There is a backseat. However, if you own this car, you'll never get to use it, as it'll always be filled up with a case of motor oil. There are no bells and only one whistle — the engine, which whistles loudly. Whenever the engine runs. Which is only on occasion, as you now are beginning to understand.

Ergonomics: Because there are no controls, ergonomics are superb. The few switches that do exist are right where they should be, because there's plenty of room on the dashboard for controls and amenities that will only come decades later. The controls for the windshield wipers are located directly on the wiper motor — an innovative touch. Wipers move at glacial speed. Another interesting feature is the wiper blades themselves, which will never wear out — because they never touch the glass. (In fact, the car still has the original blades!) This is brilliant engineering, in our humble opinion, and we're shocked that the American manufacturers haven't adopted this trick yet.

Styling: Styling may well be the only reason to buy this car. The MG TD has truly classic looks, not unlike early Jaguars and Triumphs. The design is magic. It's elegant and absolutely stylish, with a disproportionately long hood. When we say this car has classic looks, don't get us wrong. We don't mean "classic" as a synonym for "old," such as when we're talking about Tommy. In other words, onlookers won't recoil in horror when this car pulls up at a stoplight.... until they see the driver, that is.

Servicing: There's good news and bad news here. The good news is that the MG is very easy to service and for that we thank God, because the MG needs to be serviced very, very frequently.

Reliability: How reliable is the MG? Here's a simple way to answer that question: It's in the shop more days per year than it's out on the road. One of the unique features of the MG is the starter motor — which locks up once every twenty uses or so. MG never managed to solve this problem, so you have to get out and rock the car back and forth to disengage the pinion gear. We really like this feature. It keeps you in tune with the car, enabling you to spot engine leaks and other problems before they get out of hand.

Overall: What do we like about this car? The fact that it's so unreliable, it keeps you from driving too far. We think that's a good thing, and far too uncommon with today's cars. The MG encourages you to walk, and you won't waste gas either, because you're not going to take this car anywhere you don't positively, absolutely have to go. Who should buy an MG? Anyone with a death wish and too much time on his hands. The only sensible reason to buy this car, as far as we can tell, is because you like the way it looks. Or, more precisely, you like the way you look in it. And how would you know how you look in an MG? The admiring glances, of course! On the occasional day when it actually does run, the sun is out, and you're tootling down Memorial Drive, nothing could be better. And, when your drive is over and you pull into the driveway, you'll also experience a tremendous sense of elation when you get out. Why? Because you lived. *Tommy & Ray (Click & Clack)*

More of Tommy's & Ray's MG TD Thoughts..... Tommy's Total Vehicle Expenses

Tom Magliozzi Vehicle Expenses — 1960 Up To Purchase of TD TOTAL EXPENSE = \$15,700

Tom Magliozzi Vehicular Income — 1961- Present: TOTAL INCOME = \$ 8,675

Net Vehicular Investment, before MG TD: \$ 7,025

Tommy: So, it is true. The MG is more than the net that I've spent on all the 12 cars I've ever owned!

Ray: And what did he get for that amount of money? A car from 1952, no less. Okay, so it was not just any car. He bought his dream car. A 1952 MG TD convertible. And, we have to admit, the TD looks pretty slick. (That won't last, of course. Mark our words, raccoons will be in residence before the year is out.) This week, the lackeys at Car Talk Plaza cornered Tommy and grilled him about his extravagant--and more than a little out of character--acquisition. Here's what he had to say for himself...

Tommy: The MG TD is my dream car. It always has been. I think it must have to do with something that happened in my childhood. Actually, I remember a car at some amusement park that looked like a TD. For a minute, I thought I was attempting to recapture my childhood, but my wife tells me that my childhood is alive and well -- and residing in this old, decrepit body. And besides, you try driving \$500 jalopies for 40 years -- you'd cave in too.

Car Talk Lackeys: How did you find it?

Tommy: It was through cars.com, of course. No? Okay, actually, I did find it on the Internet, though. My brother-in-law Eugene found it. I think he typed in "fool and his money" and Yahoo took him right to the page.

Car Talk Lackeys: Ray told us that the MG leaks gas. It leaks oil. It won't stay in third gear. It doesn't have windows, and it has no heat or defroster. There's no radio, and the windshield wipers operate at "glacial" speed. And, just so we're clear on this, you're telling us that buying this car was a good idea?

Tommy: I never said it was reliable. I said it was my dream car. You're telling me you've never had weird dreams?

Car Talk Lackeys: What are you going to do with the MG in the winter?

Tommy: Actually, it's a good thing we have long winters up here in the great frozen North, because chances are I'll have to spend November through March rebuilding the transmission and engine. Every year.

Car Talk Lackeys: So, exactly what is it about this car that appeals to you?

Tommy: Well, as you know, I'm a pretty basic kind of guy. "Simplicity" and "Basic" are my middle names. And cars don't get much more basic than this. It's got wheels and an engine and that's about it.

Car Talk Lackeys: So, we all want to know: Does Alex get to drive it?

Tommy: Sure -- as soon as Amnesty International finds him and releases him from his basement cell. By that time he will probably be in his 40s and will have had plenty of time to reflect on his misdeeds, so I anticipate he'll be a much better driver



Editor's Note: It is with the kind permission of the Car Talk web site and radio show producers that they have allowed T-Talk to excerpt this wonderful article from their web site and print it for our DVC members only. The Car Talk web site is <www.cartalk.com> and the Car Talk radio show is on NPR in many local stations at 10:00 AM on Saturdays. If you want to see the specific page that this article was taken from go to <www.cartalk.com/content/testdrives/Reviews/mgtd.html>. Thanks also to DVC picture taker, Dick Suffredini for finding the web site. Brother's Tom & Ray would certainly fit right in at a DVC event. Hey Dick, Invite them!

Dr. DVC's thoughts on the Venus / Mars Aspects of Oil Changes

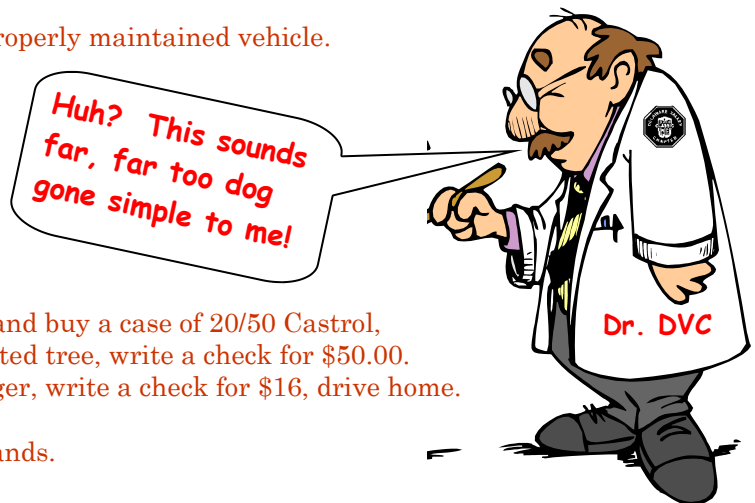
Oil change instructions for Women:

1. Pull up to Jiffy Lube when the mileage reaches 3000 miles since the last oil change.
2. Drink a cup of coffee and read romance novel.
3. 15 minutes later, write a check and leave with a properly maintained vehicle.

Money spent: Oil Change \$20.00
Coffee \$ 1.00
Total \$21.00

Oil change instructions for Men:

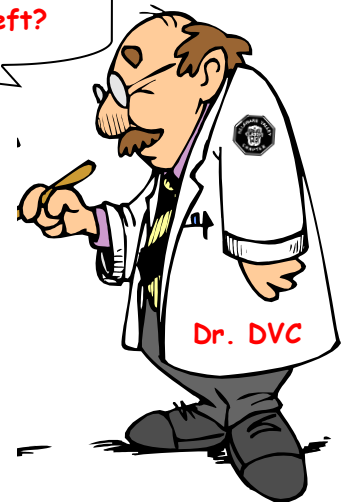
1. Wait until Saturday, drive MG to auto parts store and buy a case of 20/50 Castrol, spin on oil filter, kitty litter, hand cleaner and a scented tree, write a check for \$50.00.
2. Stop by beer store and buy a case of Yeungling Lager, write a check for \$16, drive home.
3. Open a beer and drink it.
4. Jack MG up. Spend 30 minutes looking for jack stands.
5. Find jack stands under kid's pedal car.
6. In frustration, open another beer and drink it.
7. Place drain pan under engine.
8. Look for 9/16 box end wrench.
9. Give up and use crescent wrench.
10. Unscrew drain plug.
11. Drop drain plug in pan of hot oil: splash hot oil on you in process. Cuss.
12. Crawl out from under car to wipe hot oil off of face and arms. Throw kitty litter on spilled oil.
13. Have another beer while watching oil drain.
14. Spend 30 minutes looking for oil filter wrench.
15. Give up; crawl under MG and hammer a screwdriver through oil filter and twist off.
16. Crawl out from under MG with dripping oil filter splashing oil everywhere from holes. Cleverly hide old oil filter among trash in trash can to avoid environmental penalties. Drink a beer.
17. DVC buddy shows up; polish off the remainder of the case of beer with him.
Decide to finish oil change tomorrow so you can go cruising with him in his MG.
18. Sunday: Skip church because "I gotta finish the oil change." Drag pan full of old oil out from underneath ... MG. Cleverly dump oil in hole in back yard instead of taking it back to Pep Boys to recycle.
19. Throw kitty litter on oil spilled during step 18.
20. Drink beer? Can't, drank it all yesterday.
21. Walk to beer store and buy another case of beer.
22. Install new oil filter making sure to apply a thin coat of oil to gasket surface.
23. Dump first quart of fresh oil into engine.
24. Remember drain plug from step 11.
25. Hurry to find drain plug in drain pan.
26. Remember that the used oil is buried in a hole in the back yard, along with drain plug.
27. Drink beer.
28. Shovel out hole and sift oily mud for drain plug. Re-shovel oily dirt into hole. Steal sand from kids sandbox tocleverly cover oily patch of ground and avoid environmental penalties. Wash drain plug in lawnmower gas.
29. Discover that first quart of fresh oil is now on the floor. Throw kitty litter on oil spill.
30. Drink beer.
31. Crawl under MG getting kitty litter into eyes. Wipe eyes with oily rag used to clean drain plug. Slip withstupid crescent wrench tightening drain plug and bang knuckles on frame.
32. Bang head on floorboards in reaction to step 31.
33. Begin cussing fit.
34. Throw stupid crescent wrench.
35. Cuss for additional 10 minutes because wrench hit bowling trophy.
36. Drink beer.



Oil Change Continued

37. Clean up hands and forehead and bandage as required to stop blood flow.
38. Drink beer.
39. Drink beer.
40. Dump in five fresh quarts of oil.
41. Drink beer.
42. Lower MG from jack stands.
43. Accidentally crush remaining case ofnew motor oil.
44. Move MG back to apply more kitty litter to fresh oil spilled during steps 23 - 43.
45. Drink beer.
46. Test drive MG.
47. Get pulled over, arrested for driving under the influence.
48. MG gets impounded.
49. Call loving wife, make bail.
50. 12 hours later, get MG from impound yard.

What the heck, any woman can go to Jiffy Lube but it takes a real car guy to change a MG's oil & filter correctly! Any beer left?



Money spent: Parts \$ 50.00
DUI \$2,500.00
Impound Fee \$ 75.00
Bail \$1,500.00
Beer \$ 32.00
Total -- \$4,157.00

~~Safety last!~~

But, come on guys, in your heart you know the job was done right!

(Editor's Note: Thanks go to Barre Williams for finding this little treasure about oil changes or is it from his personal experiences. We're going to ask Eleanor the next time we see her!)

Why is British Racing Green called British Racing Green?

When and where did the color of British Racing Green originate? Why isn't it called British Racing Red or British Racing Blue or British Racing White? After all, the British Union Jack is red, white and blue. The color of green is not anywhere on the British flag. If we go all the way back to 1902 and the Gordon Bennett Race we'll find the beginnings of an answer to our question. The 1902 Gordon Bennett Race was won by a Selwyn Francis Edge, who happened to be English and was driving an English Napier sports car painted red. This is where the plot thickens so pay attention. Selwyn Francis Edge just so happened to be the first Englishman to win the Gordon Bennett Race. In his honor, the British were entrusted to run the 1903 race. The British authorities being "British" promptly stated that no public roads could be used to run the 1903 Gordon Bennett Race on English roads. Ireland was then asked to run the race. Parliament then quickly passed a special act that allowed certain roads in Ireland to be closed to the public for racing. These roads then became the first closed circuit in auto racing history. So what the heck does all this jibber jabber have to do with British Racing Green? Well, as a compliment to the Irish, all English cars entered in

the 1903 Gordon Bennett Race were painted a dark green. So in some strange way we have Selwyn Francis Edge, British authorities, Parliament and the Irish to thank for British Racing Green. Incidentally, MGB's racing at LeMans and Sebring in the sixties were painted red. The MGA's at LeMans in 1955 were painted BRG while the Sebring MGA

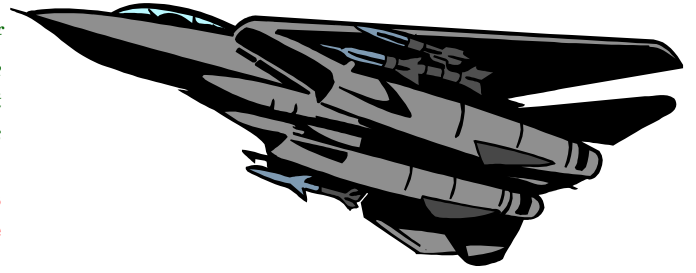


Coupees were painted a shade lighter green. The next time you're at a bar with an MG buddy, armed with this information, you can navigate into a bar bet and come out the winner of a round of drinks. Photo: Dick Suffredini

Lee

If you think driving your MG at 105+ MPH at Watkins Glen is hairy..... Then try flying in a F-14D Tomcat at over 600 MPH!

Editor's Note: Below is an article written by Rick Reilly of Sports Illustrated. He details his experiences when given the opportunity to fly in a F-14D Tomcat. If you aren't laughing out loud by the time you get to "Milk Duds", your sense of humor is broken and you need to get a life. And now on with Rick's story, told in his own words..... Now this message is for America's most famous athletes: Someday you may be invited to fly in the back-seat of one of your country's most powerful fighter jets.



Many of you already have ... John Elway, John Stockton, Tiger Woods to name a few. If you get this opportunity, let me urge you, with the greatest sincerity... Move to Guam. Change your name. Fake your own death! Whatever you do..... Do Not Go!!! I know. The U.S. Navy invited me to try it. I was thrilled. I was pumped. I was toast! I should've known when they told me my pilot would be Chip (Biff) King of Fighter Squadron 213 at Naval Air Station Oceana in Virginia Beach. Whatever you're thinking a Top Gun named Chip (Biff) King looks like, triple it. He's about six-foot, tan, ice-blue eyes, wavy surfer hair, finger-crippling handshake -- the kind of man who wrestles dyspeptic alligators in his leisure time. If you see this man, run the other way. Fast. Biff King was born to fly. His father, Jack King, was for years the voice of NASA missions. ("T-minus 15 seconds and counting ..." Remember?) Chip would charge neighborhood kids a quarter each to hear his dad. Jack would wake up from naps surrounded by nine-year-olds waiting for him to say, "We have a liftoff."

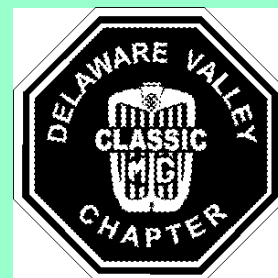
Biff was to fly me in an F-14D Tomcat, a ridiculously powerful \$60 million weapon with nearly as much thrust as weight, not unlike Colin Montgomerie. I was worried about getting airsick, so the night before the flight I asked Biff if there was something I should eat the next morning. "Bananas," he said. "For the potassium?" I asked. "No," Biff said, "because they taste about the same coming up as they do going down."

The next morning, out on the tarmac, I had on my flight suit with my name sewn over the left breast. (No call sign -- like Crash or Sticky or Leadfoot ... but, still, very cool.) I carried my helmet in the crook of my arm, as Biff had instructed. If ever in my life I had a chance to nail Nicole Kidman, this was it. A fighter pilot named Psycho gave me a safety briefing and then fastened me into my ejection seat, which, when employed, would "egress" me out of the plane at such a velocity that I would be immediately knocked unconscious. Just as I was thinking about aborting the flight, the canopy closed over me, and Biff gave the ground crew a thumbs-up. In minutes we were firing nose up at 600 mph. We leveled out and then canopy-rolled over another F-14. Those 20 minutes were the rush of my life. Unfortunately, the ride lasted 80. It was like being on the roller coaster at Six Flags Over Hell. Only without rails. We did barrel rolls, sap rolls, loops, yanks and banks. We dived, rose and dived again, sometimes with a vertical velocity of 10,000 feet per minute. We chased another F-14, and it chased us. We broke the speed of sound. Sea was sky and sky was sea. Flying at 200 feet we did 90-degree turns at 550 mph, creating a G force of 6.5, which is to say I felt as if 6.5 times my body weight was smashing against me, thereby approximating life as Mrs. Colin Montgomerie. And I egressed the bananas. I egressed the pizza from the night before. And the lunch before that. I egressed a box of Milk Duds from the sixth grade. I made Linda Blair look polite. Because of the G's, I was egressing stuff that did not even want to be egressed. I went through not one airsick bag, but two.



Biff said I passed out. Twice. I was coated in sweat. At one point, as we were coming in upside down in a banked curve on a mock bombing target and the G's were flattening me like a tortilla and I was in and out of consciousness, I realized I was the first person in history to throw down. I used to know cool. Cool was Elway throwing a touchdown pass, or Norman making a five-iron bite. But now I really know cool. Cool is guys like Biff, men with cast-iron stomachs and freon nerves. I wouldn't go up there again for Derek Jeter's black book, but I'm glad Biff does every day, and for less a year than a rookie reliever makes in a home stand. A week later, when the spins finally stopped, Biff called. He said he and the other fighter pilots had the perfect call sign for me. Said he'd send it on a patch for my flight suit. What is it? I asked. "Two Bags." *Rick (Two Bags) Reilly*

Additional Editor's Note: I know this article has nothing to do with MG's but what the heck I'm still laughing! Thanks to Geoff Wheatley for forwarding this gem to T-Talk. By the way, for you non-golfing DVC'ers, Colin Montgomerie is a somewhat hefty world famous Scottish golfer!



DVC SPRING TOUR TO HISTORIC LIGONIER, PA

May 19 - 21, 2006

Hosted by: Fischers and Ripperts

Come join the DVC for a 3-day tour to Ligonier, located in the Laurel Highlands of Pennsylvania. A Highlight of the trip will be a tour of Frank Lloyd Wright's famous house "Falling Water." The afternoon will be spent in Ligonier, which has something of interest for everyone: Fort Ligonier, The Compass Inn (a historic stagecoach stop) and shopping.

Make your reservations today. Rooms are limited, so first come, first served.

- Rooms at the Ramada Inn are \$90 +tax per night. If you'd like a room at the Ramada Inn, just let Jaimee know (either by phone or e-mail).

Phone: 610-287-9325 E-mail: ripperts@juno.com

- Or, call Campbell House B&B at 888-238-9812 and tell them you're with the DVC. Rooms are \$100-\$150 +tax per night.

Both are located in the town of Ligonier within walking distance of one another.

We'll meet at the 'Country Kitchen' on Route 29 in Zieglerville at 8:30 a.m. on Friday, May 19th for a prompt departure at 9:00 a.m. We'll be traveling Route 23 through the "Dutch Country" to Route 30, which we'll follow all the way to Ligonier, near Pittsburgh, PA. (If you need directions to the Country Kitchen, give us a call at 610-287-9325).

Admission for Falling Water house tour is \$16.00 per person.

Please RSVP to Ripperts at 610-287-9325 or email ripperts@juno.com.

See You at the Country Kitchen at 8:30 AM on May 19th, Wolfgang, Gudi, Tom & Jaimee

Third Annual DVC-MG Mardi Gras Carnival

Saturday, March 4, 2006



The Mardi Gras festivities began at 5:00pm with members arriving in an array of creative and unique costumes bearing covered dishes of gourmet food and beer that was consumed throughout the evening. Everyone who



came in costume received a set of beads along with another set for bringing food or drinks. Many thanks to all for the tasty selection of food! As is often the case with the arrival of guests, the ghosts of Lakeland Farm stirred in the 1764 fieldstone Farmhouse.



Here's the Mardi Gras Carnival cast of characters. Most original costume went to the "invisible man" sitting in the chair!



While music played in

the background and hors d'oeuvres were consumed, the game room was alive with activity and conversation abounded in the family room and kitchen. Beads were awarded to all who won a game of pool. After an outstanding "Fat Tuesday" buffet was enjoyed by all, the games began.

First, 25 trivia questions ranging from Mardi Gras facts, to MG technical specifications, to Lakeland Farm information, to past DVC-MG events, to performance activities had Sandy and Jaimee running neck and neck for answering correctly and winning beads. Members enjoyed the trivia questions and were not easily stumped, except by the 3 most repeated numbers on the raffle tickets at the DVC-MG Holiday Party. Do you remember? (Hint – 007) During the performance part of the evening, jokes, poems and songs earned beads. The jokes were excellent, as was Dave's song. The ante was upped for the number of sets of beads earned when the shaking of the anatomy commenced.

This year's costumes were imaginative and fun. Walt and Donna were dressed as prisoners in the traditional black and white striped jail house uniform, complete with ball and chain. Chuck



Alright, who came as a DVC cake?

Mardi Gras Carnival Continued

came as a Hawaiian hula dancer with a grass skirt and a plethora of accessories. Lew looked marvelous in his black cape and formal attire. Greg dressed up as "Mr. Mom" with a baby attached to his "milking" breast which squirted unsuspecting

bystanders and Janice dressed as a devil sporting horns and a pitchfork. Barre and Eleanor wore white lab coats with patches galore. Jaimee looked very snappy too. Best male costume went to Chuck with a bottle of cologne, best female costume went to Jaimee with a set of kitchen towels, best couple costume went to Walt and Donna with a box of chocolates, and most beads went to Tom with an x-rated game.



Williams (MG-B).

Thanks to everyone for making the 3rd Annual DVC-MG Mardi Gras party so terrific. We hope to see you all back next year. Photo Credit: Gregg Lake & Janice Wakefield.

Greg Lake and Janice Wakefield



Our Host & Hostess: Gregg Lake & Janice Wakefield

Welcome Aboard New Members

Reg & Jan Byrne, 9 Winding Way, Cape May Court House, NJ 08210 (609)465-7941 '78 MGB

Jim & Diane Sanders, 300 Twinbrook Road, Perkasie, PA 18944 (215)-453-1564 '52 TD

Welcome Aboard Returning Members

**Ira & Donna Spector, 926 Morgan Drive, Yardley, PA 19067-4308 (215)493-8326
'53 TD, '60 MGA & '77 MGB**

Hey, Whatever Happened To Good Old So & So? You Know What's His Face.

As a matter of fact, we'd like to know too! If you happen to run into (no silly, not literally but figuratively) an old DVC member, please invite them to attend one of our events with you. They'd probably like to see us as much as we'd like to see them. In 36 years, the DVC has literally had hundreds of different members, most of whom we believe are still located in the greater Delaware Valley. Go ahead, extend an invitation to good old so & so. Besides seeing what's his or her face again, we'll make a story out of it for all to share.

Don't Forget Driver Maintenance

A Personal Tech Tip by MG Vintage Racer Dave Smith

This is a Tech Tip about a situation that almost all of us have experienced while driving our MGA and did not realize what had happened to us. Have you ever felt drowsiness, irritability, or mild nausea while driving in hot weather? The cause could be hypokalemia or potassium deficiency. Potassium, like sodium, is necessary to life. The body requires about equal amounts of both sodium and potassium. Our typical diet provides much more sodium than is needed, but barely enough potassium. Potassium is found in fruits, vegetables, meats, and dairy products. In other words, foods that we do not usually eat while on the road. Alcoholic and beverages with caffeine are well known diuretics. Ingestion of these beverages lead to increased depletion of your body fluids, and a depletion of potassium. OK, lets see what we have learned so far.

- ◆ We are not 20 something anymore.
- ◆ We eat fast food when on trips. No -bananas at McDonalds.
- ◆ We are social animals, and drink a brew or two, and perhaps coffee to stay sharp while driving.
- ◆ The environment in our beloved MG causes a bit of perspiration, which further depletes our fluid balance.

What to do? The recommended daily allowance of potassium for adults is up to six grams per day. This is to maintain your potassium levels. If your fluid levels are depleted, as discussed earlier, then additional -potassium is needed. If you are in good physical condition and your kidneys and circulatory system are working properly, it is almost impossible to have an excess of potassium. The answer is to find convenient foods to replace this important mineral.

- | | |
|---------------------------|--------|
| ◆ One large banana | 503 mg |
| ◆ Three oz. of lean beef | 300 mg |
| ◆ A half cantaloupe | 680 mg |
| ◆ Ten pitted dates | 520 mg |
| ◆ One orange | 260 mg |
| ◆ One cup orange juice | 500 mg |
| ◆ One large peach | 280 mg |
| ◆ One baked potato | 780 mg |
| ◆ Half cup of raisins | 550 mg |
| ◆ Six oz. of tomato juice | 410 mg |

Just remember that 1000 mg is only one gram when looking at this food chart. You may also look at the various sport drinks

on the market to determine their potassium -content. When taking the Skip Barber Driving School, I learned that the body does not retain fluids quickly or easily. When I know that I will be racing in warm or hot weather, I begin drinking massive and equal amounts of water and sport drink beginning three days prior to the event. At the race track I drink 3-4 gallons of water and sport drink per day to counter the effect of the three layer driving suit. Once you become thirsty, it is not possible to hydrate enough to replenish your body. This is a problem that can be prevented but not cured quickly or easily. The effects of dehydration are similar to hypokalemia. I hope that this article will help you prepare for those MG miles driven in hot weather (*Editor: think MG2006*). Your summer driving experience will be safer and much more fun if you do not get tired or ill while on the road. Photo Credit: Dick Sufredini.

Dave Smith



This is Dave Smith's MGA in the pits at Watkins Glen in 2004. Dave originally wrote this article for MGA! magazine. Sportscar Vintage Racing Association holds several races a year and some are reasonably close by. If you get a chance, attend one of their races, they'll even let you in the pits and let you assist their pit crew.

Ernie & Barbara Feldgus along with Bob & Terri Tiley cordially invite you and your date to attend a....

“1950’s Prom Night Featuring DVC



Cars Under the Stars”

Place To Be Seen: Feldgus’ Barn

6324 Pidcock Creek Road

New Hope, Pa

Time: 5 PM

Date: June 10, 2006

(Rain Date: June 11, 2006)



1950’s Prom Attire Encouraged

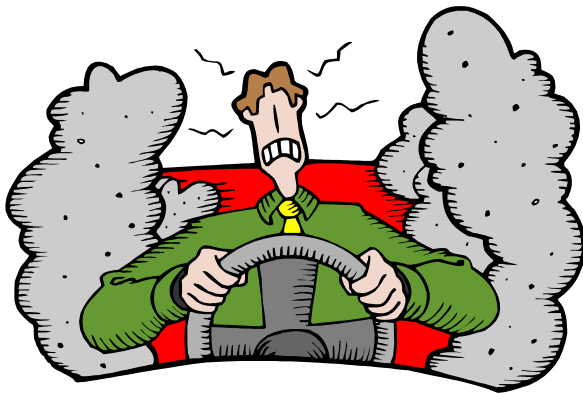
We will be crowning a Duke and Duchess and a Lord and Lady. Please send or bring any photos from a Prom or Formal event you may have attended in the past, especially with your MG.

The 1950’s brought us a post war return to elegance, but also Rock N’ Roll! Elvis, poodle skirts and cars! Ernie Feldgus will be spinning tunes from the past on the vintage Seeberg. Bob Tiley will be chilling the Coca Cola! Bring your favorite story, photo, article of clothing or any blast from the past you wish to share. Put on your dancing shoes, do you hear Johnny Mathis playing?

Please RSVP by June 7th to Terri Tiley 215-355-1992 or Barbara Feldgus 215-598-3133 to coordinate what you can bring. *See you on the 10th, Ernie, Barbara, Bob & Terri*

Exhaust Notes — DVC Registrar Chuck Goelz

From The Database...



I've been reviewing some of the information in the DVC membership database trying to find new ways to retrieve old stuff. So, once again I have some facts to share.

I decided to pull some car details out of the lesser-used fields and collect some details about the cars driven by our 105 dues-current members. After selecting car data for three major vintage categories (from 2006 paid members only), I then eliminated all cars identified as *Not Drivable*. The next step was to count numbers of each color.

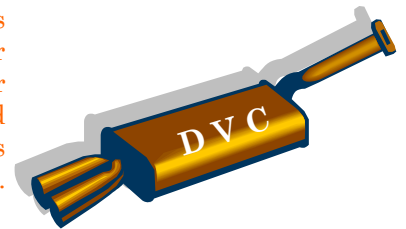
The three categories were T-Types (TA, TB, TC, TD, TD2, Tickford, TF, but NOT TR!!), MGAs (Roadsters, Coupes, and Twin-Cams), and MGB/Midgets (including MGB-GT). Yes, there are some types not covered... Like T-Variants, A-Variants, MGCs. Since their numbers are small the percentage error is acceptable (well, to me at least). I would have been happy to include MGA-Deluxe, if I had been able to find one...

If we had to pick a single car to represent the DVC, it would have to be a Red T-Type. With 53% of the paid members owning Ts, and with 35% of the drivable ones being some shade of red, that would appear to be the dominant combination.

Total MGA ownership is 26% of membership, and MGB/Midget is 49%. The percentages of drivable vs. owned is 80%, 81%, and 88% (older-newer). And regardless of vintage, age, or number of colors offered, Red always wins, followed by white, then green.

Here's a **DVC Trivia** question for you that popped out of my exploration: There is **one** (well, I only found one!) member who has 2 MGs of 2 different vintages each with a color that is **unique** within the DVC membership (paid 2006) for that vintage. Both are colors that were available from the factory in the year that each car was dispatched. Can you name the member, the car types, and the colors? Hint: If you have been reasonably active in attending DVC events over the past several years, you have probably seen both of these cars.

Cheers, Chuck



Reasonable Upholstery Shop Found — Ambler Auto Upholstery

John Hunt sent this note to T-Talk about his experience with a small upholstery shop he found in Ambler, PA. "The shop made my TD tonneau cover for about a third of what Moss wants. I haven't seen a Moss cover but it can't be much better if any than the one she made from the old tonneau sample. She also repaired my "new" top in the box, where a mouse had chewed a 1" hole through it. She replaced an entire panel for \$65. She also made a complete side curtain set for me. They could have been a little bit better but for the money and the fact that nobody sees them much you can't beat the price. The shop is located at 143 Poplar St. behind the old PNC bank on Butler. The woman that runs it is Deloris Moore, 215-646-9604 or 215-643-1089." *John*

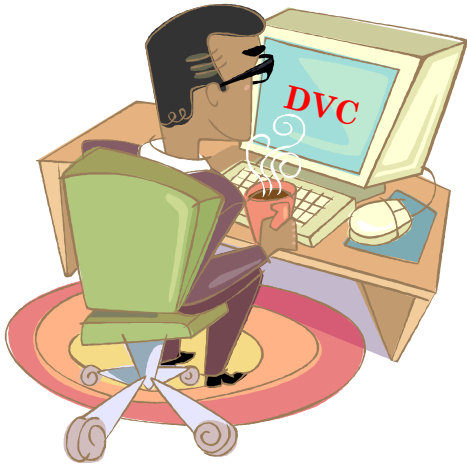
All Aboard For The DVC's Wheels & Whistles Weekend To Scranton

On August 25th to 27th, the DVC will be cruising up to Scranton. Plans have us visiting the Railroad Museum, taking in a ball game and doing some pub crawling. Space is limited, tickets need to be purchased & hotel rooms (\$85/night) need to be blocked. **Please call Pat Cawthorne at 215-672-5289 or Email him at <pcwt@voicenet.com> now to get on board for a wonderful weekend adventure.** If you can't make Friday, the festivities are also designed to have you meet us about noon on Saturday. Please let Pat know now if you plan to attend the Wheels & Whistles Weekend on Friday through Sunday or Saturday through Sunday. *Pat*



Webmaster E-News — Lew Phillips

Taking the web for a ride.....



Ah... finally... the snow has melted and it's time to park the PC and get out the MG. But wait! The ol' webmaster has some tricks up his sleeve. Something to drag you back when it is raining outside, some hints to make getting around www.DVCMG.com easier, AND some plans to follow you out onto the road!

"Something to drag me back to the PC?" Why, yes... For years one of the perks of being a member has been the ability to join in the "member's only" Yahoo! Group. Well, coming soon to a PC near you is a "member's only" DVCMG website section. *"What will be in there?"* The latest copy of T-Talk for one (older ones will be on the regular web site). Possibly a member listing, links to member's favorite sites, car show info, profiles of member's cars... basically, special stuff. Since it is still in the initial stages, now is your chance to help out! What would YOU like to see in there? (Email your suggestions and comments to webmaster@DVCMG.com.)

If you don't mind some electronic saw-dust, you are welcome to check it out as it grows. Just log on at <http://www.DVCMG.com/member>. Of course you will need the electronic secret handshake. When you enter, a 'connect to' window will appear. Use "member" as the User Name, and "knockknock" as the Password (without quote marks of course). Once things get up and running, we'll add a link from the main page and announce the new password via the Yahoo! Group.

"OK, you mentioned some tips..." Sure! You probably noticed the scrolling marquee on the main page and sometimes in the header. Did you know that just by clicking on them, you will be directed to a page about the announcement? There are other short cuts on the site too... Clicking on the club emblem in the header will bring up a site menu in the main window frame (just like the side menu, but expanded and a little bigger). From there you can go anywhere you like, quickly and easily. You can also click on the little MG icon on the side menu to expand all the items there.

Click on 'Events' on the menu and up will pop a listing of club events. Click on the event in the list and get details about it. And now, each event page comes with a "Click for Directions" button! Just click it and get door to door directions to the event! Oh yes, that side menu and the header. Are they too narrow for you, or too wide? Just 'left click grab' the dividing bar and move it to suit.

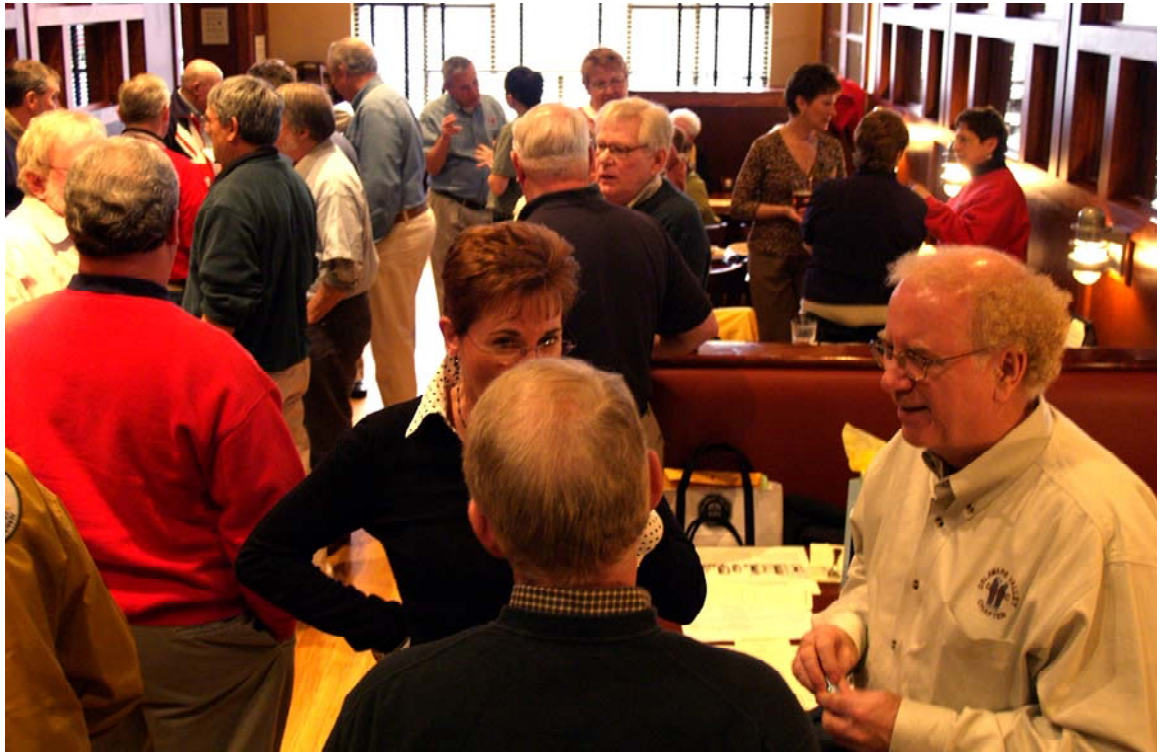
"Great! But just how are you going to follow me out onto the open road?" A few short years ago, that would have been very difficult. But now we have web-enabled phones and WiFi enabled Pocket-PCs and Palm Pilots. So out on the road we go! Now you will be able to use your phone or Pocket-PC to get some info on the club's goings-on. Just aim your browser to <http://www.DVCMG.com/togo> to check on event information and last minute announcements. (Oh, this one is brand new too, so please pardon the dust.) *Till next issue, Lew*



36th Anniversary Party



The DVC held its annual excuse to have a beer party at the beginning of spring at the Iron Hill Brewery & Restaurant located in The Shoppes Of English Village on Bethlehem Pike in North Hills, PA during the afternoon on Saturday, March 25th. In keeping with a long standing DVC tradition of incredibly lousy weather it poured down rain and was unseasonably cold. However, the forty some members of the DVC attending the party soon realized that it was not raining inside the micro-brewery and in fact the more beer they consumed the less they worried about the rain outside but rather where the



DVC'ers doing what they do best: Talk'n MG's and Tast'n beer!

men's room inside the brewery was located. The festivities started off with several different kinds of hot hors d'oeuvres being served that seemed to go quite well with the eight different craft brews available. Many of the attendees elected to go with the beer sampler tray so they could savor a four ounce sample of each beer (hmmm... $4 \text{ oz's} \times 8 = 32 \text{ oz's!}$) before selecting a pint or two of their favorite brew. Lunch was then served and consisted of a soup or salad followed by a sandwich or pizza. Lots of good conversation about MG's, kids, grand kids, MG2006 and upcoming DVC events. After lunch and lots of refills of beer the speeches (mercifully short) and presentations (as usual, quite humorous) began.



Tom Rippert explaining to the DVC's newest member, Reg Byrne that loyalty oaths are no longer required of new members.

Tom Rippert presented a "thank you beer mug" to Mike Maloney for his tenure as DVC Chairman the last two years. Tom will now be assuming the dual responsibilities of event coordinating and directing the operations of the club. What's this you're probably pondering? Was this indeed a bloodless coup d'etat conducted by some misguided pro Rippert faction within the DVC? In actuality the DVC Board of Directors, in a somewhat rather rare stroke of compete unanimity amongst themselves actually had the wherewithal to make a most uncommon shear clear headed decision, whereby they declared that

Anniversary Party Continued. the positions of Chairman and Events Coordinator shall be combined into one all knowing and supreme serene position hence forth to be known as the DVC Supreme Serene Events Coordinator, Inc. In his address to the assembled, bewildered and somewhat mesmerized loyal club members, Tom reiterated his passion about MG's, the DVC, MG boxers and the lost art form of RSVP'g to DVC events. He further promised his ever so faithful camp followers that the taking of a loyalty pledge to him was no longer required by new members. Mercifully, his speech was cut short by the joyous uplifting applause (between gulps of beer) of all those present.

The presentation of *"THE BOOK"* was next on the agenda. Last year's recipient, Lew Phillips, gave a glowing tribute to the powers unleashed to him through the careful and diligent reading of *"THE BOOK"*. Lew stated that after reading *"THE BOOK"* his hair started re-growing on his head, Lucas wiring diagrams made sense, total domestic bliss had been bestowed upon him and he has come to partially understand why some people own Triumphs. Actually, for all you readers out there, the annual presentation of *"THE BOOK"* started in 1973 and has continued uninterrupted till now. Past recipients of *"THE BOOK"* include absolutely no one of any distinction what so ever nor are there any contributor's to any socially redeeming acts to mankind in this less than distinguished list of receiver's of the knowledge of *"THE BOOK"*. So for those two reasons, no mention of them will ever be made as it will not enhance in any way our world. This year's recipients are Paul & Evonna Phillips who are charged with guarding its secrets with their life and somehow cultivating their learning experiences from *"THE BOOK"* through some sort of reverse osmosis or engineering of all the secrets and mysteries within the ancient text.



Lew Phillips passing on *"THE BOOK"* to two other Phillips, Evonna & Paul.

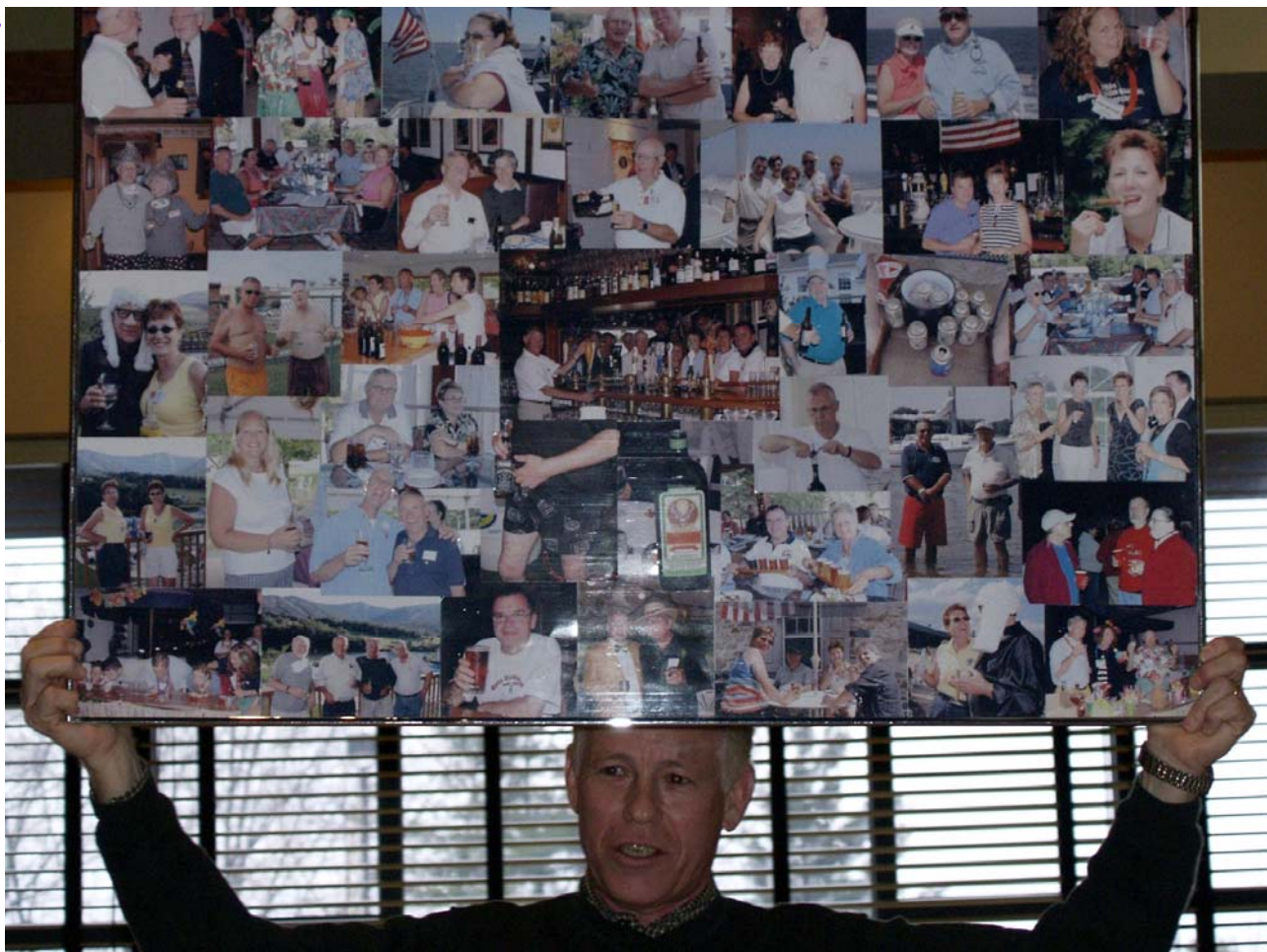
Presentation of the infamous DVC *"O'wards"* by Dick Suffredini to several ever so richly deserving DVC members was the next less than anxiously awaited for item on the afternoon's program . They're called *"Owards"* because the recipient usually exclaims "Oh S_ _ t!" upon receiving one. Dick gave out several minor league honorary *"Owards"* this year. Betsy & Steve Novelli received the *"How To Tour PA In One Day"* Oward for getting hopelessly lost during last year's Hornsby Rallye. Donna Bristol & Walt King received the *"Street Road Tour"* Oward for driving up and down Street Road three times trying to find their way to last November's membership meeting. Joe Lamando received the *"Crap'n Carbs"* Oward for having his SU's go bad right on the show field at last year's Pennypacker Mills Car Show. Chuck Goelz received a *"Get Out Of Jail Free"* Oward for managing to get pulled over by a Maryland State trooper at last year's Eastern Shore tour. Roy Dougherty received a *"Spit'n Ignition"* Oward for his MG continually shutting down electronically on the way to Haper's Ferry, WV last year. There were two major league *"Owards"* given out this year. Chuck Goelz received the *"Hot Under The Bonnet"* Oward for trying to utilize the contents of a light beer can to replenish the contents of his radiator last year up in Vermont while attending the Triathlon. It must be noted that brother Chuck now goes down in the record books as being the only member to receive two *"Owards"* in one year. Way to go Chuck! Dave Schwab received the *"If It's Free Then It's For Me"* Oward for his brilliant and mind boggling efforts at retrieving two MGA's at a net



Chuck Goelz receiving the coveted(?) *"Hot Under The Bonnet"* Oward from Dick Suffredini with Tom Rippert assisting.

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Anniversary Party Continued. financial cost of zero. Receivers of 2006 "*Owards*" now must endure snide comments and the pointing of fingers at them for the next twelve months mainly by DVC members who are thankful that an "*Oward*" was not bestowed upon them. Dick ended his portion of the program by unveiling a large collage of *O'pictures* taken throughout 2005 showing various DVC'ers in less than picture perfect poses. All around DVC nice guy and Drambuie connoisseur Barre Williams somehow managed to appear in almost every picture. Dick then promised (threatened) to make this *O'picture* collage into a yearly institution at the anniversary party.



Dick Suffredini displaying his collage of *O'pictures*. Are you in one of these *O'pictures*? Oh S__t!, I am. Hey, how come Dick is never in any of these *O'pictures* and how come he never receives an *Oward*?

Event organizer Lee Niner next presented a twenty-five dollar gift certificate to long time member Earl (the Pearl) Wanklin III for having the most MG/DVC wearable regalia. Actually it was the same mildewed 70's yellow Nehru jacket with GOF and DVC patches from thirty-some years ago that he continues to wear defying all fashion etiquette even as he is sucked into the new millennium. The MG distance award of a twenty-five dollar gift certificate was presented to Chuck Denlinger for driving his MG the furthest. Chuck claimed that in Alden, Delaware County it was sunny and seventy-five degrees when he left for his one and one half hour trip and if he knew the weather was going to be so crappy in North Hills, Montgomery County he would have stayed home and watched March Madness on TV rather than watching the madness here at the brewery! Our regalia guy, Bob Tiley reported that he managed to sell two of those "stink'n" DVC badges to unsuspecting members. Lastly Liz Niner was thanked for coordinating the arrangements with the brewery, putting up with Lee's temper tantrums and most importantly, paying the bill.

DVC members attending were Reg Byrne, Roy & Sue Dougherty, Chuck Denlinger (TD), Ernie & Barbara Feldgus, Wolfgang Fischer, Chuck & Judy Goelz, John & Pat Hunt, Charles Jost, Greg Lake & Janice Wakefield, Joe Lamando, Lee & Liz Niner (MGB), Ben & Cyndi Nolan, Steve & Betsy Novelli, Lew Phillips & daughter Chris, Paul & Evonna Phillips, Tom & Jaimee Rippert, Mark & Jan Scherbekow, Brian Straub, Dick & Sandy Suffredini, Bob & Terri Tiley, Bob Wagner (MGA Coupe), Barre & Eleanor Williams (MGB) and Earl Wanklin. Missing in action due to ill health were Jim & Marie O'Brien and Margaret Wagner. We missed you and hope to see you soon. Picture credit: Brian Straub. *Lee*