

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  Chapter

Volume 36 Issue 2

1970 - 2006 - Our 36th Year

July, August, September 2006

Inside this issue...

- Pit & Pub
- Burn Baby Burn
- Spring Tour
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T-Talk is the newsletter of the Delaware Valley Classic MG Chapter and is published four times a year, in January, April, July and October. Anyone with an interest in MG automobiles is most cordially invited to join. Dues are \$20 per year per family. Membership inquiries should be sent to the DVC Registrar.

DVC Contributing Columnists

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



So Much To Do & So little Time To Do It

Get ready for the summertime and get ready for some outstanding DVC events. This summer we're going miniature golfing in Limerick, rallying in Chester County, showing our cars in Schwenksville, touring a working railroad museum in Scranton and a tour to Al-

toona. Check out the flyers in T-Talk and figure out what events you're going to attend. You can't lose because no matter which event you attend you get to drive your MG. Besides, all DVC events are tailored to family fun. Heck, last year's Hornsby Rallye was won

by a DVC family in a minivan! Don't forget to RSVP the event host and where required, don't forget to make hotel reservations. Not enough events for you hard core DVC'ers, then check out our website for many other British car events. See you real soon at a DVC event in your MG!



MG Girls for this issue of T-Talk: Sandy Suffredini & Jaimee Rippert

Third Quarter DVC Events — See You There!

<p>July 15th Family Golf/Tour/Picnic Limerick, PA</p>	<p>July 29th Hornsby Rallye & Pool Party Westchester, PA</p>
<p>August 5th Pennypacker Mills Car Show Schwenksville, PA</p>	<p>August 25th — 27th Wheels & Whistles Weekend Scranton, PA</p>
<p>September 10th & 11th — British Car Festival - Altoona, PA</p>	

Points & Plugs — Tom Rippert



I feel pretty good right now – it's the beginning of June and I'm well on my way to having my TD, A, and B all on the road at the same time!! I always ask Jaimee what car she wants to take to an MG event, and for the past two years she went easy on me and said "Maggie" – the MGB – the only one road worthy..... Not so this year, for the Spring tour to Ligonier she wanted to take "Abby" – the MGA - and to Gatlinburg she wants to take "Clipper" – the TD. (Hmmm, do you think there's a "method behind her madness?").....

I had to get busy..... the MGA needed a new water pump, it's an easy job, it's just finding the time to do it, but I did, we had a terrific time in Ligonier and the car ran just great! (Jaimee's happy,

so I'm happy.....) I'm now in the process of finishing up the TD. I

discovered my problem was a fractured rear brake line. The new brake lines are in, the oil is changed, radiator flushed, new antifreeze, all belts and hoses are in good condition, etc. It's always good to go over your MG thoroughly before a long trip, short trips too, it's the key to a successful caravan. Let's see, what's next?? Oh yeah, Maggie needs brakes – what a vicious circle...

We had a caravan of 10 cars traveling to Gatlinburg on June 19th for MG 2006. We really had a wonderful time in the Great Smoky Mountains in our little "TD" – can't think of a better way to travel – in an MG - with a group of DVC friends! Check out the article about our escapades.

By the way, do you know what super event is coming up in August of 2007? Besides the 3rd Annual Pennypacker Mills British Car Day Car Show on August 4th, 2007. It's The British Marque News Triathlon VII

and it's being held August 10th – 12th 2007. This mega event is staged every two years and the next one is being held right in our backyard in the Pocono's. Start putting some moola away now (you'll need about \$500) as this is one event that you just do not want to miss. The DVC traditionally has a very large turnout for this spectacular event, even when we had to drive up to Maine or Massachusetts to attend!

Don't forget our Family Golf Outing / Tour / Picnic on July 15th, our Hornsby Rallye & Swim Party on July 29th, our Pennypacker Mills British Car Day Car Show on August 5th and our Scranton Wheels & Whistles weekender on August 25th – 27th. This is going to be a great DVC summer! Hope to see you at a DVC event this quarter – after all it's summertime – drive MG's!! Safety Fast, *Tom*



From The Pits — Lee Niner



Whew, we're into July already. It's hard to believe that MG 2006 has come and gone. Thanks for sending in those stories, antidotes, jokes and pictures. It sure makes assembling T-Talk a real pleasure to do every quarter. Also, thanks for your Emails and comments to me at events about how much you enjoy getting and reading T-Talk. Your positive feedback is great and also thanks for your ideas on how to make T-Talk even better.

This quarter's DVC MG Girls are Sandy Suffredini and Jaimee Rippert pictured in Tom & Jaimee Rippert's OEW MGA 1600. It's summer time, snap your MG girl in your MG and send it to me.

I get maybe a phone call or two each quarter from Delaware Valley residents that are considering purchasing an MG or they approach me while I'm out in the

MG. The conversation always starts off with "I've always wanted to own an MG" or "We've got the time and financial resources to own the car we had in college" and then slides into "how much should I spend?" or "how do we know if it's mechanically sound?"

At this point I usually suggest that they visit the DVC web site and check out the DVC. I do this for one main reason - club affiliation. For people just getting into the hobby it's usually the difference between a positive MG experience and a negative MG nightmare. It's so important because it's just good common sense to utilize the club's varied membership to learn about and appreciate MG's.

I'm then met with "that's all well and fine but I (we) just want your expertise and we'll join "your" club later". At this point I reply "that

it's been great talking MG's with you, good luck, hope to see you at a DVC event and good bye".

My "expertise and judgment" is given gratis with great pleasure to club members that have taken the time to research the car of their dreams and know exactly what they're getting into. In today's world of instant gratification, impulse buying an old car usually ends up with "those MG's & Lucas electrics are a nightmare" or "it's been sitting there for two years, it just wouldn't start".

In your travels, as you're out driving your MG and that cute 40'ish or 50'ish couple asks you for assistance in purchasing "their dream car", please advise them to save a lot of heartache and time by requesting them to join the DVC. They'll be so much better off and so will you by insuring that our MG's are owned by knowledgeable "temporary owners" with a cadre of club members there to assist *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



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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, July 8th 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.

Car Show Packet Stuffing Party

Come on out to the Salford Pub in Harleysville on Sunday July 30th at 1 PM for our Pennypacker Mills British Car Day Car Show Packet Stuffing Party. The Pit crew will be there but you're invited also. You'll also get first choice of purchasing car show T-shirts if you were not one of the first fifty to pre-register. Besides, it just another excuse to have a DVC Natter n' Noggin. Be sure to drive your MG as we'll sure as heck be out in the parking lot kicking tires after we've stuffed all the car show packets.

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 Abingdon!

DVC Name Tags Just For You!

Yes they're still available! Wow, over 181 have been sold to date. No, it's not to late to order one. Immediately send \$5 (make check out to "DVC") to Liz Niner, PO BOX 510, Creamery, PA 19430-0510. Hey Dude, once you get your name tag, don't forget to wear it to a DVC event. No, they will not serve as an ID when you're stopped for speeding, purchasing a gun or borrowing money to fix your MG but at least we'll know your name!

Electronic Bulletin Board Proving To Be Popular With DIY DVC'ers

Our Electronic Bulletin Board has been getting its share of postings lately. Everything from ignition problems to valve seating issues have been analyzed by the DVC "motor heads". This feature is just one more reason to sign up for the electronic bulletin board. Everything from technical questions of a general nature down to some very specific issues has the DVC guru's sending in their two cents worth. If you're not already participating in the DVC's electronic bulletin board then you're missing out in the fastest growing segment of our club.

Besides motor head stuff, the bulletin board lets members know about cars or parts for sale. It also acts as a general MG forum that lets members communicate between each other on general MG topics. Members like it because of its timeliness and the interaction between DVC members.

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.

	<h2 style="margin: 0;"><u>DVC REGALIA</u></h2> <h3 style="margin: 0;">ORDER FORM</h3> <p style="margin: 0;"><u>(NOTE: MAKE CHECKS PAYABLE TO: "DVC")</u></p>
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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!)	XXXXXXXXXXXXXX
		TOTAL	\$



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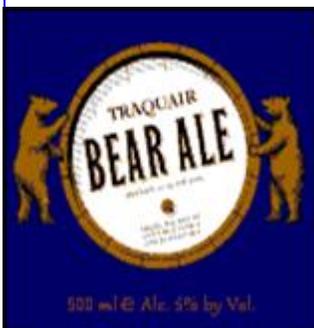


Editor—Lee Niner

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



Traquair House Brewery

Innerleithen, Peeblesshire, Scotland

Bear Ale



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.

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**Triathlon VII
August 10—12
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Form and cheque must be received by the 20th of the month prior to receive the next month's issue.



Pennypacker Mills British Car Day Car Show - Saturday, August 5th, 2006 Pit Crew Meeting #3



Our 3rd planning meeting for the Pennypacker Mills British Car Day Car Show was held on April 22nd at 11:30 AM at the train Stop Restaurant in Schwenksville, PA. All subcommittees were represented and reported progress on major issues such as car show T-Shirts, Pit Crew Shirts, Trophies, Registration, Photo's, Food Vending, Ballot Design, Dash Plaques, Sound System, Signage and Car Show Field Layout. The size of the car show field will be doubled this year which will accommodate the seventeen different classes of British cars to be displayed. Each voting class will have its own ballot box and the ballots will be perforated which will allow participants to easily vote as they view each car class. The first fifty pre registrations will receive free Car Show T-shirts. There will also be the opportunity to purchase T-Shirts and individual photos both at the show and on the DVC web site. There will be fifty-one possible trophies awarded plus awards for Best of Show, Ladies Choice, Diamond in the Rough and Best Attending Club. Trophies will be beautifully etched beer mugs of 34 oz for first place, 24 oz for second place and 16oz for third place. After all, who can drink beer from the usual pewter plate! Dash Plaques have been ordered and will be part of the registration packet. The Pit Crew added some new members, Bill & Linda Boorse and Donna Bristol. Our pit crew now has twenty nine members who are broken down into several sub committees so that no one gets stuck doing "all the work". Preliminary plans call for a registration packet stuffing party on Sunday, July 30th at the Salford Pub. All things considered, everything is on schedule. All subcommittees are committed to making this show a highlight of the summer season for British Car owners. In attendance were Bill Boorse, Chuck Denlinger, John Hunt, Lee Niner, Lew Phillips, Paul & Evonna Phillips, Tom Rippert, Jeff Rose, Dave & Gloria Schwab and Bob Wagner. The next Pit Crew meeting will be on May 27th at 11:30 AM at Pennypacker Mills Estate where we fine tune the "choreography" of getting cars through registration and picture taking and onto the show field after which



Pennypacker Mills British Car Day Car Show - Saturday, August 5th, 2006 Pit Crew Meeting #4



Our 4th planning meeting for the Pennypacker Mills British Car Day Car Show was held on May 27th at 11:30 AM at the show field and later on at the train Stop Restaurant in Schwenksville, PA. Beautiful weather had many of us driving our MG's. We were able meet with the staff at Pennypacker Mills and go over the revised route that will be used this year for both the photo and registration. The staff also agreed with the expanded show field layout. Later on at our luncheon meeting, the various subcommittees reported their progress on car show T-Shirts (ordered, red lettering on white), Pit Crew Shirts (ordered, blue lettering on yellow with pocket and ladies shirts will also have DVC logo), Trophies (55 ordered and Lew Phillips to pick up in July), Registration (packet stuffing



DVC Pit Crew hard at work(?) finalizing the Pennypacker Mills British Car Day Car Show

party on 7/30 at the Salford Pub), Photo's (need order form), Food Vending (expanded menu to include roast beef sandwiches and second location near registration for sale of bottled water), Ballot Design (booklet with tear off ballots for each car class), Dash Plaques (blue lettering on bronze plate — received), Sound System (working), Signage (working) and Car Show Field Layout (grid & placards completed). The size of the car show field will be doubled this year which will accommodate the seventeen different classes of British cars to be displayed. Each voting class will have its own ballot box. Trailer unloading area and trailer parking area designated. The first fifty pre registrations will receive free Car Show T-shirts. There will also be the opportunity to purchase T-Shirts and individual photos both at the show and on the DVC web site. There will be fifty-one possible trophies awarded plus awards for Best of Show, Ladies Choice, Diamond in the Rough and Best Attending Club. Trophies will be beautifully etched beer mugs of 34 oz for first place, 24 oz for second place and 16oz for third place. After all, who can drink beer from the usual pewter plate! In attendance were Donna Bristol, Bill Boorse, Chuck Denlinger, Chuck & Judy Goelz, Lyn & Bobbi Hughes, John Hunt, Lee Niner, Lew Phillips, Paul & Evonna Phillips, David & Gloria Schwab, Dick & Sandy Suffredini and Bob Wagner. The next Pit Crew meeting will be on July 8th at 11:30 AM at Pennypacker Mills Estate on the show field. Picture credit: Brian Straub. *Lee*

DVC Pit & Pub 2006

The Annual tech session had a new flare this year. It was in our new garage with all the amenities including Yuengling Lager on tap. There was a last minute change of the date from Saturday to Sunday. The forecasters were correct for a change; Saturday was a wash out. Sunday dawned and gave us beautiful sunny day MG driving day. Our special Guest Peter Cosmides owner of the Motorcar Garage was able to come on Sunday, which made our plans complete. Dave Schwab was first to arrive (at 7:30) as he was returning from a 2:00 am trip to the New York airport

Chuck Denlinger was second to arrive and brought his TD in the garage



How could you miss Bob & Terri's driveway with this sign!



Let's see, do you use this "racing jack" to change the oil or to check hub cap spin?

to check underneath for any loose bolts holding his new five-speed conversion in place. All was well with the Transmission but while Chuck was underneath the TD, Peter Cosmides checked out the front wheels for any excess play. When the dust covers were removed from the front wheels it was noted that the outer bearing races were not a good fit in the front hubs there was movement between the outer bearing race and the front hub. The Inner races were so tight on the front axle that we could not remove them. TD front bearings are a tight fit on the front axle and require a wheel puller to remove them. I have honed out my bearings to allow a slip fit on the axle to make removal a bit easier. The Ball bearings in the TD front spindle can be replaced with Tapered roller bearings like the MGB. The endplay can be adjusted with shims to obtain the proper endplay. Since we did not have any bearings available to replace the

ones in the TD we did not want to continue in this work for fear of damage to the front end. Chuck is now aware of the problem and will have it looked into.

Tom Rippert brought in his MGB next. Tom and Peter Cosmides went over the breaking system looking for any reason for the low fluid level in the master cylinder. No leaks were found and the low fluid in the master cylinder was attributed to replacement of the Front pads and removal of some fluid when the pistons were forced back into the caliper assembly. Next in was the MGB of Terry Allen from the Motorcar Garage. He had a thumping when on and off the gas on the way to the Tech session. The rear axle nut was loose and needed to be torqued to 160 FT lbs. I had the appropriate torque wrench and we got it done without any problems. A few of the experts looked at Chuck Goetz's top frame and new wood and helped figure out the best method of installing the front seal for the top. Continued on next page.....



Hmmm... Did this plaque fall off the bottom of my MGB or is it part of the floor design?

Pit & Pub Continued. After a few hours of tinkering and the usual chatter we had some pub grub. The bill of fare was meatball sandwiches and hobo beans from Nancy Schmidt's famous recipe. And of course we had a keg of Yuengling Lager to work on as well as some soft drinks from a 50's vintage cooler. We even has napkins and coasters imprinted with Tilley's' Pit & Pub. Donna Bristol was the last to arrive looking for used motor oil to oil her fences. A special thanks to Chuck Goelz for keeping a number in his head that allowed Wolfgang to win the liquid lunch door prize we gave away. A big thanks you to John Hunt for bringing the Bagels.

A special thanks to the folks from the Motorcar Garage in Moorestown, NJ for taking the time to help keep our cars safe on the road. Peter Cosmides, Terry Allen and Ed Sweeney.

A newer DVC tradition was kept alive as the George Melick Memorial Plaque was placed on the garage floor to symbolically show that he was with us in spirit. George Melick's garage out in Harleysville was the site of DVC Tech Sessions during much of the 1990's. George was famous for his cold coffee, extremely dry wit and his totally unselfish attitude toward assisting DVC'ers through technical problems.

In attendance were David Schwab, Peter Cosmides 74 1/2 MGBGT, Ed Sweeney 1968 MGBGT, Charles Jost, Chuck Denlinger 53 MGTD, John Hunt, Dick Suffredini, Don Short MGTF, Terry Allen 74 MGB, Lyn Hughes & Chuck Goelz MGA, Wolfgang Fischer, & Tom Rippert MGB, Ernie Feldgus, Bob Wagner MGA coupe, Dick Comely & Jim Comely, Donna Bristol. Photo credit: Bob & Terri Tiley



**The George Melick Memorial
Tech Session Plaque**

Look into my beer mug!



Safety fast, Bob

Exhaust Notes — DVC Registrar Chuck Goelz

Here's a good article on Bleeding Your Clutch Hydraulic System by Norman Nock, owner of a west coast restoration and repair shop "British Car Specialists". This article is being reprinted from the Sacramento Valley MG Club Web Page. *Chuck*

We have received many calls from owners of British cars who have rebuilt their clutch hydraulic system, replaced the slave cylinder hose, or even the whole system, and still had a very soft pedal that would not release the clutch sufficiently to allow silent engagement of first gear. Eventually they had their British car specialist fix it. What did he do that they didn't? He correctly bled the hydraulic system.

The reason to bleed any hydraulic system is to remove all the air bubbles from the system. Liquids, such as brake/clutch fluid, for all intents and purposes, are not compressible. However, if there is air in the system, it will compress or become smaller, when the pedal is pressed. The pedal will feel soft, moving without moving the piston in the slave cylinder enough to allow release of the clutch disc.

Where is the air in the system and how do we get it out? Air in the hydraulic system will always go to the highest point. In this case, it would be stuck in the highest point of the pipe between the master cylinder and the slave cylinder. Bleed the hydraulic system in the usual way with a hose fitted to the bleed screw on the slave cylinder and immersed in brake fluid in a clean container.

After you have moved about half pint of Girling brake fluid (do not use anything else) through the system, release the clutch pedal. Then close the bleed screw and use the rod on the front of the slave cylinder to push the piston back into the cylinder. This will cause the bubbles in the highest point of the pipe to be pushed back into the master cylinder and out of your hydraulic system into the atmosphere. Wait a few seconds. You should now have a firm pedal. If not, push the slave cylinder piston back into the body without bleeding the system again.

Norman Nock

Welcome Aboard New Members

Frank & Judith Young - Levittown, PA — 215-943-1070 — '73 MGB Roadster

Jeremy & Caitlyn Martin — Wilmington, DE — 310-351-8348 — '53 MGTD Roadster

For Sale:

1958 MG Midgette Varitone 4 Door Sedan. Older restoration but still in beautiful condition. Maintained by me for the last ten years. A very unique MG. Probably one of only 300 left in the U.S. Go to <http://msnusers.com/zbm1958> for pictures and also shown at the right is the car at last year's Pennypacker Mills British Car Day. \$12,000 OBO. Jeff Rose





Webmaster E-News – Lew Phillips

Story time... Lessons learned

With less than a month to go before the Big Day, my daughter gets a text message to her phone. “That’s odd,” she thinks, “an alert from my bank.” She reads, “blah, blah, blah... your account ending in 1234 now has a balance of less than \$200.”

“NO WAY!!!” she yells. “That account has the money to pay for the wedding stuff in it!!! No way it can be less than 200 bucks!!!” Off she goes (in a hurry) to check the balance. Sure enough, it shows only enough left for dinner at the Golden Arches. (Next step is obvious.) She grabs her phone and calls me. Between the tears, I hear... “Dad...all my money is gone!”

“Calm down... what did you say?”, I asked. “All the money in my checking account is gone! My wedding money is gone!!!”, she cried. “Deep breath... just what do you mean by ‘it is all gone?’”, I asked. “Somebody stole it. There is only about \$20 left in it and a whole lot of transactions for \$25 to \$45 dollars that I DIDN’T MAKE!!! WHAT DO I DO?!!!!”, came the reply. I stopped what I was doing and logged onto the bank website. (Thankfully, it is linked so I have access.) Sure enough, the cupboard was bare. My screen was full of little transactions to one of two places. Not enough that one of them would cause a red flag, but there were LOTS of them over the past 2-3 weeks. Together, they drained her dry!

“OK,” I said as calmly as possible, “get in your car **NOW** and get down to the bank. Close this account immediately and they will help you get this straightened out. The bank’s insurance will cover it. It may take a while to get your money back, but you’ll get it. And if you need it soon, your insurance with the Bank of Dad will give you a loan. It will be alright. Now calm down, take a deep breath, and take care of it. You can do it!” Long story short... she went down, they cleared it up, and expedited the recovery (almost all the funds were back in two weeks!). She is back on track... with a BIG lesson learned.

OK, nice story and we’re glad it has a happy ending, but what does this have to do with the web and computers? Well, actually quite a lot. Let’s take a look at the ‘lessons learned’ and see how they hook to technology.

- **Be careful when shopping on-line.** – Laura does a lot of shopping on-line because it saves time and money. She uses the credit card number that hooks directly to her checking. That is probably how the thief got the card number (and how they will get caught!). **When shopping on-line, use a separate credit card that links to an account that will go dead if drained. Then control how much is in there.** – With the exception of about \$150 in ‘limbo transactions’, her account dried up when it hit bottom. Watch out that it isn’t hooked to another account or overdraft-protection. If it is, it will drain both accounts or get you into debt for a couple of grand before it finally locks up.
- **Only use your ‘normal’ checking account for trusted payees (like car loans, mortgage, plumber, etc.).** – That way, if your on-line account is compromised, the checks you used to pay everyday bills will still be good.
- **Hook up with your bank’s on-line account viewing.** – Then, with a few clicks of the mouse, you can check that the account activity is valid (especially between statements!).
- **Set up account alerts.** – Your bank can automatically email you (and/or text to your phone) when certain activities occur. You will know immediately if your account is above or below a certain limit, or if a transaction above a certain amount was made. (That is what tipped Laura off! Without that warning, she wouldn’t have known about it until she got the next statement – due three weeks later!) Oh yes, if you have kids in college or just starting to work with bank accounts, it can be set to alert both of you!



*Till next
issue, Lew*



For Sale

Pair of MGB Carburetors AUD 278. New, used only to start car. Pair for \$300. Chuck Daniels 610-278-1164 or Email: crdaniels@netzero.net



12th Annual British Car Owner's Ice Cream Social

Saturday, July 22nd, 6PM to 9PM at 5 Points Custard Stand, RT. 540 & RT. 557 in East Vineland, NJ.
Take a drive to the jersey Country side. Information: Rob @ 856-692-2335 or www.bmcjsj.org

Check This Out

The current issue of MGB Driver has a great shot of last year's Pennypacker Mills British Car Day Car Show headquarters tent complete with the DVC banners on page 10. Thank you Robert Rushing, editor for selecting and using the picture.

Email Jerome

If you're a member of NAMGBR, Jerome Rosenberger is requesting that you Email him at mgbsecretary@octagonfarm.com now. He is updating NAMGBR's data base and needs to know: your name and your club affiliation (DVC). Please see his article in the current issue of MGB Driver. Take a moment and Email Jerome, it's important to him and to the DVC.

Forge & Furnace Tour

Absolutely beautiful weather made our DVC spring tour a real delight. The 10 AM starting time had many of us leaving a bit early to get out to the Pottstown home of Dave & Gloria Schwab, our hosts for the event. Just the mere fact that we found the starting point gave us all confidence that the tour should be no problem at all. Only one technical problem and that was Chuck Denlinger who suffered a minor problem with his TD's clutch linkage (after all, that's why you carry baling wire, isn't it?) After a driver's meeting (actually a navigator's meeting!) where the three pages of detailed instructions were reviewed and questions answered, we were off on a pleasant forty mile rallye of sorts. Seems as though all of us elected the Rippert's to lead and the rest of us just followed along and enjoyed the views.

Terrific back country roads took us through 19th century small towns that were part of America's industrial revolution. We saw the remnants of early forges and furnaces along with the mansions of these early American industrialists. As we drove on into the countryside the spring time temperatures



Dave's MGA 1600 work in progress sporting a new Le Mans Racing Grille and special Lucas high speed light units



For Sale—MGA 1500 front end—Cheap at any price!

warmed up the air and this just made the day that more enjoyable. Our caravan passed by homeowners putting in flower beds, doing spring time chores and changing over winter storm windows to screens. We knew we were out in the country when coming upon a stop sign, other motorists waved and let us proceed as a group. It was just that kind of day.

As we ended the tour back at the Schwabs, we were given a tour of an auto restorer / hot rod maker close by. No British cars but we saw an '65 Mustang and a '55 Chevy undergoing ground up restorations. There were also several \$100K+ hot rods in various stages of assembly. Oh well, it's only money! The shop's owner stated that this year muscle cars are running neck and neck with hot rods for popularity and owner's with money are no problem.

Meanwhile back at the Schwab's, we got a tour of Dave's toy box, that is his garage complete with a lift and enough tools to do

Forge & Furnace Tour Continued. just about anything you need to do to take care of our LBC's. His collection of "cars in restoration" was also on view. There was a MGA 1600 and the front end of a MGA 1500 which Dave had recently retrieved from a demolished garage (see the last issue of T-Talk) and his most recent acquisition, a MGTD. His other cars, MGTD, MGA and MGB were also there amongst the many helves of disassembled spares.

Interestingly, Dave's latest acquisition, a '52 TD was displayed on his rack. He just recently purchased this car from DVC advertiser, Lou Ottaviano of Lindley Restorations Ltd out in Pottstown. The TD is quite interesting—it is basically all there with sheet metal and wood in fair to good condition. Dave drove this car home on period bias ply whitewalls. Lou had rebuilt the carbs as part of the deal. The car's NEMGTR member's plate carried a number of 330 which indicates this TD "joined" the register in about 1965 or 1966. There were also 1970's sales or-



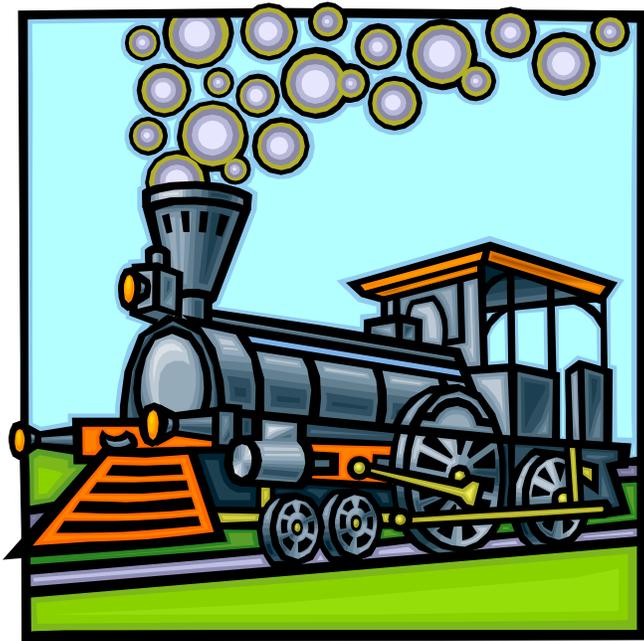
"Well, worst casing it — you can covert it to a beer cooler!"



Dave's latest treasure — a '52 TD — check out the 60's checkered radiator design!

ders from M & G Vintage Auto, a period New Jersey parts firm.

Later on we adjourned to the back porch and enjoyed a great lunch and even better conversation. DVC'ers attending were: Bill & Linda Boorse (MGA coupe), Chuck Denlinger (TD), Ernie Feldgus, Rocko Grillo (MGB), Jerry Keller, Lee & Liz Niner (MGB), Ben & Cyndi Nolan, Jim Oaks, Lew Phillips (MGB), Paul & Evonna Phillips (MG Midget), Tom & Jaimme Rippert (MGB), Jeff Rose (Jag XK120), Jim & Diane Sanders (TD), Fred Van Ryn (Jag XKE coupe), Brian Straub, Bob Tiley (TD), Bill Webb (MGB) and Lee Wesner. Thanks go to Dave and Gloria Schwab for planning a wonderful tour, arranging the car restoration shop tour, displaying their MG collection and for great food and spirits. The ride home was a glorious way to end a totally wonderful MG day. Photos by Brian Straub. *Lee*



**All Aboard For The DVC
Wheels & Whistles
Weekend Tour To The
Steamtown National Historic
Site In Scranton, PA
August 25, 26 & 27**

All aboard for the DVC's late summer tour as we head northward through the Pocono Mountains and onto the Steamtown National Historic Site. We'll depart on Friday, 8/25 for a nice scenic drive up to the Station Hotel in downtown Scranton. We'll pause for a leisurely lunch on the way. After checking into our hotel, which happens to be built in the old Lackawanna Railroad Station and is just beautiful, we'll meet up at the pool or christen the DVC hospitality room and then plan out our dinner.

Saturday, after breakfast, we'll walk over to Steamtown and begin exploring this national museum dedicated to the preservation of rail travel through the steam era. There are various tours available, my favorite is the tour of the locomotive shop. Opens at 9 AM closes at 5 PM, admission is \$6.00, including a steam excursion trip. The historic site will take the better part of the day if you're into trains or you can meander into town to explore if you're not! There are several **BIG** locomotives on display. Lots more on display in the rebuilt roundhouse. Lots of shopping (yuck!) at the mall next door, with other shops and restaurants around town. When you can't handle any more trains or shopping, we'll gather back to the hotel for cocktails and an early dinner. Then, it's "Take me Out To The Ballgame", DVC style, as we motor on over to take in a 7 PM Scranton/Wilkes-Barre Red Barons ballgame against Buffalo or you can "do some more of the town". After the game, we'll open up the DVC hospitality room!

Sunday, it's back to DVC land after breakfast. We'll stop for lunch if you want to.

Can't make the Friday departure, then you can drive up Saturday morning and join us at Steamtown and spend Saturday night at the hotel or drive back.



Fifteen Rooms have been reserved at the Station Hotel under the Delaware Valley Classic MG name. The price is \$109 and you must call 570-342-8300 to make reservations before July 20 to get the \$109 price. *First come first serve.*

We're departing on Friday, August 25th at 10 AM from the parking lot "under" the Giant/Lowes sign located on RT 309 at the shopping center at south end of Quakertown. DVC'ers departing on Saturday can meet at 7 AM at the same location. If you are planning to come, give me (Pat Cawthorne) a call at 215-672-5289 or email me at pcwt@voicenet.com. So I can make a cell phone directory of participants and arrange for baseball tickets. If it looks like we'll need more rooms I'll see if they will reserve more. *See you on Aug 25th, Pat*



Geoff Wheatley's Penny Farthing Thoughts....

Brooklands, the First Modern Race Track in the World.

Britain has produced some of the most sensational motor cars in the world, cars that have sold throughout the globe including of course the United States where the MG Marquee has become a household word in company with the Rolls Royce and the Jaguar. Sadly this illustrious history has now virtually disappeared the result of poor management and government bureaucracy. The major Motor manufactures of the world have picked over the bones of the once prosperous British Auto industry and salvaged the Rolls, the Jaguar, the Land Rover and of course the ever famous Mini.

Strange to report Britain was one of the last European countries to have a motor industry. The first recorded motor vehicle to be produced in the United Kingdom was the Arnold Benz, which was a combination of the German Benz 1.5 lire power unit and the Arnold carriage company. About fifteen cars were produced over a two year period, 1896 to 1898, twelve were sold the others went to pay off debts when the company went out of business. At the same time the German Daimler Motor company opened a factory in Britain to produce Daimler vehicles under license. This was successful and about twenty expensive cars were produced each year until the turn of the century. Later Daimler combined with Benz to create the famous Daimler Benz. In 1898 another motor company appeared, this time a totally British venture. The Arrol-Johnston Dog Cart, made in Glasgow, Scotland. In reality this was a compact style of horse carriage with two rows of seats placed back to back and a two cylinder power unit driving a chain to the rear wheels. When compared with the powerful vehicles being produced in Germany, France Italy and America, this was a very poor relative and of course had a limited life span being superceded in 1904 by a more conventional vehicle from the same stable that lasted into the 1920's.

Why was Britain so far behind its neighbors across the English Channel and the USA? Simple answer the Government of the day who decided that these devices were a danger to public health and limb so they first tried to ban imports which did not succeed, then they imposed a speed limit of four miles an hour on all motor vehicles. This figure was selected by a special House of Commons Committee in 1889 when a few European vehicles continued to be imported into the United Kingdom by the wealthy sporting fraternity. Four miles an hour was the recognized speed limit of a horse drawn wagon so to be fair to all concerned, including the wagon owners, four miles an hour was the order of the day. Almost at the same time the European manufactures were supporting road races with average speeds of thirty and even forty miles per hour, run on city and country roads with money prizes to the winners. Distances like Paris, France to Milan, Italy were the order of the day as early as 1895, yet in Britain the only way you could drive your imported car was with a man in front with a red flag, at four miles an hour. If a British owner wanted to race his vehicle he was forced to travel to Europe where he seldom won anything because the opportunity to practice did not exist at home. Two British names stand out during this period, Charles Jarrott and S.F. Edge who would race abroad without much success but were still determined to have a British vehicle represented. (Note these names as they are important in this review just a few years later.) The situation in Britain was not improved by the 1903 Paris to Madrid race where spectators were killed when two cars drove into the crowds lined along the highway. A few hours later another car missed a bend and went into a group of school children killing most of them. The British media had a heyday with headlines like "No Killer Cars On Our Roads". The government continued to view the motor vehicle as a public danger to be strictly controlled and certainly banned any form of racing on public highways. However, under pressure from special interests groups they did raise the speed limit to twelve miles an hour and to twenty in 1908. (The latter because the King had decided that motoring was a nice way to enjoy an afternoon and in consequence most of Britain's high society joined him by purchasing a motor car.)

The first recorded long distant car event was in 1904, a run (not a race), from London to Edinburgh staged by the British Auto Club. Charles Jarrott was caught in a police speed trap at 15 miles an hour. He was fined the sum of twenty pounds and warned that any further attempts at reckless driving would land him in prison. Just four years later driving in the Kings Motor Cup Rally Jarrott averaged a speed of thirty miles per hour, took the Kings Cup, and became a national hero. However, he was fined for exceeding the speed limit by a county magistrate who read the report of his success in his local newspaper. Such are the winds of fate!

Among the early devotees of the motor car was H.F. Locke King a successful international builder and owner of an English estate near Weybridge in the county of Surrey. A sleepy little village of about 200 inhabitants most of

Brooklands Continued. whom were enjoying the rural life of England with no idea of the delights of the motor car or its future impact on their domain. Locke King was extremely well heeled from his many building activities within the British Empire. His great claim to fame was the Mena House Hotel near Cairo, a famous spot to visit on your world tour! *In September 1905 he took his 70 H.P Italia motor car across Italy to attend the famous road race at Brescia , Italy.* Regretfully, due to mechanical problems they arrived to find the race over and that evening in the inn where they were staying they heard the local Italians praising the driving skills of their countrymen and laughing at the attempts of the two British entrants Mr. Jarrett and Mr. Edge who virtually came last in the race due to mechanical problems. Locke King bit his lip and said nothing but the next day set off to return to Briton and to visit the secretary of the now re-named Royal Automobile Club that boasted the Royal Monarch as its patron. The secretary, Mr. Julian Orde, had given a interview to the London Mail a few weeks earlier saying that the Britain needed a circular track to be built to encourage British motorists to train and become part of the European motor fraternity. Locke King had the land to build such a location and with a little help from the RAC and of course it's Patron, the means to raise the money for such a venture was assured. Orde promised to contact a few people who were now part of the exclusive band of wealthy Motor Enthusiasts and to mention the idea to the King who might be persuaded to give the project the nod of royal approval. In reality no such "nod" came but a wink was certainly given and within a matter of weeks a committee was formed who undertook to fund the project to the tune of one hundred thousand pounds. About three million in today's currency. The committee decided that the track should be flat and not wider than twenty feet with a speed limit of sixty miles an hour. The business design was given to Colonel Holden, the man credited with designing the first motor bicycle. (This claim may be disputed or could mean in the United Kingdom.) Either way he was quite an engineer and saw the need for a more dramatic course to test and try out cars. He pointed out that to achieve any real race environment banking should be included in the design. He went on to say that this banking should be at least twenty to twenty eight feet high. Such an idea had never been tried before and the construction was a challenge to any civil engineer.

In the late 1890's an American race fan had proposed building such a track but the whole idea was rejected as being both dangerous and expensive. In France a similar proposal had been thrown out for much the same reasons. So in the sleepy village of Weybridge just a few miles from the City of London, history was to be made. But not without conflict and cost. By the spring of 1906 contracts had been signed and work was due to commence on a unique motor track that would be three miles long , oval shaped, with banked curves set at a radii of 1,000 and 1,500 feet. The finishing straight was a full kilometer and the whole structure to be made of reinforced concrete. There would also be grandstands for thirty thousand people and the whole venture to be named after Locke King's successful race horse "Brooklands". Obviously the original estimate of one hundred thousand pounds was now inadequate, the figure expanded by another fifty thousand with an open end just in case the estimates were wrong. Locke King guaranteed this extra expenditure which in reality represented his entire fortune. A brave step for a man who simply liked driving a motor car!

Within a couple of weeks an army of builders and all the other people connected with construction descended on Weybridge. Machines designed to move mountains were brought by new railway lines laid across the green meadows and bluebell woods surrounding the small community. It was without doubt a major invasion of the modern world. Fifteen hundred men and their followers descended on the village and soon founded a colony almost ten times as big as Weybridge!.. The first problem was where to house these people as there was no accommodation available in the village. Some slept under trees in the woods, others in the church yard with gravestones as pillows. Makeshift huts of corrugated iron sprung up for the laborers while the artisans sported tents of various design. The village was outraged by this intrusion especially as the sanitation arrangements were, to say the least, primitive! The roadside became the general toilet for the workers and it was even recorded at a village meeting that many private gardens served the same purpose. The only person who was happy about the situation was the owner of the Village pub, the "Hand and Spear" who squeezed over two hundred workers through his twelve by fourteen foot bar every night including Sunday!

Law and order was another problem. Weybridge did not have a village police station in fact it only had part time cop who now had the task of trying to keep order over fifteen hundred workers. A cry for help went out from the village population that was soon picked up by the national press. One reporter stated that he had visited the village to find drunkenness, vice and even smallpox. Quote; I visited the motor rack and found 18 crude shelters in which 80 or more men and occasionally a few women slept every night. The fortunate ones had a plank but the majority slept on the ground Food was usually uncooked and fresh water a luxury." The local Medical Officer of Health ordered several of the huts to be removed or even burnt down which simply added to the problems.

On top of all that the village claimed that a PUBLIC WALK OF WAY existed on land that the race track occupied. A historical trace was ordered by the local magistrate as the claim exceeded the statute 100 years of common use.

Brooklands Continued. It was accepted that there was a common way that had been used by the locals across Locke Kings estate that did touch the proposed race course. However, the claim was that this had existed for over a thousand years and that Benedictine monks had used this right of way when there was a monastery on the land was rejected.

The two local councils became involved with the debate and even threatened legal action against Locke King on the grounds that this was a public free way maintained by their work staff. This was not quite true, in fact nothing had been done to the free way for years and most people did not even know of its existence. In the end Locke King came to an arrangement that a new right of way would be donated on his estate and maintained by his staff. That was the end of the issue. Before the dust had settled over the free way one of the workmen found a hoard of Roman coins which by law belonged to the crown.

The finder and the owner of the land where the coins were found could claim "Treasure Rights", but for reasons that are not clear neither the finder nor Locke King did this.

However, this did prompt a claim by the village that there could be a Roman Villa located on the estate and that all work should stop until excavations to find the villa were completed. Again this issue went to court and was deferred for expert advice. None was ever obtained and the notice of work stoppage was lifted, in fact it never was applied in any real sense by the local court and construction continued throughout the proceedings. The fact that no one contested a share of the Roman treasure which went to the British Treasury may well have helped to quash the legal claim re a Roman villa!

By June the workmen had completed the heavy construction. When they arrived they had found a peaceful district covered with wild flowers and country woods. When they departed they left behind the first banked motor track in the world, with a circuit of three miles and a width of over a hundred feet. To achieve this they had laid seven miles of new railway track, and used a total of twenty five thousand sleepers. This was removed when the crews left and no one seems to know where either the track or the fifteen hundred workers relocated. They just seemed to fade away like old soldiers!

Only one problem remained, the soil on which the track was built was mostly sand or light earth, this condition being enhanced by the removal of the tress. It was liable to subside and / or leave depressions on the surface of the track. On top of that the river "Wey", ran through the center of the course and then turned back on its self and crossed the finishing straight. To get the track over this was an engineering miracle. The French company "Hennebique" was, at that time, the worlds leading producers of ferroconcrete. They were also superb engineers and created a structure of concrete piles sunk into the river which in turn supported a seven inch thickness of concrete which in turn supported the actual track that was reinforced with steel and iron. From the outside looking at the track from the banks of the river the structure looked a little frail but in reality it was as good as a solid base of bricks and mortar, perhaps even better. (Many years later during the second world war when it was decided to break up the track in case the German bombers used it as a guide to London, this section was the most difficult to demolish!)

The next confrontation took place between Colonel Holden and the committee who wanted to know how fast a car could or should travel on the new track. Holden said he did not know. Sixty was the mean figure for the center line but at the top of the banked track it could be one hundred and twenty! Of course all of this was quite wrong as the real performance depends on the ability of the driver, the way the tires would stick to the floor, the difference between the various radius of each curve etc.

The next task was to sell the idea of Brooklands to the public and it was decided that the best approach was to promote the whole idea of a day at the motor races as a new English sport like going to the horse track with the family, a picnic basket and folding chairs. Horse racing was at its peak at this time, an average race card at an average track would get as many as fifty thousand people some with their own box, others in the Club House and the vast majority on the grounds of the course with deck chairs, hampers, crates of beer and all the other necessities for a good days outing. It was also indicated that motor cars would be raced on exactly the same principles as horses, with all the same rules and regulations.

The track committee was packed with famous names from the turf, as it was recognized by the Brooklands owners that such names would be like magnets to the crowds. The President was Lord Lonsdale who was known throughout Europe as the patron of the noble sport of Boxing. He also had a fine stable of horses that had won many races both sides of the Atlantic. The "Board Gentlemen of the Jockey Club", were also included which meant that Huge Owen the national starter was on the committee. This proved to be a very wise move, more on that later! As ex-

Brooklands Continued. expected the committee borrowed the vernacular of the Turf and the procedure. All cars were to be weighed, drivers to wear owners colors, winners to receive silver plates and large sums of prize money. The only thing missing was a recorded history of the pedigree of each car and I am sure this would have been published if it were available! People began to take interest, newspapers started to compare Weybridge with Newmarket the home of British horse racing. All this before the track was officially open or the real costs of building published. The final bill came to just over one hundred and fifty thousand pounds which meant that Locke King was on the line for the balance of fifty thousand. No matter, the owners committee were convinced that this would be paid off in a matter of months from the record crowds that they expected to support the track. The bank agreed to hold the overdraft for a further twelve months at a modest interest rate and the owners agreed to pay the interest until the debt was cleared.



Bridge under construction, notice the banking of the track.

The course was officially opened for business on July 6th 1907. A series of open races were scheduled, with no structured race card. The big boys with their eight cylinder vehicles and the other guys with more modest power units all raced together. The fact that the cars were weighed had no influence on the line up. Jockey colors were worn by the drivers which was the only way to identify a car. A crowd about four thousand people arrived and paid two shillings and six pence to get in. Twice the fee to attend a day at horse track. The catering arrangements failed for a variety of reasons including the fact that the entrance to Brooklands was so narrow that it could not accommodate cars, bikes and coaches at the same time. The food was late, the drink even later which was a major disaster as the Brits associated a race meeting with a fair consumption of ale. No one had considered how small the cars would look two miles away from the viewing sections, further more on one could tell “who was who”, as the drivers colors were simply lost in a sea of dust. The big cars won every time so there was no anticipation of drama or any incentive to bet. In short not a successful first day with the press adding their views of a disappointing event not to be repeated. The Owners committee scheduled a special meeting to try and sort out the problems and Locke King started to wonder if he had done the right thing in creating this modern motor track. Some thing was needed to breathe new life into the still born Brooklands. It came through our old friend Mr. S.F. Edge who had strove to win a few races in Europe for his country a few years earlier.

He approached Locke King and asked if the owners would let him rent the track for twenty four hours to attempt to beat a world record. King was more than willing to give him the track for as long as he wished knowing that if he was successful it would help restore the attraction of Brooklands... So the first international challenge recorded at Brooklands was just two weeks after the course was officially opened, and it came at a time when the future looked rather uncertain. Edge wanted the course in order to challenge the American record of eight hundred miles in twenty four hours. He proclaimed that his vehicle a “Napier Speed King”, (He chose the term Speed King), would achieve the impossible by driving fourteen hundred and forty four miles in twenty four hours at an average speed of sixty M.P.H.

Needless to say this caused quite a stir in the press despite the fact that just two weeks earlier they had virtually written off Brooklands and British Motor Racing. The general public even those who did not like Motor Cars or their drivers, saw this first Brooklands international adventure as a new world crown for Britain. The King sent a telegram to Edge saying that the country was with him every mile of the drive. A motion was passed in Parliament supporting his endeavors and the House of Lords simply praised his endeavors and invited him to lunch! Never one to seek the shadows Edge gave daily news briefs in which he prophesied what the drive would be like. Quote; “The solitude of this great race track and the howling gale of sixty miles an hour will test the ability of both the driver and his car. I have no doubt that both will come through with flying colors.” One hour before noon on July 28th 1907 the Napier was loaded with grapes, bananas and ginger beer, a doctor made a final examination of the driver, perhaps his last, and at one minute past mid day the car roared into action. Hour by hour the press reported his progress and even described the various stops he made to drink cold tea and/or have a tire changed. The

Brooklands Continued. first problem Edge encountered was dust, lots of it from the new concrete surface of the track. The car was an open version of the Napier and the only protection for the driver was a small windscreen and a pair of motoring goggles. In the daylight it was possible to see the center of the track through the dust but at night it was impossible. During an early evening stop a mechanic suggested that a row of oil lamps be placed along the center line of the track and that flares be set at various locations to guide the driver. Three miles of oil lamps is a fair number but within an hour they had been located through the help of the press the police and the locals who by now had become attached to the Brooklands venture. As night descended Edge positioned his car in line with the lights and pressed on. The ceaseless roar of the engine, the never ending dust, the endurance, and self determination kept him going as dawn broke on the summer morning of July 29th 1907. It was estimated that over fifteen hundred people camped out all night to cheer Edge on his way and to be there when he finished

Midday was the point where he and they would know if the record had been broken. Twenty four hours of driving, well this had been done by the Yanks, but could he push the average speed to sixty and travel fourteen hundred miles in such a time span? As the Napier came to a stop at two minutes past noon a new world record had been set, One thousand five hundred and forty one miles in twenty four hours at an average speed of sixty four miles an hour. Just to add the final cherry on the trophy Edge had done this alone, the American record was with two drivers. The national media went quite mad, front page news, with Edge the "Man of the Moment". The crowds had swelled to over three thousand many of them people who had apposed the building of Brooklands. The local pub once again did a roaring trade and even suggested the name be changed to the "Edgeworth Arms". It is not recorded if he ever went to lunch at the House of Lords but the King certainly granted him an audience and a visit to the Royal Box at Ascot the next year. This achievement put new life into Brooklands with all the national and European media covering the story. The price was reduced to one shilling, the same as the horse track, and the owner committee asked for further recommendations which were easily given by people who were not connected to the Turf, and one who certainly was!

Mr. A.V. Ebblewhite was an active member of the Jockey Club and had been invited to join the management team by Lord Lonsdale. To justify his position he was given the title of "Official Circuit Counter. In reality this meant that he supervised the weighing of the cars and insured that drivers wore the correct colors. When he proposed that the cars should be handicapped by size and that they should race in such categories his recommendations were rejected. However, as he was the official circuit counter he could impose such regulations, and he did! He also pointed out that the drivers colors were to say the least unsatisfactory, cars should have numbers like horses so that people could see who was in front and who was behind even at a distance of one or two miles. The races should be staged with a minimum of wasted time. It was the custom to have at least half an hour between any horse race, often this was longer, but with the motor car there was no need for such delays the cars were ready to go almost as soon as a one race ended. People lost interest if they had to stand around for up to forty five minutes. Needless to say the Owners Committee were horrified and wanted to remove him from office before the next Brooklands Race Day dawned. Locke King who had the majority vote and of course the most to lose if the who thing fell apart, over ruled the committee and allowed Ebblewhite to try out his ideas. The event was an outstanding success. The first race attracted no less that seventeen cars all handicapped and numbered. The race became a battle between two cars much to the delight of the crowd and the press. This pattern continued throughout the day with wagers being placed, cheering crowds and the sound of money in the cash registers, a welcome sound to Locke King and his wife who had put a substantial amount of her own fortune into Brooklands. One other achievement by Ebblewhite was to get rid of the starting gate, a device that was fine for horses but was a danger for motor cars roaring out of a ten foot slot with inches to spare. He proposed that a flag should be used but no one wanted to be the official starter for fear of being run over. In the end he took on the task and was a favorite figure at all future races dressed in a check sporting outfit and a large straw sun hat. When he retired no less that fifty eight people applied for the job including two women, however Brooklands was not quite ready for that development, until the roaring twenties, when there was a regular ladies race at every meeting. In 1910 the King graced Brooklands with an official visit and a new Club House was built to accommodate his presence, this still stands today. Motor racing was now respectable and Britain was busy winning prizes all over the world thanks to Brooklands.

It is also interesting to note that by 1910 the Motor car had become a firm fixture on British roads with such people as Morris and Austin producing cars to such an extent that the London Times, a very conservative publication printed this Editorial "Many motorists cause themselves a large amount of trouble and expense by being rude to policemen. Whatever may be said about the British police force there is no doubt that that it is the most courteous in the world. Policemen however are only human and when motorists abuse them it is only natural that they should become annoyed and that they would exercise their powers to the fullest extent. Certain readers have been known to attempt to bribe our police force when faced with such action. This is a most dangerous procedure!") Wise words that should be heeded today!

Brooklands Continued. After six long years of litigation, and debt Brooklands Race Track had become established as a major motor center, both in England and Europe. Drivers also came to test their skills on this new banked race track from North America, South America and the East. In 1910 the first Japanese driver complete with his Japanese car raced at Brook lands and achieved fourth place in a three hour battle between a Benz and a Napier out of a field of twelve. Drivers from as far away as Australia also competed mostly driving European vehicles as their own home production was still in its infancy. By 1911 most of the outstanding debts had been paid and the Brook lands complex was being run at a profit, the creditors were even ready to put a few more bucks on the table to rebuild the Club House and to make some necessary modifications to the track including extending the length of the finishing section that had become something of a problem as speeds increased but braking ability remained much the same as the day the track opened. Locke King, who had put his personal fortune on the line to create Brook lands and had given the land to the Brooklands Trust, must have breathed a sigh of relief in the fall of 1912 when the last debt had been cleared. Much the same could be said of his wife who had invested part of her own fortune into the venture to support her husbands dream.

In addition to motor racing another attraction had appeared at Brooklands, almost by accident. In order to attract the weekend crowds private owners of aircraft were invited to use the open grass areas at Brooklands, to land and take off in their new flying machines. In certain cases they were offered accommodation to store their aircraft and work on the essential maintenance each time they flew. This accommodation was highly subsidized in order to attract the flyers and their engineers. In reality this accommodation was little more than a collection of wooden sheds with no facilities. Water had to be carried and other basic requirements of life took place behind your neighbours shed when he was not looking! Despite the image of wealth projected by owning an aircraft it soon became obvious that some of these flyers owned little more than their airplane and in consequence were soon fully entrenched in their Brooklands shed complete with a camp bed, oil stove and a tin box for personal gear. Each shed measured about 15 by 24 feet. The average aircraft required about 80% of this accommodation so when you add the work-bench, a few tools, a large can of fuel, and some spare fabric, its not to difficult to see that space was a prime consideration therefore the size of the camp bed was critical. The Clerk of the Course turned a blind eye to such use, he wanted the flyers to be there every weekend to fill in the blank periods when cars were being made ready for the track and/or races were being arranged. However, not all the flyers were living on bread and beer, the majority were part of the well heeled class who could spend a few hundred dollars on special design aircraft built to their specifications. By 1912 Sunday flying was fully integrated as a regular feature and there were even days when no cars raced around the track, only string bag flying machines filling the Brook lands sky and doing daring feats like looping the loop or skimming over the trees with a few feet between then and the concrete track. Such famous names as "Sopwith" who not only flew but made aircraft at Brook lands to order, usually for one of the wealthy aviators already mentioned. In addition he also ran a flying school which was quite popular with his customers. Order a plane; take a few lessons while it's being built and then off you go into the pale blue yonder, or what ever! The famous World War One fighter plane the Sopwith Camel saw its first flight at Brooklands in the summer of 1915 thanks to Mr. Sopwith who became quite wealthy as time progressed but lost everything in the 1929 crash and died in much the same financial condition as when he started in two sheds at Brooklands. By 1914 the sheds had developed into small hangers that could hold two or even three aircraft which in turn demanded a few more bucks in rent, this helped keep the Brook lands balance sheet in the black. The history of Brooklands aeronautical achievement during this period was truly magnificent. The first flying boat was designed and built there. Now add the first torpedo-carrying aircraft built for the British navy. It sank a floating target in 1913 much to the amazement of the "Admirals of the Fleet" who saw the airplane as a rich mans toy. To top this three additional navy planes sank a German ship in 1915 off the coast of England which gave birth to the Fleet Air Arm a few years later. The first amour plated fighter, the Salamander, was developed at Brook lands utilizing the metal techniques used for building race cars. Harry Hawker, the founder of the Hawker Aircraft Company which produced the World War Two, Battle of Britain fighter the Hawker Hurricane was a mechanic at Brook lands who rented a shed later to be enlarged into a production hanger which produced hand crafted Hawker aircraft. Mr. A.V. Roe with twenty dollars capital opened his production shed and like Hawker went on to form the famous AVRO Aircraft Company.

Roe's dedication to flying is best illustrated by an incident in 1909 when the famous Wright Brothers flying machine was on display at Le Mans, France as part of a European tour to raise money for future aircraft development. Roe had no money to spare, could not afford to lose working time on the aircraft that he was building for a client, the British Government. Only the second such order at that time and the first British built aircraft purchased by the War Department. The first order placed a few months earlier caused quite a stir in the national press when it was revealed that a French firm had been given the first military contract ever issued by the government for a flying machine! Roe decided that the only way he could see the Wright machine was to bicycle from

Brooklands Continued. Brooklands to Southampton on the English coast on a Friday evening after work, a distance of about 45 miles on mainly dirt roads, then board the cross channel steamer ferry to St Malo over night and cycle another 100 miles to Le Manns. He was allowed to inspect the aircraft at no charge on the Saturday afternoon then turned around and repeated his journey back to Brook lands ready for work on Monday morning. Could dedication go further than this?

With the exception of France most governments were not interested in supporting or assisting in the design and production of aircraft. In America the home of worlds first mechanical flight, the flying machine was seen as little more than a five day wonder, any suggestion that such machines could be used for commercial transport or as a part of the armed services was laughed out of court. In Britain the “Magnificent Men in Their Flying Machines” were viewed as rich playboys who kept a bunch of amateurs busy designing and building these toys to amuse the public at special events like Brook lands. Even the prize money offered by national newspapers for the fastest time to Paris or Dublin was seen as a promotional tool rather than an investment in the future of aviation. Only the French could see the potential both for commerce and as a tool to assist their armed forces. In consequence most of the new aircraft designs and production factories sprung up in France, soon to be followed by Germany with their engine powered Zeppelins. As Europe moved towards war Britain and her Empire still regarded the Navy as the most powerful arm of the war services and continued to build bigger battleships that were to become the white elephants of conflict. To be fair the navy did order a few airplanes which in turn assisted in the design and development of the Brook lands seaplane built by Saunders Aircraft another one man operation. In the post 1918 war years Saunders Flying Boats flew the world in company with their American cousins but that’s another story for another day!

It was almost two years into the First World War before the Royal Flying Corp, still part of the army, made its mark on the battlefields of Europe. The Sopwith aircraft were now one of the main air fighters on the Western Front and by 1916 twin engine planes were being built and used as bombers including the now famous Vickers-Vimey, the first aircraft to cross the Atlantic in 1919 leaving Newfoundland and landing in a bog in Ireland sixteen hundred miles later. The two pilots Alcock and Brown braved a storm, ice and very limited navigation equipment located in open cockpits, managed to survive and succeed. Somewhere over the Atlantic they had to take turns to crawl out onto the wings to chip off the ice. This aircraft had been fitted at Brooklands towards the end of the war with the then new Rolls Royce Aero engines. One of the major hazards for flyers at Brooklands was the sewage farm at the end of the south runway. If they overshot on landing they would usually end up in this location. If they failed to get enough lift on take off the same thing could apply. On top of that from time to time the spectators on a warm summer’s day were fully aware of this facility which did not enhance the joy of an open air picnic! With money in the bank plans were made to modernize this unit, put in water sprinklers and cover the holding tanks rather than have an open cesspit designed many years before to cope with the growing population of south London. Work was due to start in the fall of 1914 but world events put this improvement on hold for another ten years. On a bright sunny day in August 1914 a crown prince was shot in some far off town in Serbia and within a week Europe was at war, a war that would last four long years and claim the youth of a generation. No one is quite sure how many people died between 1914 and 1918 but a conservative estimate is between 100 to 120 million, the largest slaughter in the recorded history of war fare. Within hours of the outbreak Locke King had offered Brook lands for service to his country, an offer accepted immediately by the government. Brook lands was one of only four flying fields throughout Britain and the only one with production hangers and people who could teach other people to fly.

At the same time most of the young and not so young staff who were concerned with Brooklands volunteered for war duty in company with three million others who saw the war as a new adventure not to be missed. The “War to End Wars” was about to commence and no one wanted to miss the fun!

Throughout the duration of the war Brooklands was a training ground for engine development, a production plant for aircraft, a training school for pilots and a testing ground for tanks and other vehicles. The place mushroomed as more and more space was needed for war production.

The track started to break-up especially where the base was little more than sand and cement. The sheds were pulled down and new large aircraft hangers were constructed. The almost new clubhouse became the center of all management activity and the original members grounds was turned into a tent town for training flyers and tank drivers. The latter was equally as interesting as the former; the mobile tank was the wonder weapon of the day, a mobile gun that could travel twenty miles an hour over the most difficult conditions. Where better to test such a toy than the banked curves of Brook lands. Had Locke King not offered Brook lands to the nation for free he could have made a fortune out of the location renting it out to the war department for some inflated sum of money, but this was not the nature of the man. His country came first and in consequence he lost everything that had been

Brooklands Continued. built up over the previous years. At the end of the war the track was in a pitiful condition, the river had been allowed to resume its original course straight through the center of the complex, flooding a third of the grounds. The original buildings were in a sad state of repair and the club house, built to entertain a King, was not fit for the royal horses!

Four years of war had reduced Brooklands to a shadow of its former glory. Britain had won the war but the process had broken the nation's bank and money was in short supply. Four million men and women were looking for a peace time job, an election was on the political cards and Brook land's need for government investment was way down on the bottom of the spending list. For the first time in its short history the Brook lands Trust decided to go public and encouraged the media to take up their case for government funds to repair the damage caused by the war.

The national papers smelling a good story made the issue a front page item. Two of the Press Barons even went as far as to start a "Save Brook lands Appeal" and kicked off the project with a ten thousand dollars donation. The public responded in two ways, first to send in their own contributions but more importantly contacted their Members of Parliament demanding that the government pay for the damage and/or supply the skilled labor to complete the restoration. Within three months money was found and the Royal Corp of Engineers were directed to get down to Brook lands and sort out the problems. By the summer of 1919 Brook lands was once again open for business but this time with strong competition from other British and European tracks that had seen the potential for motor racing on professional race tracks rather than the open road. Mrs. Locke King once again dug deep into her family fortune and supplied funds for various new innovations. The Test Hill that had been established just prior to the war was extended. And Lindsay Lord, now a full colonel (Retired), returned as Clerk of the Course. He came back with a rather novel idea for the day, a special race card for small race cars up to 1800 cc engine power, with four cylinders or less. This caused quite a stir amongst the racing fraternity. Should the size be a simple 1.5 liter engine? Should three wheelers be allowed on the track? Why was there control on the numbers of cylinders? In the end a formula was adopted that allowed three wheelers to compete but engine size was set at a maximum of 1,100 cc. All other light cars were to be within the 1.5 liter range, but even this had its problems as we will see in due course. Money was extremely tight and most of the people involved with the day to day Brook lands operation worked for love and enough money for their daily bread.

Lindsey Lord was no exception to this situation neither was his assistant who also acted as time keeper come general fill in for any other administration task that required attention. Records only refer to this individual as "Taffy" obviously a Welshman by origin. One of his many jobs was to ensure that competitors did not jump the track. (A banned driving technique where the driver would take his car to the top of the track rim in order to overtake. This had one serious defect, if you moved the steering wheel an inch too far you and your car could easily take off into space with devastating results for all concerned. In fact this had happened in the early days hence the ban on such creative driving.) Taffy had to find a location where he could see the top rim on the Bridge bend and at the same time allow himself some degree of safety. A small wooden hut was erected with a panic hole in the floor just in case. One sunny afternoon during a ten lap race the famous "Chitty Bang Bang" a 23,000 cc powered machine. (that's right a 23 liter engine) driven by Count Zborowski lost adhesion to the track at round 100 mph and headed straight for Taffy and his wooden hut. By some grace of God and a nimble pair of legs, Taffy managed to squeeze into the panic hole a split second before the car demolished his wooden abode.

Damage..One shed and three fingers on Taffy's left hand.

A few years later located in the safety of the brick starting box Taffy sustained a broken leg when a motorcycle managed to leave the starting gate hit a bump and then proceed straight through the viewing window. Records also report that despite these mishaps Taffy died in his own bed from natural causes. One of the sad results of the war was the decline of flying activity at Brooklands. New airdromes had sprung up during the war built by the Air Force and in consequence better suited for the high tech planes of the day. A new commercial airport had been built at Hendon in north London and another in Croydon just a few miles from Brook lands. These were commercial operations that also attracted the new breed of flying club people who were able to purchase war time aircraft at almost give away prices as the government ran down its stock of service aircraft. At one stage you could buy a used war time trainer aircraft for the same price as a small new car. The production hangers built during the war at Brook lands were still intact but the demand for such facilities was to say the least, slim. Vickers Aviation, who had the distinction of being the largest aircraft manufacturer during the war, rented a couple of these hangers and used them to store used and unused war time machines that they sold off at regular auctions. Such was the mood of the day, the War to End All Wars was over, so who needed these machines. The same thing happened throughout the western world including the USA.

Brooklands Continued. A small group of flyers decided that a Brooklands Aero Club should be formed utilizing one of the empty hangers.

A decent plane could be purchased for about \$400 and the government would loan you \$350 over five years if you could scrape up the deposit. To make the deal even more attractive Brooklands rented the hanger to the Aero Club for a pound a month, about four dollars at the then current rate of exchange. A Col G Henderson, a war time flyer, was the driving force behind the idea of a flying club. He had purchased a couple of old 80 hp Averos, the plane used by the RFC to train pilots during the war and of course built by our friend Mr. AV Roe at Brooklands. In due course the Brooklands Aviation School came into being later to be renamed the Brooklands School of Flying. At the end of the first year the club was solvent and the flying school showed a profit of around \$104. This was enough to convince the bank that there was a future in such ventures.

At this time very few of the rented hangers sported a company or individuals name, most still had their war time identification such as "Flight Four" or "Supply Dept". The reason was simple; when you owe money to just about everyone it's not wise to advertise your location!

Regretfully Mr. and Mrs. Locke King could not use this tactic; their personal fortune was being mortgaged away every day in an attempt to bring Brooklands back to life as a racing center of the world.

Between 1920 and 1925 the situation began to turn around, the track was professionally restored, the Aero Club and flying school attracted bigger crowds each year and a new breed of drivers emerged as a direct result of the policy of allowing small cars to compete. The Junior Car Club which comprised of several national car clubs who had started to hold their own light car races on hired tracks all over the country, held their first major event at Brooklands, the 200 mile endurance race utilizing standard vehicles tuned and refined by their owners. A couple of years later the Junior Club decided to hold a "Double 12" event which was a weekend race where the competitors ran their cars from 8 am to 8 pm on the two consecutive days. The original idea was to hold a 24 hour race but nocturnal racing was forbidden at Brooklands due to the various legal battles with the neighbors over the years. Each machine that completed the first day's run was locked up for the night under strict security and wheeled out onto the track the next day for another 12 hours of competition. In all the years that this event was staged there was never a recorded incident where a driver attempted to break the rules and work on his car overnight.

The term Junior was in no way any evaluation of the drivers it was simply the term used for the 1.5 liter events against the five, ten, or even twenty five liter power units in other race cars. The record for the highest power train must go to the Thomas High Speed Special at 27,800 cc that set a world lap record in 1926 of 135.77 mph.. Remember these cars had rod breaks; direct steering and very little in the way of suspension. On top of that they could weigh up to nine tons resting on four inch tires. Another attraction was the introduction of motor cycle racing in 1921. The first major event that year was the 500 mile inter cycle race. This annual test of skill and will power continued until the track was once again forced to close in 1939 due to the Second World War. By the mid 20's sidecars were added to the race card and this again proved to be a popular event for the spectators.

To give some idea of what private owners could do with a mass production vehicle, in 1924 Mr. A.E. Keen took his Morris Cowley family car with a 1200 cc side valve engine, guaranteed by Morris Motors to have a top speed of fifty miles an hour after being "Run In". and turned it into a competition car that achieved 92 M.P.H. during an inter club speed event. He then went on to obtain 86 mph in the flying mile. In 1931 a 750 cc MG midget broke the 100 mph barrier after three attempts. The first two resulted in 98.51 and 97.99 mph. A wad of glass putty was obtained and every protruding nut and bolt on the body was covered with the putty to reduce wind drag. The end result 101.03 mph. By 1937 speeds in excess of 120 mph were recorded at Brooklands by the Junior Boys, and in 1937 another 750 cc MG recorded 122.4 mph. In 1932 Royalty once again graced Brooklands when the Duke and Duchess of York attended a full race day. No one knew that in a matter of four short years Prince George would become the king and his brother would be virtually banished in company with his American wife from the shores of Britain. King George like his grandfather was a fan of motor sport; he also liked football and was a regular spectator at various soccer matches during his reign. He was regarded by many as the Peoples Monarch simply because he seemed to share and enjoy their pleasures.

By the 1930's Brooklands was once again a success, a ladies Club addition was built to accommodate the women drivers who were setting new records and achieving endurance results undreamed of just a few years before.

There is a reported story that King George requested that the Royal Train slow down as it passed Brooklands in May 1939 in order that he could see the start of the International Trophy Race. There is a photo of the crowds waving to the train from the Brooklands viewing stands and would you believe it was just prior to the starting flag.

Brooklands continued. Such was the attraction of this incredible race track that both kings and their subjects were captured by the thrill of speed and achievement. In 1939 Europe once again went to war and Brooklands was once again conscripted as a production base for both aircraft and vehicles. Because the race track was so close to London and could easily be seen from the air, sections were broken up and trees planted to try and camouflage the location. In retrospect this was not necessary as the German bombers simply had to follow the river Thames and they were in the center of the nation's capital without any need to locate Brooklands, and its facilities. The track could have been spared but such is the fate of the Gods that the first banked race track in the world should be yet another victim of stupid government policy. Today there is an attempt to recapture the past and sections of the track have been restored in company with the original club house, and speed ramp.

If you are in London take the train to Brooklands and re visit the glory of the past, it's a short ride from any London hotel and well worth the visit. If you stand on the bridge adjacent to the "Members Banking", close your eyes and listen. You will hear the roar of motor engines and the crowd. If you are really a true fan and can concentrate enough, you may even get a whiff of burnt Castrol! *Till next issue, Cheers. Geoff*

A note from Geoff: Where did the term SAFETY FAST originate?

Where did the term SAFETY FAST originate? In 1929 Ted Colegrove, the original Sales Manager of the then very new Abingdon MG company was seeking a slogan to help promote the marquee. He was driving behind one of the new red Oxford open busses that was featured for city transport and noticed that the bus had a red triangle on the rear with the words SAFETY FIRST printed in the center. This was to indicate that the new bus was fitted with four wheel brakes, a distinct feature at that time. Ted thought that it might make a slogan for the MG and suggested the idea to Kimber. Somewhere along the line the term FIRST was changed to FAST, it might have been suggested by Kimber or perhaps Ted, but as we know Kimber must have agreed as it was the only slogan that MG ever used. *Geoff*

2nd Half DVC 2006 Calendar of Events

- *Sat. July 15th — Family Golf / Tour / Picnic — Phillips & Phillips'**
- *Sat. July 29th — Hornsby Rallye / Pool Party — O'Brien's**
- *Sat. August 5th — DVC's Pennypacker Mills Car Show — "Pit Crew"**
"P3" Pennypacker Post Party — Rippert's
- *Fri. — Sun. August 25th — 27th — Whistles & Wheels Tour To**
Scranton, PA — Cawthorne
- *Sat. — Sun. Sept. 10th—11th — British Car Festival, Altoona, PA — Goelz's**
- Sat. October 7th — Hagely Museum — Wagner**
- Sat. October 21st — Corn Maze — Goelz's**
- Sat. November 4th — Guy Fawkes Party — Williams'**
- Sat. November 19th — Annual Planning Meeting — Suffredini's**
- Sat. December 9th — Holiday Party— Dougherty's**

*** See Flyer in this issue of TTalk.**



MG 2006



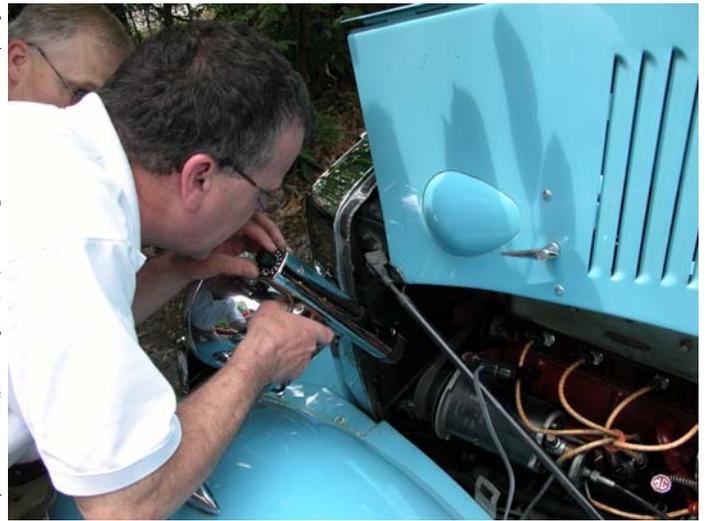
A DVC Driving Experience in the Smokies



Once every five years MG's of every time period and model congregate for a spectacular gathering in a central part of North America and they even allow their owners to participate. This year the meet was held in Gatlinburg, TN during June 21st through June 24th with 1200+ MG's and their owners taking over the majority of hotels, restaurants and of course the roads. The DVC was well represented and here's our tale of the comings, goings and happenings during MG 2006.

After months, no make that weeks, no actually make that one week of preparations a hearty and adventuresome band of DVC members was ready to drive 700+ miles each way to Gatlinburg, TN somewhere in the great Smoky Mountains. Some elected to drive together and some elected to travel solo and here's the story of a particular group of DVC'ers that elected to travel together, party together and "survive" together.

We met on late Sunday afternoon, June 18th at the Holiday Inn located at the Morgantown Exit of the PA Turnpike. Roy & Sue Dougherty, Joe & Sharon Lamando (MGB), Lee & Liz Niner (MGA 1600), Tom & Jaimee Ripert (TD) and Dick & Sandy Suffredini (TD) exchanged a quick series of hello's, a quick light dinner and then we were off to bed for a good night's rest. OK that didn't happen so we went to Plan B – lots of hellos, lots of beers, lots of dinner and well, nobody slept soundly because their adrenaline was going at mach 2. Monday morning, we were off at 7:30 am after a McDonald's breakfast. Easy Pass transmitters at the ready, we entered the PA Turnpike and headed west for our first leg of the journey.



Little traffic and no problems as we exited at Carlyle and entered onto US 81 south for our next leg. We picked up Jim Bottomley (MGA1600) who had driven down earlier that morning from Poughkeepsie, NY with his dog. On-

OK, Now I'm running a little hot. If I take this gun and put some holes in my radiator, it's got to run cooler, right?



Relaxing DVC style, after all & we do have our priorities!

ward our merry little band traveled. Rest stops, lunch break, gas refills occurred about every two to three hours as we tried to combine all to conserve time. OK, that didn't quite work so we went to Plan B – that is gas refills every four hours or so and rest stops every two hours or when somebody really had to go! We traveled through Maryland, West Virginia and entered Virginia. Perfect weather, great scenery and no problems! Well, not exactly. Tom & Dick were a bit concerned about their water temperatures. The TD's kept on rolling though and three hundred thirty some miles and we arrived at Waynesboro, VA so we exited US 81 and wound our way up to The Iris Inn about 2:30 pm.

The Iris Inn is a drop dead beautiful B & B that is everything a B B should be – great hosts, great accommodations and great location. Just as we arrived Jeff Rose arrived towing a trailer which

had an MGA Twin Cam on it. Seems that the Twinkie's emergency brake was sticking and Jeff had worked through the night to sort of repair it, hence the trailer. After checking in, it was party time, Jacuzzi time, rocking

MG 2006 Continued. chair time and best of all we could just relax after 330 miles of event free driving. Wolfgang & Gudi Fischer (MGBGT) and Ben & Cindi Nolan (TD) arrived and our impromptu party really got rolling. A minor tech session was had as Tom's TD requested to be checked over to make sure the timing wasn't too advanced and that all the hoses were in tact. That accomplished, a



OK, wire "A" goes to plug "D" and wire "B" goes to plug "Z", got that Jim? Jim, what are you mumbling; I can't hear you, something about too many

to get to bed early to bed as we all wanted to get a good start in the am. Plan B took effect when breakfast was served and it was just plain sumptuous; southern style biscuits, sausages, bacon & eggs. OK, so we're a little behind schedule, who cares – it was another beautiful morning, Jeff volunteered to take our luggage in his SUV and best of all – we were going to travel a hundred miles or so on the Blue Ridge Parkway.

We had entered the Blue Ridge parkway at mile post #1. Fabulous roads coupled with no traffic meant that we could exceed posted speed limits when our spouses were looking at the beautiful scenery. Up hills, around curves, down hills and stopping at scenic overlooks took up about three hour's time. One technical glitch, Jim Bottomley lost power and finally ignition going up the last large hill before we were to stop for lunch. Fifteen minutes later, after deducing that he had had a coil failure and installing a replacement (you carry a spare coil, don't you?) we were all on our way. We were falling behind schedule so we opted to reenter US 81 and find a fast food place. After lunch we continued on down US 81 until we came upon Abingdon, VA and our Super 8 motel after two hundred fifty some miles. We arrived about 6 pm, checked in, showered, party'd a bit and then went into town for dinner. Dinner was at an old inn and some of us really started to steam off while others had to wait over two hours for dinner. Oh well, everybody met back at the motel and continued the party. Who said you can't have fun at a Motel 8? Who said alcohol keeps bugs away?

Wednesday dawned bright and sunny. We had elected Plan A which was to sleep in and depart at 10 am as we only had about one hundred and fifty miles to go. We went into Plan B when Dick's TD was spotted leaking gas in the parking lot. After pushing the TD away from the leak, Dick made the necessary repairs. Seems a brand new seal had failed, so he replaced it (you carry spare carb seals, don't you?) and no more leak. We traveled on down US 81, then onto US 40 and then onto local roads right on into beautiful downtown Gatlinburg. We made it through bumper to bumper traffic to our hotel, checked in and started renewing friendships in the hotel lobby. To



Seconds on biscuits, sausage & ham!

group decision was made to call out for pizza as we had been drinking, were quite tired and what the heck our B & B hosts were just too much fun talking to. Plan A was



Our group doing the tourist bit at a stop on the Blue Ridge Parkway. "T for Three!"

MG 2006 Continued. our surprise, we found Hank Rippert, DVC Founding Chairman, out in the parking lot with a cooler of Yeungling beer that he had iced down for the DVC contingent. We next walked about town, ate a late lunch and wound up at the hotel pool. That evening we attended a Bar BQ Meet & Greet at the hotel and latter on did the parking lot thing.

Thursday was another bright and sunny day. Some DVC'ers checked out the vendors, others elected to go driving the "Tail of the Dragon" while others just chilled out in the parking lot talking MG's. That afternoon we all met back at the pool for some libations and snacks. We saw Ed & Dee Flax (TC) who had driven down from their home in Princeton, NJ and had arrived earlier in the day. Shortly later we met Dan & Pat Amey (L Type & TD) who had just ar-



Whale Watch! DVC chicks playing with Dan Amey in the hotel pool. Dan's presently a "carpet bagger" living in NC!

rived from Durham (by gum), SC. We also found Sarah Carr & Durl (MGC) who had motored in from Tunkhannock, PA that day. Jeff & Jan Zorn (MGA1600) had ar-



EX 264 — first time seen publicly since the MG factory abandoned the Le Mans project car in the early '60's.

rived earlier in the day towing their car and lots of goodies from Little British Car Company to vend. Lots of catching up with everybody and it's just plain nice to see DVC'ers that you don't get to see on a regular basis. That evening we hoofed it on down to a "real" country restaurant for



Ah, here our DVC water nymphs posing for a picture during a tour of the Great Smokies.



One of three absolutely 100 point MG PB Airline Coupe concurs restorations on display at the car show.

some "down home" cooking. Latter on we did some tourist stuff in town and wound up back at the hotel parking lot.

Friday was still on the good weather plan. We drove over to the car show, which was about a twenty mile ride. The car show was unreal – so many MG owners wanted to display their cars that room on the show field got mighty sparse. No problem, the more the merrier, as we walked amongst Pre War MG's, T types, A, B, C and midgets.

MG 2006 Continued. Where else can you see three P type airline coupes, ten T type Tickford's, several Sebring MGA's, a Le Mans 1955 EX182 prototype MGA, the 100,000th MGA, EX264 (a one off factory sponsored prototype Le Mans racer that has resurfaced after thirty years in storage) and lastly, John Thornley's MGBGT (license plate# MGB1). Looking at all the hundreds (about 1100+) of MG's gathered on one show field was a wonderful experience but talking to so many MG people was an even more awesome experience. We reluctantly left the car show as did the others but our memory of so many wonderful MG's will never leave us. We reluctantly left the car show as did the others but our memory of so many wonderful MG's will never leave us.



"We're sing'n in the rain". Tom, Jaimee & Jeff wet footing it back to the hotel.

Friday evening was register night. The MMM, T, A, B & C registers were hosting socials that evening. A good time was had by DVC'ers as they attended their register of choice that evening. Even a little bit of liquid sunshine couldn't put the dampers on a great evening. Later on we met in the hotel lobby and had a pick up karaoke with many of the returnees from the various register dinners. Latter on we met in the hotel lobby and had a pick up karaoke with many of the attendees coming back from their respective dinners.



Tom with brother Hank (or is it his father!) at the banquet on Saturday night. Hank was the general organizer for MG 2006.

Saturday was another great day to attend lectures, explore the Smokiest, make last minute purchases from the vendors or relax by the pool. The awards banquet was that evening and Jeff Rose won a third place award for his MGA Twin Cam. Not bad for a car whose emergency doesn't work! We finished off the evening back at the hotel saying farewells until we meet again.



One last MG 2006 trip party. Who's that taking a "slug" of Yeagermister back there. Couldn't possibly be the DVC Treasurer.

Sunday at breakfast we said some more farewells, packed our bags and departed out of Gatlinburg toward US 81. Tops were up as rain was forecasted all the way back home. Three hundred miles later and no rain we pulled into our motel in Lexington, VA. It was a Howard Johnson on top of a great overlook. We partied one last time, as we finished up all the beer, wine and snacks. Dinner was at a Ruby Thursday's about a five minute drive. It was now raining so when we returned, we buttoned up the cars as heavy rains were predicted.

Monday dawned with heavy rains. After a quick breakfast, we departed under a fine mist and out onto US 81. Tops up and side curtains in and no rain to speak of for the next three hundred miles. We seemed to have hit a crease in the storm. It was a very uneventful ride home in mostly sunny weather. We arrived home about 3 pm and then the skies open up!

We traveled 1500+ miles, encountered no real serious problems, had a ball and now have memories to last us five years until the next all MG gathering is held in 2011. Some reflections that we all shared were. How come gas is forty cents cheaper down there than it is up here? How come our B & B in Waynesboro was the absolute best B & B we've ever stayed in? How come southern roads don't have pot holes? How come grits are an acquired taste? How come Gatlinburg, TN is the self proclaimed "marriage capital of the south"? How come the PA system at the banquet only had one volume level - excruciatingly loud? And lastly - How come time seemed to fly by so fast? Thanks go to the Ripperts' & Suffredini's for their detailed planning of the route and the accommodations. Thanks go the MG 2006 organizing committee for holding such a grand event. Lastly, thanks go

Easy Pass for making PA Turnpike travel as painless as it was! Photos by Dick Suffredini *Lee*

A Letter to the Editor

Dear Lee: Regarding the British Racing Green article from the last issue of T-Talk. Since 1938 there have been a total of seven variations on this colour, five since 1946. The choice of BRG was made in 1910 after the Italian Melia Race (1908) when each country had a special colour allocated to them by the then new International RACI. France was Black, Germany was Silver, Italy was Red and Britain was Blue. The race was on open roads with various Train Crossings to maneuver. It was noticed by the Brits that in the pre race trials the Italian Railway workers opened the gates for the red cars before they reached the crossing but the others had to wait for the gates to be opened by hand which cost valuable time for the competitors. The Brits ran two cars one painted Blue and the other Red. The Red British car won the 1908 race much to the protest of the Italians. The issue was contended for two years then in 1910 resulting from this incident the now established RACI and the RAC in the UK allocated Green as the international colour for all British race cars except on the then new Brooklands Track, (see my Brooklands article for more information about this), However, please note.. The so-called BRG has never been established with an international code so it has been a wide variety of colours over the years. I always get a laugh when people tell me about their original BRG car etc. The story in the Newsletter was interesting but not quite correct as indicated by the above. Reference to the details are in the 1936 Book "Wings and Wheels" and the International Race Reports Ref 1910 published by University Press 1966. *Not being picky Regards Geoff*

Tech Tip

Last spring I managed to hit a rock on a dirt road in my MGA. No serious damage was done apart from a dent in the oil pan almost dead center and some paint off the front swing arms. As I was driving at about thirty miles per hour I guessed that the impact was modest and I could easily live with the dent especially when it was out of sight under the car. Over the next few weeks I noticed that the oil pressure took a little more time to register on the gauge and I thought the gauge, for some strange reason, was on the blink and needed attention. I looked at the connections, nothing there so out with the gauge and in with a replacement obtained from a local supplier who caters for foreign spares. No improvement after that investment but so what, the oil pressure did register given a little time say fifteen seconds more or less! I use Castrol 20/50 in all my MGs could that be the problem? If so why did the oil gauge on the TD and TF work instantly while the MGA, for reasons unknown suddenly developed some sort of slow reaction to the oil pressure? I drove the car throughout the summer putting on about 2,400 miles with the same oil reaction, no illustrated oil pressure until I hit top gear or close! We enjoy long cold winters in Up-State New York so that gives most of us MG types lots of time to play around in a heated garage and I am no exception. Around early December with nothing much to do until April when the toys come out of hibernation, I decided to take a look at the MGA engine and see if I could beat out the dent in the oil pan. Off came the pan with ease almost sprung off once the bolts had been removed. (Now for the good part of the story.) The first thing I noticed was that the oil strainer was crushed or rather the mesh was, and the suction tube that is situated very close to the bottom of the pan was also bent to the extent that it was almost half closed due to the impact of the dent in the pan. The clearance between the bottom of the oil pan and the strainer is very small, I guess to suck up oil as if and when it might get extremely low. Yes this can happen for a variety of reasons as some of us have found out over the years! I inspected the crankshaft etc., and was relieved to see that not wear seemed to have taken place due to the oil restriction. A little snip here and a tuck there solved the problem of the oil tube while a large copper hammer and a wooden bench removed the dent in a matter of minutes. Would you believe, on starting the engine the oil gauge hit 50 pounds in a split second and all was now right with the world. So my friends if you hit anything and get a dent in a similar location take off the pan the next day just to make sure. Thank goodness the T Types have a stronger oil pan but if you hit that there ain't no hammer big enough to take out any dents and I doubt if you could make such an inexpensive repair...*Need I say more? Geoff Wheatley April 2006*

Did You know this!

In the 1400's a law was set forth that a man was not allowed to beat his wife with a stick no thicker than his thumb. Hence we have "the rule of thumb"

Many years ago in Scotland, a new game was invented. It was ruled "Gentlemen Only...Ladies Forbidden"...and thus the word GOLF entered into the English language.



Family Golf Plus!



The perfect summer event for the whole family!

Saturday, July 15, 2006 - 11AM-??

RSPV by 7/1 to paulandevonna@erols.com

First... we'll be meeting Lew Phillips (and Kris) at Waltz's Golf Farm for some golfing fun.

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

Then off on a mini-Rally around the Spring-ford area en route to a...

Picnic at Paul and Evonna Phillips' house

(257 Old State Rd, Royersford, PA 19468)
(610-792-1158)

Please call to coordinate what you are bringing.

Come join us for a swinging time!!!

(If you can't make the whole event, then join us for whatever you can!)



Celebrating 70 Years of The "MG-T Series"

VSCCA "Fall Finale" - At Lime Rock Park

In 1936 the first MG "T type" was produced in England. It started with the MG-TA, and then progressed through the -TB, -TC, -TD, and ended in 1955 with the TF. A most distinctive line of MGs which are recognized world wide today. Much of that production was exported to North America, and many of those T's were raced in their day - and a number of them are being raced in vintage racing now! Over the years many sports car racers - like *Carroll Shelby*, and *John Fitch* - began racing in MG-T's. In their honor, the Vintage Sports Car Club of America will celebrate the T's racing heritage at their "Fall Finale" races, this October 6-7 at Lime Rock Park, Ct. All MG racers are being extended an invitation to participate in special "**All MG Races**". They must be a member of a recognized vintage racing organization to compete. All MGs up to 1980 are eligible, prepared to home club rules, but must be muffled. Northeast MG clubs are also being invited to come watch. There will be a special Friday evening dinner at the nearby historic White Hart Inn. This is a beautiful time of the year in quaint northwest Connecticut, where racers can take this opportunity to roll it into a race/vacation adventure. Area lodging is listed at the Lime Rock web site of "www.limerock.com" and vacation opportunities at "www.tourism.state.ct.us" VSCCA event chairman Andrew Hiller expects a strong showing of MGs for this event. He may be contacted at E-mail CARN-DREW@aol.com or Tel: 914-923-6055. The VSCCA web site is "www.VSCCA.org".

How Come?



Whenever "motor heads" work underneath their MG's they always open up the bonnet and boot. How Come?

Dr. DVC says: Because I'm an MG man ...

Because I'm an MG man, when I lock my keys in the MGBGT, I will fiddle with a coat hanger long after hypothermia has set in. Calling AAA is not an option. I will win, even if it may mean destroying the door or window in the process

Because I'm an MG man, when the MGA isn't running very well, I will pop the bonnet and stare at the engine as if I know what I'm looking at. If another MG man shows up, one of us will say to the other, "Heck, It's got to be something electrical, but with Lucas parts how do we know where to begin?" We will then drink a couple of beverages and curse at the machine as a form of male bonding.

Because I'm an MG man, when I catch a cold from laying under the TD on a cold garage floor, I need someone to bring me soup and take care of me while, I lie in bed and moan. You're a woman. You never get as sick as I do, so for you, this should be no problem.

Because I'm an MG man, I can be relied upon to purchase basic groceries at the store, like milk or bread. I cannot be expected to find exotic items like "paprika" or "tofu." For all I know, these are the same thing.

Because I'm an MG man, when one of our appliances stops working, I will insist on taking it apart, despite evidence that this will just cost me twice as much once the repair person gets here and has to put it back together.

Because I'm an MG man, I must hold the television remote control in my hand while I watch TV. If the thing has been misplaced, I may miss a whole show looking for it.....though one time I was able to survive by holding a calculator.....(Editor's Note: applies to engineers mainly)

Because I'm an MG man, there is no need to ask me what I'm thinking about. The true answer is always either sex, MGB's, sex, MGA's, sex, MGT's or sex. I have to make up something else when you ask, so don't ask.

Because I'm an MG man, I do not want to visit your mother, or have your mother come visit us, or talk to her when she calls, or think about her any more than I have to. Whatever you got her for Mother's Day is okay; I don't need to see it. And don't forget to pick up something for my mother, too.

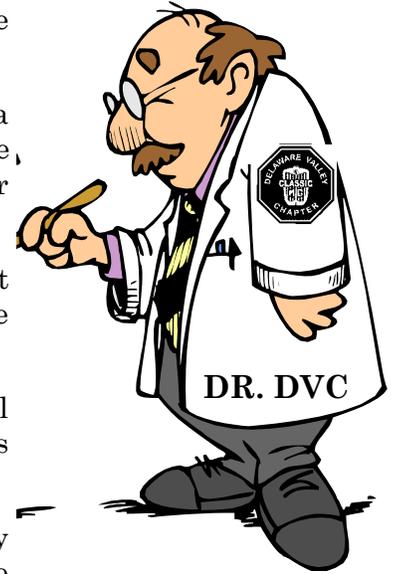
Because I'm an MG man, you don't have to ask me if I liked the movie. Chances are, if you're crying at the end of it, I didn't....and if you are feeling amorous afterwards.....then I will certainly at least remember the name and recommend it to others.

Because I'm an MG man, I think what you're wearing is fine. I thought what you were wearing five minutes ago was fine, too. Either pair of shoes is fine. With the belt or without it, looks fine. Your hair is fine. You look fine. Can we just go to the DVC event now?

Because I'm an MG man, and this is, after all, the year 2006, I will share equally in the housework. You just do the laundry, the cooking, the cleaning, the vacuuming, and the dishes, and I'll do the rest..... like wandering around in the garden with a beer, wondering what MG project I will take on next.

Dr DVC (Prior to his recent divorce!)

PS.. Wanted! Good Woman — Must be able to clean, cook, sew, tune MG engines and polish MG's — Must have a garage — Please send picture of garage.



DVC 2006 SPRING TOUR TO LIGONIER, PA



Terri Tiley, Sue Dougherty, Sandy Suffredini, Jaimee Rippert, Gudi Fischer & Jan Scherbekow declaring an end to the rainy weather and declaring a beginning of good weather for the trip to Falling Waters

It must be a “Spring Tour” thing – starting off in the rain – because guess what....we started off in the rain for our weekend in Ligonier, PA. Seven cars met at the greasy spoon, aka. Country Kitchen on Route 29 near Ripperts. (Roy and Sue Dougherty [MGB], Chuck and Judy Goelz [MGB], Joe and Sharon Lamando [MGB], Dick and Sandy Suffredini [MGTD], Bob and Terri Tiley [Mustang], Wolfgang and Gudie Fischer [TR3] and Tom and Jaimee Rippert [MGA]). As Fischer’s and Rippert’s pulled into the parking lot, we could see our group huddled under a little overhang trying to keep dry. The restaurant would not let anyone use the restroom unless they bought something (even Terri Tiley’s “sweet-talking” wouldn’t budge them). So, we all headed back to Rippert’s house to use the restrooms before our departure at 9:00 a.m. We picked up car eight, Dave and Gloria Schwab (MGB) at Routes 100 and 23. We traveled west on Route 23 to Route 30 and picked up cars nine and ten (Ben and Cyndi Nolan [MGTD] and Mark and Jan Scherbekow [Nissan Maxima])

just before crossing the Susquehanna River. The rain had stopped by then, but it was very cool.

We continued heading west on Route 30 to our lunch stop in Abbottstown at a German restaurant, The Hofbrauhaus. Our lunch should go down in the Guinness World Book of Records as the “longest lunch ever!!” Two hours to prepare some bratwurst and cold sandwiches!! They must have had one 90 year old woman preparing the food in the kitchen..... oh well, it’s all part of the journey..... By now, Roy Dougherty was experiencing trouble with his MGB. After a few stops in parking lots attempting to fix Roy’s car, he decided to leave it in Chambersburg (at a friend’s garage) for the weekend. Fortunately, we had two ‘real’ cars in our caravan, so Roy and Sue loaded their things into Scherbekow’s car and rode the rest of the way with them. By now, we’re REALLY behind schedule, after our 2-hour lunch and car trouble, so I phoned the B&B, the Ramada Inn and the Ligonier Inn, where we had reservations for dinner at 7:00 PM, and informed them we probably wouldn’t arrive until at least 8:00 PM



Bob Tiley & Joe Lamando lending some free advice Roy Dougherty as he delves into the mysteries of his MGB

At Breezewood it was unanimous to hop

Spring Tour Continued. on the Turnpike and put the pedal to the metal! It was the longest 55 miles of our lives. The weather had turned “bad” again – raining, cold, no side curtains for some of us, the tractor trailers kicking up water, driving with white knuckles (and that was the passengers) – you all know the story. We arrived in Ligonier 11-hours after our departure (that’s correct, 11 hours). As we approached Ligonier, Wolfgang and Gudie led the B&B people right to the Ligonier Inn where we had dinner reservations, Tom and Jaimee led the Ramada Inn people to the hotel so they could check in – but not unload their cars, Tom and Jaimee then went to the B&B to pick up everyone’s keys, then back to the hotel to lead those people to the Ligonier Inn for dinner..... We picked up car 11 (Don and Suzanne Stewart [MGB], coming from Pittsburgh, at the Ramada Inn). We arrived at the Ligonier Inn cold, wet and tired. We met in the bar, had a drink or two, sat down to dinner, started to dry out, get warm, we began our normal chatter and laughter and soon our long trip to Ligonier was just another DVC memory.



Here’s our spring tour travelers posing by the band stand in Ligonier

part of nature. After the tour, we had the afternoon to spend doing whatever we wanted. We all drove back into Ligonier, small groups went for lunch, some walked around the shops in town and some toured Fort Ligonier (another awesome place). We all met up around 4:30 at the B&B for “happy hour.” The sun had finally come out and we could all be outside, snacking, drinking and having fun!

At 7:00 we walked a few blocks down the street to the Ligonier Tavern for dinner. Thank goodness we had our own room, because you know how loud we can be sometimes....it was that way Saturday night! A good time was had by all – of course we did have Jan Scherbekow to entertain us..... After dinner, we walked across the street to Joe’s bar to check out the “stuffed” wild animals.....then we strolled back to our rooms and hit the sack after a busy day.

We woke up to a very cold Sunday morning and more rain coming. Bob and Terri Tiley picked up Roy and Sue Dougherty at 10:00 and drove to Chambersburg to put a fuel pump on Roy’s MGB, and then try to get the car home. Roy did manage to get his car home, although it’s not right, I’m sure he’ll figure out what’s wrong with it before the next DVC event. The rest of us pulled out at 10:30 a.m., Don and Suzanne heading west on Route 30 to Pittsburgh, and the rest of us took the Turnpike east home. It was a long boring ride on the Turnpike, very windy, but no rain, and a lot faster than our trip out to Ligonier on Friday.

We had a terrific weekend. The weather could have been better, but it’s the weather, what’re you gonna do??? Note: it was warmer in January when Fischer’s and Rippert’s went to Ligonier to set up the trip! A good time was had by all – and that’s what makes the DVC so great – when we get together it’s just plain fun. Can’t wait for the next DVC event..... Picture Credits—Dick Suffredini

After breakfast Saturday morning, we all headed to Frank Lloyd Wright’s Falling Water for a tour (no rain). The tour was wonderful – we split into two groups of ten, and had great tour guides. Everyone enjoyed it very much. It’s amazing how Frank Lloyd Wright designed that house in 1936 to be so much a

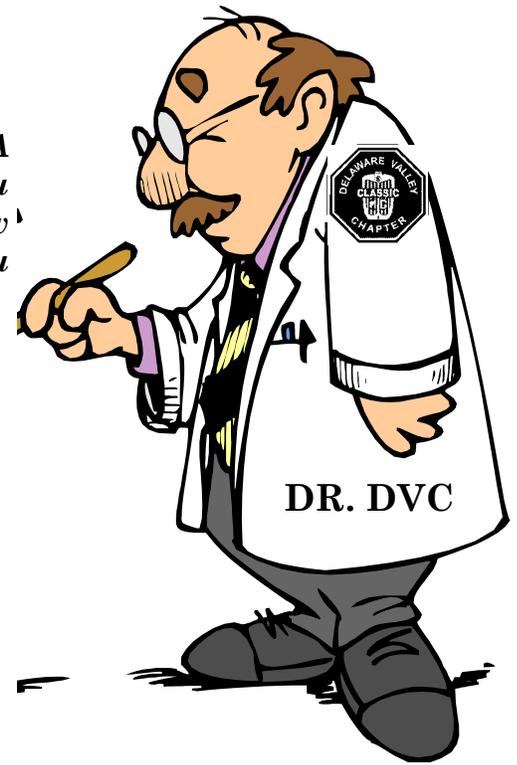


Jan Scherbekow proves to all that she’s no slouch when it comes to “Spoon’g).

Fischers and Ripperts

DR. DVC's May Housecall

“Hello, DR. DVC here. What’s that, you’ve got an MGA 1600 that needs heat proofing and new carpet and you need it attended to before MG 2006. Well let’s see, how about May 28th about 11 AM in your garage. See you there and don’t forget to chill down some beer!”



Dr DVC's latest housecall was to remedy an ailing carpet and install heat shielding in Lee & Liz Niner's MGA 1600. Assisting DR. DVC were some of his residents in training. Chuck Goelz, Paul Phillips, Tom Rippert, David Schwab & Dick Suffredini lent Lee a hand in ripping out the old carpet, installing heat shielding and then laying down new carpet. Sounds easy, no big deal but as the ever faithful Tonto used say "Wait just a darn minute,

Dick Suffredini gluing in a piece of insulation. Hey, where's the rest of my helpers? Oh, now we see!

Lone Ranger”.

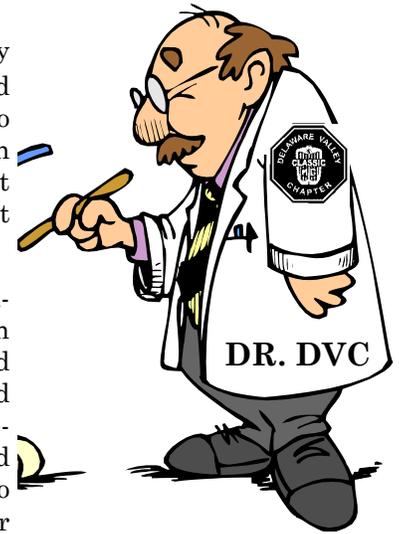
Let's start with temperatures in the low ninety's coupled with some high humidity working in the close quarters of the MGA's interior and you've got yourself some kind of sweaty environment to say nothing of some increasingly growing short tempers. Now throw in some "what do you mean the floorboards were never secured to the frame rails" and "how come so much trimming of the carpeting has to be done" and you've got a two hour project that stretched to six +hours!

The floor insulation, carpet and side panel kits were purchased from Moss Motors on sale. There are no instructions for the heat insulation but it is a straight forward installation. The carpeting kit has instructions but you're really on your own. Having Chuck and Tom there made it a lot easier because they've previously done an MGA carpet installation. The good news is that the



Hmmm. Lets see, 1 worker & 3 supervisors — that sounds about right. Where's Lee?

Dr. DVC Continued. floor boards, frame and frame rails were in absolutely excellent condition. The floor boards were then correctly fastened to the frame and side rails. The heat shielding was applied with aerosol glue and was quite easy to cut and fit. The carpet pieces once we figured out how they fit together and in what order were really not difficult to do. A fair amount of time however was spent trying get the seat frames secured through the carpet, carpet padding and heat shielding plus redoing the seat belt anchors.



The major lesson learned or should I say re-learned is that no matter what you do, that guy Murphy sure as heck will poke his head into your best laid plans. He was everywhere from the unsecured floor boards and the incorrectly placed seat belt fittings to some very sharp edges that caused Chuck to suffer a minor head wound and Dick to lose some skin on his index finger. Lizzie was there with plenty of peroxide and band aids though. We finally said good by and good riddance to Murphy about 5 PM.

I can assure you that Murphy is not one of my residents!

It was a good thing that Liz Niner had prepared a complete picnic dinner and that Judy Goelz, Evonna Phillips, Jaimee Rippert and Sandy Suffredini were there

to sooth their hubby's nerves. A fine feast was had by all and the Bass Ale sure as heck helped the good Dr.'s as-

Here's Tom, Lee & Dick getting an earful from Sandy, Judy & DR. DVC about taking so long to install the carpet. Did too many cooks spoil the broth or did they just add the right amount of seasoning?

sistants to quench their "powerful thirsts". Many thanks to the good Doctor's helpers for giving up a Sunday afternoon to assist in getting the MGA's cockpit ready for the long trek to Gattlinburg.

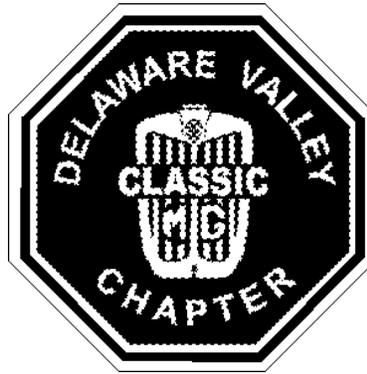
The next day I was able to install a few remaining pieces of carpeting in the rear and all the cockpit interior panels including the door pocket in about two hours. Once completed, Liz & I went for a ride of about a half hour in ninety degree heat and were quite satisfied with both the sound level and temperature in the cockpit. I'm now waiting on door seals from Todd Clark and then the job will be totally finished once I install them. Now, thanks to some DVC friends, my ride to MG 2006 should be peaceful and the navigator will be able to focus on scenery instead of that dreaded heat and me! Photo credits: Liz Niner



Lee & DR. DVC

OK, now where the heck did my beer get too?

PENNYPACKER POST PARTY "P3"



After the car show, you're invited to a party — DVC style!

DATE: Saturday, August 5, 2006

WHERE: Tom & Jaimme Rippert's

63 Cepp Road

Perkiomenville, PA

TIME: Immediately following the Pennypacker Mills

British Car Day Car Show or 4:30 p.m.

RSVP: YES! To Tom & Jaimee by phone at

610-287-9325, or e-mail ripperts@juno.com.

It's a covered dish picnic, so please let us know what you would like to bring.

ALSO BRING: Chairs/Covered Dish

Please join us for the "first annual" P3 Picnic! Relax and enjoy good food and conversation with fellow DVC'ers. After all the planning and preparations that go into the Pennypacker Mills British Car Day Car Show, it will be nice to sit down and kick back a little (and think of next year's show!). Plus class winners get to test out their beer mug trophy's!

Directions to Ripperts from the Pennypacker Mills British Car Day Car Show

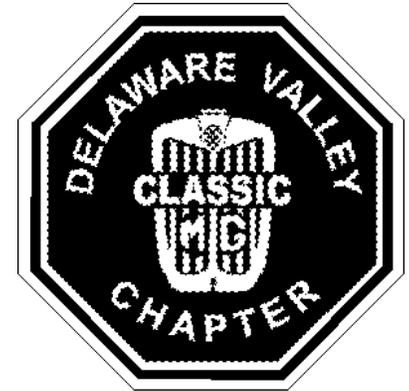
Turn right out of Pennypacker Mills car show and go across the bridge to Route 29 at traffic light. Turn right on Route 29 north and travel 3.7 miles. Turn right on Hendricks Road, go 0.3 mile and turn right on Cepp Road. We're the 2nd house on the left, #63, it's a log home.

2006 - HORNSBY RALLYE / POOL PARTY

DATE: SATURDAY, JULY 29, 2006

**PLACE: BRANDYWINE RIVER MUSEUM
ROUTE 1, CHADDS FORD, PA**

**TIME: 10:00 A.M. IF YOU ARE TOURING THE MUSEUM
12:00 - DRIVER'S MEETING 12:30 - FIRST CAR OFF**



RSVP: JIM & MARIE O'BRIEN

Phone: 610-436-0234

Dig out that 'MG', gas it up, put the top down and come out to one of Jim O'Brien's legendary rallyes through beautiful countryside and picturesque covered bridges. This year's Hornsby Rallye is an easy 35 miles – so don't be shy – come out and give it a try. The coveted Hornsby Cup goes to the first MG 'T-Series' car to finish. Trophies for 1st, 2nd and 3rd place cars will be awarded. Bring your bathing suits and towels because the Hornsby Rallye will end at Jim and Marie O'Brien's where we can cool off in their beautiful pool!

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

This year's Hornsby Rallye begins at the Brandywine River Museum on Route 1 in Chadds Ford, PA. The Brandywine River Museum is a 19th-century grist mill exhibiting American art, and is known for its collection of works by three generations of Wyeths. If you would like to tour the museum, please arrive by 10:00 a.m. If you are not touring the museum, please arrive by 12:00 for a driver's meeting, with the first car going off at 12:30. If you can't make the museum and/or rallye, but would like to come to Jim & Marie's later in the day, directions to their house are as follows.

From Pennsylvania Turnpike

*Take Valley Forge exit.
Get on 202 South and continue to West Chester area.
Take 2nd West Chester exit (PA Route 3/West Chester Pike).
End of exit ramp, left onto Route 3 towards West Chester.
Right at first traffic light (McDonalds) on Montgomery Ave.
Left at next light onto Marshall Street.
Right at first stop sign onto Church Street.
Left onto Ashbridge Street.
Second right onto Hoopes Park Lane. Look for MG signs.
Next right (100 ft.) onto Locust Lane.
Straight ahead into O'Brien's driveway.*

From I-95

*Take US322 exit and follow to West Chester area.
Count traffic lights from US322-202.
Do NOT take West Chester by-pass...go straight into town on High St.
Left onto Marshall St. at traffic light (this is #10 after 322-202).
Right at first stop sign onto Church Street.
Left onto Ashbridge Street.
Second right onto Hoopes Park Lane. Look for MG signs.
Next right (100 ft.) onto Locust Lane.
Straight ahead into O'Brien's driveway.*

DVC September Tour

Dear British Car Enthusiasts,

The Central Pennsylvania British Car Club, Inc. would like to invite you to our 11th Annual British Car Festival at Delgrosso's Amusement Park. We welcome you and feel confident your visit to Central Pennsylvania will be fun and exciting. Please take a few minutes to review all of the information in this brochure.

We have scheduled one main event for Saturday, September 10th. A Funkhana will be held at the beautiful grounds of Penn State University's Altoona Campus starting at 12:30pm. You must pre-register for the event. You won't want to miss our scenic drive to our famous Pig Roast dinner and "Just Desserts" party on Saturday night.

On Sunday, it's off to Delgrosso's Amusement Park. Registration begins at 10am. Sunday is simply a day of showing your car and enjoying the friendship of other British Car Enthusiasts, Good Food, rides, mini-golf, go-karts, and Prizes... AND NO JUDGING!! All British Cars are welcome, any condition!!

Delgrosso's Amusement Park has been our home for 11 years and once you enjoy the chicken dinner and hospitality, you'll agree - It's America's Best Amusement Park Food.

Our club members work very hard to make you feel at home and have fun. Ask anyone who's attended and they'll say this event is one of the best value-for-money events you'll find anywhere. We look forward to seeing you!

The Central Pennsylvania
British Car Club Inc.



11TH ANNUAL



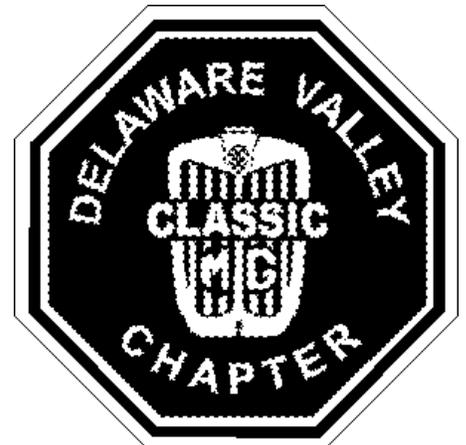
BRITISH CAR FESTIVAL SEPTEMBER 10 & 11, 2005



WWW.DELGROSSOS.COM
BELLWOOD OR GRAZIERVILLE EXIT OFF
INTERSTATE 99
TIPTON, PA
10 MINUTES NORTH OF ALTOONA

If You're interested in attending —
call Chuck Goelz @ 215-256-9578
for lodging and registration infor-
mation.

Safety first!



DVC Prom Night — June 10th

“Cars Under the Stars”



Lord & Lady DVC, Tom & Jaimee Rippert with the Prom Duke & Duchess, Sandy & Dick Suffredini under “The Legend” MG billboard sign in Ernie & Feldgus’ barn.

The barn was decorated with stars

The music was flowing from the vintage Seeburg.

The DVC beer was chilling, tap at the ready!

We were set for a 1950’s Prom Night of “Cars under the Stars”.

The first arrival, in a brand new Jaguar (after all, we’re all about the cars) were guests Sandy and Dick Suffredini, elegantly dressed for the event. The next arrivals in a Pontiac Catalina (remember, we’re all about the cars) making a big entrance and we do mean big, as that boat of a car brought back great memories and laughter as Sue and Roy Dougherty made their grand entrance. The Niner’s arrived next with style and grace with Liz giving the

DVC Prom Continued. perfect queenly wave in their MGB, looking every bit like a couple on a wedding cake.

(Happy 40th!) And it just gets better as the evening begins. Tom and Jaimee Rippert arrived in their MGB, both meticulously dressed for the occasion. Tommy's vintage baby blue tuxedo, ruthlessly purchased by Jaimee on eBay was spectacular! Joe and Sharon Lamando in their red MGB were a stunning couple. Sharon was a vision in blue tulle, and vintage complimenting hairdo, perfect for a prom! Ben and Cindy Nolan arrived to cheers of welcome, and looking romantic. (We should have given an award for most comfortable shoes to Cindy!)



Roy Dougherty with current "squeeze" Sue arriving at the grand entrance to the DVC Prom with an original MG dealer sign as a back drop.

They brought a beautiful photo of themselves attending their prom for our "Blast from the Past" area. As arrivals continued we laughed and compared corsages, enjoyed the food, beverages and



"Resting" prom cars after delivering their owners to a gala celebration in New Hope, PA

the sounds of Frankie Avalon and Johnny Mathis. And just then another TD comes screeching in the driveway. Greg Lake and "she said yes" fiancée Janice! Greg seemed to be channeling James Dean (we needed a rebel) and Janice was a doll in lemon chiffon. Love was in the air.

We were all pleased when our "mystery" guests arrived. Former member Janene Martin and her friend John were in from Colorado for a visit with her son Jeremy and his lovely wife Caitlyn. Jeremy drove his Dad's (Larry) TD, and he and Caitlyn joined the DVC. We welcomed them with open arms!

Everyone enjoyed the indescribable collection of “goodies” in the barn. We are not talking food here folks. The illuminated MG Dealer sign is amazing to behold, and rare MG Billboard that covers almost an entire wall is breathtaking in its pristine condition and design. (It is a traffic stopper too, as we discovered while the barn doors were open when we were decorating!)

Voting commenced for Lord DVC and Lady DVC. It did not have to be a couple and that was reflected in the ballots. Lord DVC went to Tom Rippert by an overwhelming majority! Tom accepted with his usual style, decadent. We feel we must note here that Sharon Lamondo was a close second to the winner of Lady DVC. They would have been a cloud of baby blue! Jaimee Rippert was crowned Lady DVC. The vintage gown and white fox stole added to her regal charm.

The prom hosts (Ernie & Barbara Feldgus and Bob & Terri Tiley) reserved the honor of selecting the Duke and Duchess. We wanted a participant who embodied the theme, the sheer enjoyment, and a couple who had attended their own prom together. Sandy and Dick Suffredini were chosen and crowned. We think their grandson Andrew said it best “they looked pretty”!

Door prizes were awarded, dessert was served, conversation flowed between the barn, the walkway and the lawn, littered with cars under the stars. The Rippert’s MGB, resplendent in twinkle lights, the DVC’s newest addition of Jeremy Martin’s clipper blue TD, Greg Lake’s TD with the “Just Engaged DVC High School” sign was great! Several other TD’s, an MGA, jeeps, Porsches and the Feldgus’ Cadillac’s completed the line up of vehicles under the stars. (In the lower level of the barn tucked away with the John Deere were the Feldgus’ MG’s)



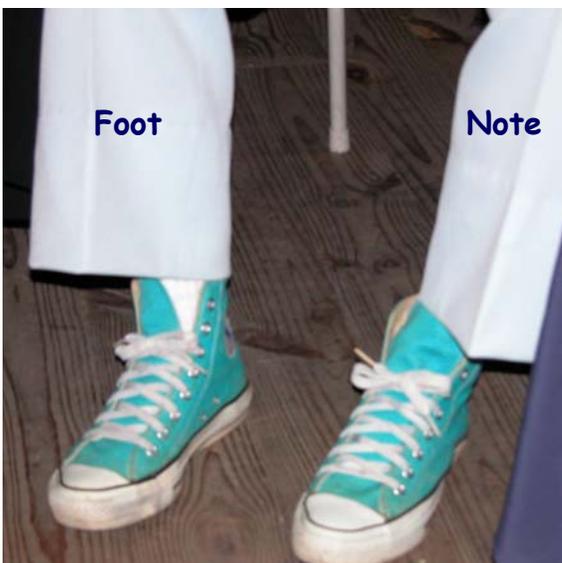
Our hostesses, Terri Tiley & Barbara Feldgus announcing the DVC Prom Duke & Duchess.

Those attending included Chuck Denlinger (TD), Sharon and Joe Lamondo (MGB), Earl Wanklin's ('64 Porsche), Don Short & John Short (TF1500), Roy and Sue Dougherty '60's Pontiac, Greg Lake and Janice Wakefield (TD), Janene Martin and John Jeep, Dick and Sandy Suffredini Jaguar, Lee and Liz Niner MGB, Donna Bristol and Walt King Jeep, Ben and Cindi Nolan Porche, Tom and Jaimee Rippert (MGB), Jeremy and Caitlyn Martin TD, Bob and Terri Tiley TD, Barbara and Ernie Feldgus (TB Tickford, TD & TF).

Thanks to each and everyone of you for attending and supporting your DVC. Photo Credits: Dick Suffredini & Bob Tiley.

Safety Fast! The Tiley's and Feldgus's

Foot Note: Many thanks to Bob & Terri Tiley and Ernie & Barbara Feldgus for planning this wonderful event. The setting was spectacular. The weather was incredible. The food was ever so good and the company was the best. Just goes to prove that even DVC'ers can occasionally get dressed up and almost act their age!



Le "Engagement" Tour de France

Greg Lake and Janice Wakefield of the Delaware Valley Classic MG Chapter (1951 MG-TD) are pleased to announce that they were engaged under the Eiffel Tower on April 22, 2006. On their recent European vacation, several memorable events occurred:

First, Greg asked Janice to marry him in Paris, the most romantic city in the world, under the Eiffel Tower. Of course she said "yes"! We are living happily at Lakeland Farm in Jamison, PA.

Then, on the way back to their hotel after celebrating their engagement by going to the top of the Eiffel Tower, Greg saved Janice's life. They were getting off the RER Paris metro train and just as Greg said, "Watch your step", Janice fell hip-deep between the train and the wall. Greg, feeling that his "other half" was missing, turned to look for Janice, saw the horror in the faces of the people on the train, then saw Janice stuck in the hole. Just as the train whistle blew and the train doors were closing, Greg pulled Janice out of the hole and the train pulled away. Miraculously, the only damage was a sore back for Greg and a few bruises for Janice.

In 19 days, we visited six countries - France, Switzerland, Monaco, Luxembourg, Belgium and the Netherlands. One evening, in Tours, France, Greg spotted a 1953 MG-TD parked in front of their hotel. After taking several pictures, Greg went inside to see if the front desk clerk could help him locate the owner. Luckily, the owner, Allan Howell, was in the lobby and, like all MG enthusiasts, was anxious to share his experiences. Allan's cherry red 1953 MG-TD was first purchased by a member of the U.S. Air Force and brought back to



Gregg & Janice by the Eiffel Tower in Paris & their marriage proposal.



A 1953 MG TD spotted in Tours, France

the States in the 50's. The MG-TD went back to Chaffey, England, in 1990 and Allan purchased it in 1994 and restored it. Allan has traveled 32,000 miles in 12 years throughout the British Isles, Spain and Holland in his restored MG-TD. Allan, 64, currently retired, worked for 4 years in Linden, NJ, commuting from England. Allan lives outside of Cambridge, England, and is presently restoring a 1929 M-type. He is also a Board Member of the MG Octagon Car Club. After re-examining Allan's MG-TD again, Allan graciously spent some time sharing stories with us. Photo credit: Greg Lake. *Greg and Janice*