

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



T•Talk



The Delaware Valley Classic MG Chapter

Volume 36 Issue 3

1970 - 2006 - Our 36th Year

October, November & December 2006

Inside this issue...

- Golf Tournament
- Hornsby Rallye
- Pennypacker Mills Car Show
- Wheels & Whistles Tour
- Fall Flyers

T-Talk is the newsletter of the Delaware Valley Classic MG Chapter and is published four times a year, in January, April, July and October. Anyone with an interest in MG automobiles is most cordially invited to join. Dues are \$25 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**



There's still plenty of time to drive your MG!

Fall foliage time is just spectacular in the Delaware Valley. Delightful day time temperatures make for some very enjoyable driving along area roads. Plan on joining us as we visit the Hagley Museum in Wilmington, DE for a

delightful tour and lunch. Our annual Guy Fawkes celebration will be held in Birdsboro, PA. A bond fire, fireworks and the re-telling of the Guy Fawkes legend will all be part of the event. Our annual Holiday Party

will be held in Southampton, PA this year. Lots of prizes and lots of fun. Don't forget our once a year only meeting this year in Richboro, PA. It's a nice afternoon out where we discuss and plan the DVC's calendar of events for 2007.



T-Talk's MG Girl of the Quarter — Liz Niner

Fourth Quarter DVC Events — See You There!

**October 7th
Hagley Museum
Wilmington, DE**

**November 4th
Guy Fawkes Party
Birdsboro, PA**

**November 19th
Annual Planning Meeting
Richboro, PA**

**December 9th
Holiday Party & Dinner
Southampton, PA**

2007 Dues Renewal Forms Are Enclosed & Are Due November 1st

Points & Plugs — Tom Rippert



Our parents always used to say, “the older you get, the faster time goes by” and I certainly have to agree with them! Where did the summer go? Even though when I look back at all the things we did with the DVC, it still seems like I blinked and it was over. We started in June with the “50’s Prom”, then a week-long trip to Gatlinburg for MG2006, Family Golf and Picnic in July and then a couple of weeks later the Hornsby Rallye and Pool Party at O’Briens. August brought us the 2nd annual DVC car show and post party, and the week-end tour to Scranton for Steamtown and a ballgame.

Read all about these fantastic events in T-Talk. We had a lot of fun – some of the events

were repeats from years past, and some were new – with new volunteers organizing them. It’s always good to get fresh ideas – we’re all different and like different things – so if you’re thinking of something the DVC could do, please let me know.

We have plenty to do this Fall as well, and Fall is a great time to get out and drive your MG. October 7th we’re visiting the “Hagley Museum,” November 4th is our annual “Guy Fawkes Bonfire”, November 19th – our annual “Planning Meeting” and to end our year, the “DVC Holiday Party” on December 9th. Please check your T-Talk for flyers for all these events, and I hope you’ll attend at least one.

As I mentioned, our planning meeting is November 19th – this

year it’s in Richboro at Dick and Sandy Suffredini’s home. Please come out and support your car club at its one and only meeting per year. Give us you input on what you’d like to do. Maybe you’d be interested in organizing an event – we’re always looking for new volunteers. If you can’t make the meeting, but are willing to run an event, or have an idea you’d like to pass along, please let me know beforehand.

You can call me at 610-287-9325, or e-mail me at ripperts@juno.com.

Our dues for 2007 have been increased to \$25 largely because of postage increases and the expanded size of our newsletter. Please pay your dues by November 1st or you can pay at the meeting.

See you this Fall! *Tom*

From The Pits — Lee Niner



Can you believe that we’re into the fall of 2006 already. It’s been a wonderful MG year so far. Thanks again 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 Girl is none other than your DVC Treasurer Liz Niner pictured in her 1964 “pull handle” MGB. She’s quite proud of her

“California B” as it taken several awards at local shows since 1990 (has it really been that long!). BTW, in case you haven’t noticed, it’s fall foliage time. Next time you’re out in your MG snap your MG girl along with your MG and send it to me.

Did you know that our DR DVC assistance program under the guidance of our webmaster, Lew Phillips is humming right along. The good doctor has been to several members’ homes to assist in facilitating repairs or restoration that require more than one pair of hands or where some real detailed technical proficiency is required. Need some help, give the good doctor a call,

after all, it will only cost you a few beers and some snacks!

Speaking of beer, I’ve been able to sample quite a few local beers as we traveled with the DVC so far this year. Half the fun of going places with the DVC is that you get to see areas and sample foods and brews that you normally would not get a chance to. Leave some time open in 2007 for traveling with the DVC. So far for sure, the DVC is going to the Triathlon next Aug 10 — 12 up in the Pocono’s.

May you enjoy this fall season and may you get out in your MG to maximize your enjoyment. It’s been a great ride so far this year, seeing you at a DVC event will make it even greater. Till next time. *Lee*

Hey DVC Member -

Do You Need A Second Opinion?

Then You Better Call on Dr. DVC!

We've all been there... scratching our head after hours under the hood - and the darn thing still won't start!... wanting someone there the first time you try something to tell you that you did it right - after all, brakes are kind of important...wishing that the dog had opposing thumbs so that he could help line this thing up...



Well, now there is help! The DVC is chock full of people with all kinds of experience working on MGs. We have people who can spend an evening debating why you should trim 4/1000" off your dwibble-thwacker, people who can lengthen any short-circuit, and people who can make a car's finish so shiny you can shave in it (uh... sorry, ma'am). And we are always looking for a reason to get together, tinker, talk cars, and maybe down a pint or two. Put that all together and you have Dr. DVC!

Here is how it works... First, you request a house call with a tentative date; next, the doc puts out the call and assembles the team, the doc will confirm your appointment and let you know about how many medics will be coming! We are always looking for 'medics', so how about joining us when the calls comes in! You don't have to be a master mechanic, just come out and join us for a tinkering good time!

Dr DVC

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



With Dr. DVC

Without The Good Dr.



NEMG'T'R



NAMGBR



NAMGAR



THE DVC IS PROUDLY AFFILIATED WITH THESE GREAT MG REGISTERS

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

Dave Raymond - A True M.G. Enthusiast

The M.G. community mourns the loss of one of its true enthusiasts. Dave owned and operated Abingdon Classics, an M.G. restoration business in Connecticut for 50 years. He was a founding member of The New England MG'T' Register and was appointed its first Director, a position he held for 42 years.

Dave joined the Delaware Valley Classic MG Chapter in the early 70's and along with his wife, Joanne, attended numerous holiday banquets and DVC flea markets.

Dave was a founding member of the NYCON Chapter of The Register and the MG Vintage Racers. He was also a long time member of SCCA. He campaigned his blown TF, TC Special, and his single seat M.G. NA, The Iona Special, with these two racing groups. There are many photos of Dave at the wheel of The Iona Special during the Round the Houses reenactment at Alexandria Bay, NY in September 1999 and again in June 2003 when he took The Iona Special back to Ireland for the 75th anniversary Tourist Trophy on the old Ards Circuit outside Belfast.

Dave was a highly sought after and recognized Pre-War and Post War M.G. engine builder and it was his knowledge and expertise that kept so many of these examples of the Marque roadworthy throughout the last 50 years.

Dave passed away on August 2, 2006, at his summer home on Sebec Lake, in Maine. Dave's family requests that contributions in his memory be made to the Knudson Churchill Scholarship Trust, 26 Mountain Road, Wilton, CT 06897. Hank Rippert, Chairman Emeritus, New England MG'T' Register, Ltd.

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](http://groups.yahoo.com/group/dvc-mg-club). Once you gain access to this members only electronic bulletin board you will learn the DVC's semi-secret handshake and ultra secret password. Hint: It's not Abingdon!

DVC Name Tags Just For You!

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

British Car Classifieds

The Keystone Region MG Club & The British Car Club of the Lehigh Valley have a new FREE online classified ad site and have invited members of the DVC to use it. It's called the British Car Club Classified Market Place. Just go to <http://www.keystonemg.com/cgi-bin/classifieds/index.pl> and go exploring. The ads can also be placed by DVC members. It's geared at the PA/NJ/NY/DE/MD owners of British cars. We are going to put a link on to it on our website also. This sounds like a viable idea. If you like it — please let them know it.

DVC REGALIA — IT'S MORE THAN JUST CLOTHES — IT'S A MAJOR FASHION STATEMENT!

Did you know that we have an agreement with Triple-C Accessories @ 888-854-4081 to apply the DVC logo on all of their shirts, hats, sweaters, jackets, coats or blankets? Now is the time to order that particular DVC piece of regalia that you've been longing for or better yet to surprise your driving partner on his or her birthday or upon their entry into a swapping club (come on - car parts, not what you're thinking!). All you have to do is give them a call and ask for their catalogue or contact them on line at sales@triple-c.com. Their products are top notch and they are quick to fill your order. OK, so at the next DVC event we expect to see shirts, pants, jackets, socks, hats, panties, boxers, bras and whatever else you want to have monogrammed with the DVC logo.



**We Double Dare You To Order One Of
These Stink'in DVC Car Badges**



If you're game hombre; first fill out the form below and then make out a check, money order, endorsed social security check or what the heck just put some pesos in an envelope with the form. Hey Cisco, Hey Poncho; allow a couple of weeks and then you too can affix your official DVC car badge to your grille or forehead. The badge is a hefty solid metal casting that is 3" wide with a nifty 1 1/4" wide mounting tab at the bottom. Besides, it's made in Australia (you know, part of the old British Empire) and is an absolute steal at this price. Besides, when you're driving down the street, girls (or guys) will be thinking "Wow is that MG and driver really cool or what!" Order your badge now. The DVC cannot be responsible for wild and uncontrollable behavior when the opposite sex sees that stink'in' badge on your really cool MG with you inside looking like a poor man's James Bond or poor woman's Emma Peel.



DVC REGALIA **ORDER FORM**

(NOTE: MAKE CHECKS PAYABLE TO: "DVC")

SHIP TO:

Name: _____

Ad- _____

dress: _____

City: _____ State: _____ ZIP: _____

PHONE _____

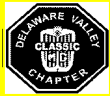
: _____

Email: _____

DVC ACCESSORIES: - MAIL ORDER TO: Bob Tiley, 68 Winding Lane, Feasterville, PA. 19053

DVC CAR BADGE: Heavy chrome plated badge with black background. Hefty, solid metal casting. 3" wide with a 1-1/4" wide mounting tab at the bottom. (U.S. shipping included)

| Item | Quantity | Price each | Total |
|---------------|----------|---------------------------------------|--------------|
| DVC Car Badge | | \$23.00 | \$ |
| | XXXXXXX | Shipping (Hey Gringo –It's included!) | XXXXXXXXXXXX |
| | | TOTAL | \$ |



THE DELAWARE VALLEY CLASSIC MG CHAPTER



Officers and Staff For 2006

Events Chair: Tom Rippert

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

Membership Chair: Chuck Goelz

126 Eastwoods Drive
Harleysville, PA 19438
215-256-9578
c.goelz@verizon.net

Treasurer: Liz Niner

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

Webmaster Chair: Lew Phillips

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

Rallyemaster: Jim O'Brien

610-436-0234
JOB801@aol.com

Regalia Chair: Bob Tiley, Sr.

68 Winding Lane
Feasterville, PA 19053
215-355-1992

Advertising Chair: David Schwab

610-323-8745 schwabfam@earthliunk.net

Official Picture Taker: Dick Suffredini

DVC Founding Chairman: Hank Rippert



Editor—Lee Niner

All contributions to T-Talk are welcome. Please send your articles, pictures, jokes, cartoons, ads, etc. to Lee Niner, T-Talk Editor, PO BOX 510, Creamery, PA 19430-0510 or preferably by email to Leeliz9r@aol.com. T-talk is the official publication of the Delaware Valley Classic MG Chapter and is published four times per year during the months of January, April, July and October.

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

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

S.A. Brains & Co. Ltd. Brewery **DYLAN'S SMOOTH ALE** **Golden Ale**

Dylan's Smooth Ale - is a traditional golden Welsh ale brewed by S.A. Brains at the old brewery in Cardiff, Wales. This ale was named after the celebrated Welsh poet, Dylan Thomas, a giant of twentieth-century literature, who wrote most of his work in Wales and died in New York in November 1953.

Dylan's Smooth Ale - is brewed with fine crystal malt that results in a light golden yellow color.

Dylan's Smooth Ale - has a mature and full body with a subtle hop aroma and appetizing finish. This ale is brewed to 4.5% abv.

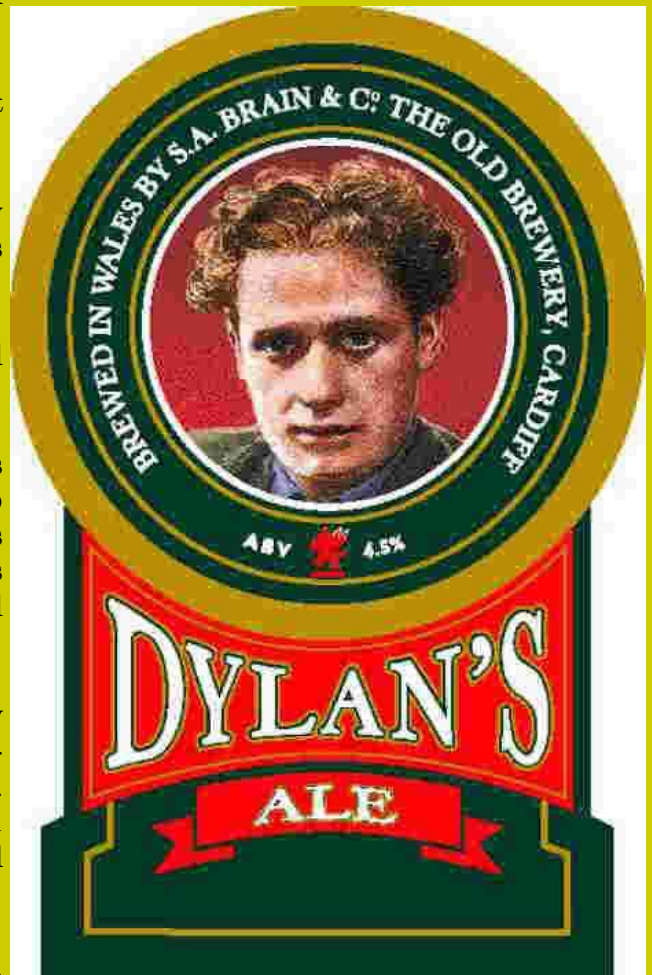
Dylan's Smooth Ale is available in 50 liter kegs and later this year in bottles.

Dylan's Smooth Ale is wonderfully refreshing on its own or as a perfect complement to traditional pub food such as Shepherd Pie, seafood (in Cardiff it is used to produce a delicious fish batter) and also goes great with your favorite red meats, beef pies and curry.

Dylan's Smooth Ale will continue to provide a deeply satisfying pint for up to 6 months after purchase provided that kegs have been stored in cool conditions. In bottle the ale will remain clear and fresh up to 1 year after purchase provided that it has been stored correctly.

Store at a maximum temperature of 52 degree F (11 degree C).

Serve chilled at 40 - 45 degree F (6 - 8 degree C) depending on ambient temperatures. *Bob*



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

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

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

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

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



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

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

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

Don't delay — Subscribe today!

**British Marque Car Club News
c/o Enthusiast Publications, LLC
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Harrisville, RI 02830
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PARTICIPATING CLUB SUBSCRIPTION FORM

Club Name



Member's Name _____

Address _____

City _____ State _____ Zip Code _____

Phone (Optional)(_____) _____ - _____ E-mail _____

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

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



Pennypacker Mills British Car Day Car Show - Saturday, August 5th, 2006



Our second annual car show at Pennypacker Mills Historic Site was held on Saturday, August 5th under beautiful blue skies, gentle breezes and a delightfully low humidity eight-eight degrees day. A nice turnout of both vintage British cars and numerous spectators made for a very festive atmosphere as both car owners and spectators mingled together in small groups admire and share stories about the cars. Our 2006 "field of dreams" consisted of seventeen voting classes and one display only class plus a car corral and vendors.

As with all large events, the preparation is really what makes the show a success or failure. The previous Sunday, the DVC "Pit Crew" assembled at the Salford Pub in Harleysville to conduct a packet stuffing party, label fifty-four trophies and fold T-shirts. The Friday afternoon before the show the DVC "Pit Crew" assembled at Pennypacker Mills to two erect fly's for registration and one large fly for both shade and our sound system. Car Show signage was posted, the show field was marked off, the photo area in front of the mansion was also marked off and lastly the



Our headquarters for the car show.

trailer parking area was set up. Car show day once again had the "Pit Crew" arriving at 8:30 AM to do last minute set up and **Pennypacker Mills Continued.** await the cars. This year we had the cars coming in and having their photo's taken by the Pennypacker Mansion, then proceeding to registration and onto the show field. Photos could be ordered over the net through our web site. Pre-registered car received a free car show T-Shirt and all others had the opportunity to purchase one at registration. Just as last year, all cars received a dash plaque. The lower Frederick Ambulance Corps supplied the food and beverages this year also.

The traffic control section of the "Pit Crew", Bill Bourse (MGB), Roy Dougherty (TD), Lyn Hughes (MGA), Steve Novelli (Super Performance S2), Paul Phillips (Midget) and Tom Rippert (MGA), guided entrants to and from picture taking and onto registration plus coordinated trailer parking. The registration section of our "Pit Crew", Donna Bristol, Linda Boorse MGA), Sue Dougherty, Pat Hunt, Sharon Lamando, Liz Niner (MGB), Evonna Phillips (Midget), Jaimee Rippert, Gloria Schwab (MGB) and Sandy Suffredini, ran a very efficient operation and painlessly processed the entrants plus they also acted as ballot counters after voting. Our picture taking section of the "Pit Crew", Brian Straub and Dick Suiffredini (MG TD), arranged and staged each car as it entered the grounds. Our show field section of the "Pit Crew", Chuck Daniels (Midget), Chuck Denlinger (TD), John Hunt (TD), Joe Lamando (MGB), Jeff Rose (Twin Cam), David Schwab (MGA), Bob Wagner (MGA1600 Coupe) and John Zemany (TF) made sure each car was put



This is the Best of Show car. A one owner OEW Jaguar XK120 bought new in 1953 and maintained in number 1 condition. It's absolutely gorgeous!

in the correct class and answered any questions (most important question was "where's the rest rooms!"). Our sound system guru Lew Phillips (MGB) did a tremendous job with his eight speakers and wireless mike set up. It takes a lot of members assisting to make this event function and all of these individuals working together made it happen.

After the voting ended, the ballots were counted and the winners were presented their trophies, which were beer mugs with the car show logo on them, by Lee Nner, car show Coordinator & Tom Ripert, Events Chairman. The coveted Best of Show award went to Fred Mack, Jr. of New Town Square, PA for a 1953 Old English White Jaguar XK120 Roadster that he purchased new in 1953. Fred is ninety-five years old and still loves to drive his Jag! The Ladies Choice Award went to John Zemany for a 1954 Clipper Blue MG TF roadster. John is a DVC member and obviously can still wow the ladies. The less than coveted Diamond in the Rough Award went to George Burton of Douglasville for his 1973 red MGBGT. George is from the British Isles and was awe struck at winning such a prestigious award; mumbling something about "only in America do they give awards for less than perfect cars!". The Best Attending Club went to the Philadelphia MG Club for the second year running.

DVC'ers winning awards for pre 1956 MG's were: Tom & Deven Maddaloni (TC) – 3rd place, John & Pat Hunt (TD) – 2nd place & Jim and Diane Sanders (TD) – 1st place. Winning awards for 1956 – 1962 MG's were: Jeff Rose (Twin Cam) – 3rd place, Linda Boorse (MGA 1500) – 2nd place and Bob Wagner (MGA1600 Coupe) – 1st place. Winning awards for 1963 – 1974.5 MG's was Liz Niner (MGB) – 3rd Place and Larry & Connie Cordeiro (MG Midget) – 1st Place. Winning awards for 1974.5 – 1980 MG's was James Strait (MGB) – 3rd Place & Larry & Carol Kane (MGB) – 2nd Place.

It was also a real pleasure looking at some most interesting British cars that you do not commonly see. Some notable examples were two Sunbeam Alpine Tigers (one white & one black), a Mini Pick Up, a Lotus Elan Sprint and a Lotus Elise, two really excellent Bug eye Sprites and a Hillman Minx Convertible.

Sure was also nice to see some DVC'ers attending the show that we don't get to see enough of throughout the

Pennypacker Mills Continued. as well as the Publicity Chairman for the NEMGTR and he and Dana are long time friends of the DVC. The DVC's Founding Chairman, Hank Rippert, came up from Charlotte, NC to celebrate his dad's birthday and just couldn't pass up an opportunity to party with his many friends in the DVC. Hank started our club in 1970 and is also Chairman Emeritus of the NEMGTR. Sarah Carr & Durl Edwards drove down from Tunkhannock, PA in their MGBGT. Sarah & Durl also have several vintage cars in their collection.

Other DVC'ers attending the car show were: Rocky & Louise Grillo (MGB), Wolfgang & Gudi Fischer (TR3 - traitor), Ernie Feldgus, Peter Cornish (TD) and Larry & Carol Kane (MGB). One of our advertisers, Peter Cosmides (MGB) and family (MGA) drove over from their home in Moorestown, NJ after having to endure an hour and one half delay on the Schuylkill Expressway parking lot. Our two newest members: Thommy Vinciguerra (Bugeye Sprite – actually a pre-Midget Midget!) and James Strait (MGB), both from Morrisville, PA (talk about coincidences!) were also present and on the field. Chuck & Judy Goelz had to miss the show due to illness but their MGA was there as it was driven to the show by Lyn Hughes.

Immediately following the car show, Tom & Jaimee Rippert hosted a P3 (Post Pennypacker Party) gathering at their lovely home in Perkiomenville, PA. Lots of great food and lots of great beer as we all gathered to celebrate a very successful car show, DVC friendships and MG's. Other DVC'ers who couldn't make the car show but wanted to say hello at the party were long time member Earl Wanklin and members Betsy Novelli and Louise Story. Lots and lots of tire kicking out on the long driveway as members compared cars, talked about modifications and generally tried to out do each other at the keg. Dick Suffredini was given a MGTD birthday cake and we all sang happy 60th! For a brief moment and I mean brief, I actually thought I was some twenty-five years younger and I was at a Post New Hope Car Show Party with Hank and several other longtime DVC'ers being there. But then reality set in as I realized I was several pounds heavier, a lot grayer and tired at eight o'clock! The "I remember when" and "I can top this" stories were still going strong when this scribe departed about 8:30 PM. Thanks Tom & Jaimee for opening up your house to us "party ani-



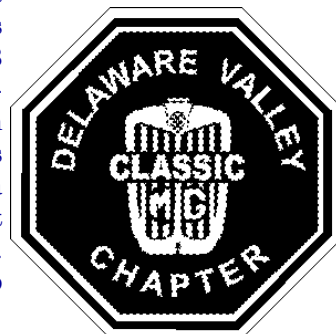
Our first place winner for MGA's. Bob Wagner's MGA 1600 Coupe is originally owned, was restored by him several years ago and still consistently wins at national car meets. It's a real treat just to look at the car!



Here's NY Geoff, SC Hank & Phila. Henry Sr. testing out the DVC keg.

mals". I hope the P3 gatherings will continue in the future as it's just a great way to relax after all the work of putting on a car show.

Many thanks to all the DVC'ers that made this car show a success. Stay tuned for next year's show. Check out the DVC website at www.dvcmg.com for photos of the car show and P3 gathering. Wow, twenty-four DVC'ers assisted in this year's show, it makes you feel good that we have a strong core of members that care and want to assist. Photo credits Brian Straub & Dick Suffredini *Lee*



Field of Dreams - DVC Style



Best Of Show — Fred Mack Jr. — '53 XK120 Roadster. He's had both since new (car and wife!)



Happy Birthday Dickie!

Ever see a Mini Pickup in front of mansion?



A Pair of Bugeyes



Curb your enthusiasm Linda!



Lew, Lee & Paul discussing the finer points of keg beer!



More Field of Dreams - DVC Style



First Place Austin Healey



The Long & Short of it !



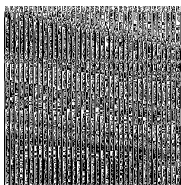
To "B" or not to "B"



"Dream Garage!"



Here's Jeff, Lee, Betsy, Steve, Tom & Bob relaxing in the driveway of Tom & Jaimee's house.



Two Sunbeam Alpine Tigers on the prowl for a trophy



Triumph's "Bonnet Up!"

Pennypacker Delights From A Cosmopolitan New Yawker

I have attended the semiannual "Triathlon", created by the British Marquee Publication four times and without any reservations can honestly say that they get better with each visit! Good fellowship, great cars and of course a lot of enjoyable parties with fellow classic car devotees. The 2005 gathering was no exception to this evaluation with the added bonus that I ended up at the, or rather in the "Delaware Classic MG Chapter's Friday Night Bash". The location was someone's bedroom at the hotel. Number of attendees? Difficult to recall. Liquid refreshments? Of course but don't ask me to name them as I lost count after the first group of ten. However, in company with my morning hangover I discovered that I had become a paid up member of this illustrious band of brothers and sisters! My good wife refused to tell me the full extent of my membership induction or the various postures that I was required to adopt before my acceptance into this illustrious group. So having paid my dues it was obvious that I should take full advantage of this investment and attend at least one of their summer events in 2006.

The "Pennypacker Mills British Car Day Show" organized by the DVC Gang seemed an ideal choice. It was in August so one could certainly depend on the weather, furthermore it was reasonably easy to reach utilizing the truckers delight, Highway 81 and the Pennsylvanian Turnpike. In depth research through the services of "Mapquest" indicated a travel time of around four and a half hours at a approximate distance of 243 miles. As I had no desire to drive my TF on Highway 81 where the trucks simply lift you off the road as they speed by, the trusty trailer was dug out of mothballs and commissioned in service. At the crack of dawn, in other words around seven am we set off for the Pennypacker Mills Car Show with every intention of arriving in good time to unload and set up shop. My experience with the road conditions in the State of Pennsylvania is limited. In fact it was confined to Highway 81, all 235 miles of it from New York State, that divides the state into two sections. Large mountains and even larger ones! The first encounter with the independent person free system, (No collection staff), for the Turnpike proved to be challenging. We did not have the correct payments after we discovered that they add 130% to the standard fee if you have a trailer! This caused a slight hold up of about thirty cars, most of whom were blowing their horns in encouragement, as we dug deep into our pockets to find what ever was available. After what seemed like forever the car behind offered us seventy cents, (New York Plates of course, Quote:" If youse guys need a loan be our guest") and we were on our way with a parade of cars following at the rear giving us hand signals otherwise known as the American classic finger language, as they sped past after the hold up. Our next obstacle was the condition of the road surface or rather the lack of any road surface on certain areas of the turnpike. With a trailer on tow you experience every dip, crack or broken surface as a painful encounter. Ninety miles of this is certainly a test of physical endurance. I assume that the State of Pennsylvania has a modern highway policy apart from extracting money from their drivers at every convenient location and in the fullness of time it



Here's Geoff & Dana with their TF1500 posing for the "official" car show portrait.

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Pennypacker Delights Continued. (I certainly hope that my financial contribution added a little to providing a reasonably acceptable road in the near future). So what with the road and the lack of small change, we did not arrive at the car event until early afternoon and by the time I had unloaded the TF and sorted myself out the judging was virtually over. No matter, the pleasure of being there and the display of simply beautiful cars made it all worth while. I go to many shows in the course of a year, not always as a competitor in fact more often as a judge so I have a reasonable idea of what a car show should be like. This show attracted some of the most delightful examples of classic British cars that you could find anywhere. There was a Jaguar 120 looking like it had just come off the showroom floor with its original owner by its side. This gentleman was a young 95 and told me that he had to wait until his kids were off his hands before he could afford this, his first new car, back in 1952. In total there were about seventy cars on display all British of course with virtually every marquee from the post war period. The MG T Types were in good attendance and the Triumph display was equally representative. A nice touch was to have a picture of your car taken when you arrived in front of the old Pennypacker Mansion, an imposing structure that dated back to the early nineteen hundreds and still had that special charm of by gone days. There was also an area where "For Sale", cars could be inspected. A 1974 TR6 caught my eye in very nice condition throughout offered at what I considered to be a reasonable price. Had I been in the market and/or my wife had not been with me it may have ended up in my garage along with all the other toys that I seem to collect despite my determination to "Thin out the Stock". The trouble is simple I sell one with every good intention of keeping that space open and reducing my capital investment. However, my big mistake is that I don't give the acquired cash to my better half to hold in trust or what ever. Instead it soon burns a hole in my pocket and I end up buying at least another restoration project and sometimes two! As my Physiatrist says it's the creative instinct in me and she should know as she married me twenty six years ago (no I was not one of her original patients!). I also saw a vehicle that I did not know existed and certainly never saw such a car in the UK either when I lived there or when I return which is quite often. In the section devoted to the original Mini there was a Mini Pickup. The original Mini lasted from 1959 to the early 1980s, quite a span of production years, I recall the very first example that stopped every time it rained because some designer at Abingdon placed the front lower body section facing outwards and it simply scooped up the water straight onto the front spark plugs! No catalog that I am aware of ever featured a Mini Pickup so I can only assume that this example was a very good modification of the old standard Mini.

The show ended around 3 pm and I think no one was sorry to get into their cars and feel the cool breeze as the summer heat on the show field was well into the 90's and even in the shade it was "To Darn Hot", to quote a popular song of my youth. We had a kind invitation to stay over night with some good friends, Liz and Lee Niner that I gladly accepted as there was a typical DVC post event party organized by Jaimee and Tom Rippert. Remembering my initiation experience last year how could anyone miss such an event. In addition to it being a DVC Party it was also a birthday celebration for Tom's father who looked like a million dollars and was keeping up with every one regardless of his recent 89th birthday. Looking at Rippert Senior it gave me resolved hope for the future coupled with the certain prospect of sinking a few more beves over the next few years. I have no idea when the party ended as it was in full swing when we departed around 8:30 pm. One thing was for sure it was certainly memorable evening in every sense of the word.

Next morning it was an early start returning home via the Turnpike that was just as bad on the outward track as it had been the previous day. We stopped for a coffee etc., at a truckers eating establishment (always sure of good food and service at these locations!). I parked the trailer displaying the 1955 MGTF adjacent to about six trucks facing the exit so that I could easily get back onto the highway. On our return to the trailer at least four owners/drivers of the trucks were collected around the TF discussing what it was and how old it might be. From the conversation I gathered that some sort of monetary wager had been made as to the origin so my appearance drew serious attention. Question: "What is it?" Answer: "A 1955 MGTF". Question what's that? (now it gets interesting). Answer "A British Sports Car imported fifty years ago". Comment from Trucker number one: "I said it was an import!" Trucker number two: "But you said it was Japanese!." At this stage I felt it was time to depart before the conversation became a little more creative. "That's an easy mistake", I said trying to be tactful. "They did make a car similar to that a few years later." There was a general nod of heads and a smile. "Still a nice car" someone said". Another nod of heads and I we were on our way. About three miles up the highway my wife turned and asked "What Japanese car looks like a MG?" As there was no answer to that question another tactful smile was produced and I turned on the radio. OK so I won't go to heaven free of sin but I did stop an altercation in a truck stop car park so that should count for something. *Geoff*

PS If you can recall that Japanese car my wife would love to hear from you!

Exhaust Notes — DVC Registrar Chuck Goelz

Bag it!

For those who change their own oil and have not solved the problem of hot, dirty oil running down your arm when unscrewing the filter, I offer a solution that has been working well for me for the last several years. *Bag it!* I have found that a one-gallon size *Ziploc*® bag works well on most configurations with a spin-on filter. (I haven't tried it on a canister filter, but perhaps a reader will try putting a wrench inside the bag – let me know if you manage to work this out!) Basically, all you need to do is to slip the bag over the filter (loosen it first!), and continue pulling it over the mounting flange or spin-on adapter as far as it will go. Hold the bag taut with one hand while spinning the filter with the other. In the normal “hanging” configuration, you can twist the bag on the outside, or reach inside to spin the filter. Horizontal configurations are equally easy. I usually do it from the topside, and when the filter drops free, you can just lift it out of the engine compartment, zip it closed, and dispose of it. If you had a rag ready, you could even catch the few drops that drip from the flange.

The “inverted” filter configuration on MGBs is probably the messiest of all configurations. But, with a bit of patience, even that can be done without a mess. Here, you'll need to slip the bag down over the filter, and pull bag opening under the flange and against the engine block. While pulling from the topside to keep the bag edge taut and snug against the block, use your other hand to twist the closed end of the bag, along with the filter in ¼ turn increments. When the filter is free, guide it down under the flange, slide the bag off, lift the bag with filter and oil out, and zip it. Then you'll need soak up the remaining oil lying in the flange with some paper towels, and throw them right into the same bag with the filter...MG drivers have also realized that those useful bags can keep the mess OUT, as well as IN. They are great for keeping your documents (registration, insurance card, etc.), maps, logbooks, and all sorts of personal belongings dry when driving in wet weather.

Here is a list of some other things that drivers have used *Ziploc*® bags for:

- Organizing parts while disassembling anything (label with permanent marker)
- Packaging used parts to carry as spares in the boot
- Packaging grease to carry in the boot (cut a corner off to dispense)
- Pack a bearing (put grease & bearing in, zip, knead)
- Cover carb inlet when air cleaner is removed (use rubber band or twist-tie to secure)
- Emergency gloves
- Ice (for transport, or as an ice-pack)
- Water (from source to radiator)
- Hand cleaner in the boot
- Protection for spare inner tube
- Toiletries (contains leaks & spills)
- Dry towels & change of clothes
- Barf Bag

I'm sure there are many, many more ideas that you can come up with. Feel free to email me with your favorite uses for *Ziploc*® bags in an MG, and I'll see if we can compile a more comprehensive list (especially if you can figure out how to fasten them under the dash to catch the water that always drips on my shin).

Till next time. Chuck

Webmaster E-News — Lew Phillips

Truth... or fiction



We've all gotten the emails... "Help drive Big Oil to sell gas at 2¢/gal", "Merck will invest \$5 per email sent toward curing hiccups", "World's worst virus - destroys your hard drive and castrates your cat". They come to us from good-hearted, well-meaning, intelligent friends who want to help spread the word. And because we believe our friends, we automatically believe the info in the email and pass it on - because, dog-gone it, we care too! Unfortunately, they have been duped, and now, so have we. *So where do these things come from?* Most of them start from a kernel of truth and then get warped. Some are urban legends that gain a life of their own.

Others are the result of what someone 'heard' or 'knows' as true. And, of course, some are pure BS. Let's look at a couple of them... "Child in England, dying of brain tumor, wants to be in Guinness as receiving the most get-well cards. Send to..." - This one was true, in 1989! Craig Shergold is now 27, the tumor was successfully removed, and he has now gotten over 350 MILLION cards! He wants desperately to have people stop, but the email request continues undaunted.

"<Some big company - often AOL> will contribute money to <some good cause> for every copy of this email forwarded." - Nice idea, but no company is doing this - nor can they. There is no way to track how many copies of 'that' email were forwarded and report back for the funds to be released. "Make Big Oil sell gas cheaper." - Oh, if the ideas would only work. One version recommends you not buy gas on a certain day of the week. So you buy gas the day before or after. Oil companies don't care, they base figures per quarter - you still bought gas. Another says not to buy from certain companies because of the origin of the oil. But the data is usually old, wrong, incomplete, or skewed. Even if it is right, oil companies sell gas in many names - and to each other. Net effect - nada.



"Really nasty virus. Stand on your head when booting up." - Some of these are real, some are fake, and some are actually 'viruses' that you do to yourself! Yes, some recommend you delete 'virus files' that are actually system files! The best move is to take the advice with a grain of salt, realize that it is probably an ancient risk at best (even if someone did move the 'origin date' up), and check it out before acting

on it. Relying on your anti-virus software is a better bet than believing these notices. (I've even gotten copied on bogus viruses from heads of IT departments!)

"Sign this petition and pass it on. 1000th signer should send to..." - Again, a nice idea, but simply typing your name and town doesn't mean you signed it. Anyone can type a list of names - so any petition like this will just get deleted when received. Sorry. "Pass this on if you love God, the USA, apple pie, little British cars, etc..." - OK, these are usually nice things whose only drawback may be that they fill up in-boxes. Sending them on won't really hurt anything, but be sure to put the addressees in the "BCC:" field and not the "To:" or "CC:" field. Putting them in the "To:" or "CC:" field shows ALL of the addresses to EVERYONE on the list and increases the vulnerability to spam attacks.

So how do I know if it is real or not? It is actually easier than you may think. Just look it up! When you get one of these type messages (even if it looks really good or real), take a breath... then do a quick check.

If the message refers to a virus of some sort, you can go to one of the virus software homepages like http://www.symantec.com/avcenter/home_homeoffice/vinfodb.html. If the message sounds like a legend or 'good idea', you can go to <http://www.hoaxbusters.org> or <http://hoaxbusters.ciac.org/> or <http://www.truthorfiction.com>. Still can't find it? Just do a quick Google search and you'll quickly know if it is real or not. *So should I just delete all of them?* No, take a look at them if you like, just give them a quick check before you forward them off to all your friends.

See you on the DVC's web site. Lew



DR. DVC's July Housecall

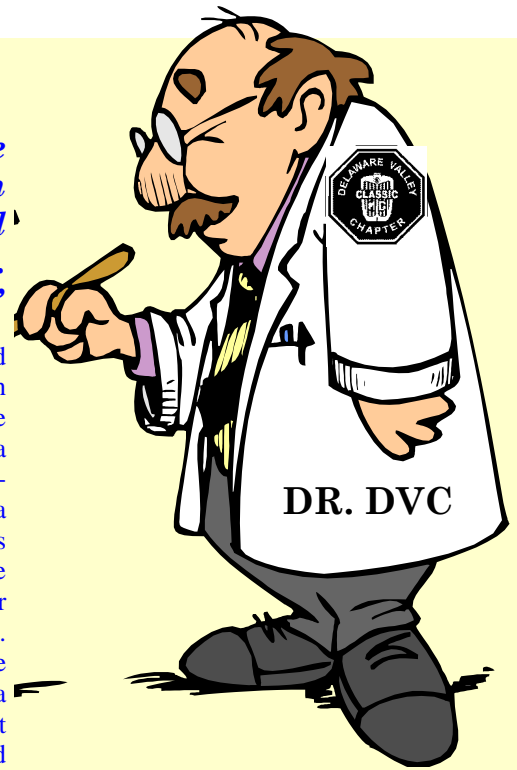
"Hello, DR. DVC here. What's that, you need assistance in removing your TD's rear end and replacing it with a rebuilt one plus you want to remove the rear wheel springs. How's Saturday, July 22nd at 11 AM sound. See you there and don't forget to chill down some beer!"

DR. DVC's latest house call involved traveling to Cape May Courthouse, NJ to lend



Getting at that forward bolt to take out the spring was a royal pain in the butt but we did it, didn't we? Or should I say me!

no real issues but getting the forward bolts out required some real tight dexterity. In the meantime DVC'ers Reg Byrne, Mark & Jan Scherbekow and Rich & Margaret Harron dropped by to say hello. The rebuilt rear end was next placed into position and temporarily held in place by re-installing the check straps. New hardened half shafts were next installed and the hubs reattached. That work accomplished, we all adjourned back to their backyard for some relaxation, showers and of course the obligatory beer. By now our better halves had returned from their day of shopping and people watching at Wildwood. Gudi next served up a real scrumptious meal featuring her "German potato salad" and roast beef grilled just right. A great way to take care of the Doctor's helpers! Another successful house call and another MG well on the way back to the "Last Open Road". Photo's by Dickie S. **DR DVC**



assistance in removing the rear end from a TD and replacing it with a rebuilt one plus removing the rear springs for rebuilding. This all came about during a conversation at MG 2006 and plans were

made to do it on Saturday, July 22nd at Wolfgang & Gudi Fischer's bayside home. DR. DVC's assistants (Roy Dougherty, Joe Lamando, Lee Niner, Ben Nolan, Tom Rippert & Dick Suffredini) were there to lend Wolfgang a hand. No major issues as the hubs were pulled, the driveshaft, check straps, shocks and brake lines were disconnected and the rear end was unbolted from the springs. A floor jack was then used to assist in maneuvering the rear end to one side of the car where several pairs of hands removed it. The rear springs were next removed,



Here's Joe Lamando, Wolfgang Fischer, Lee Niner & Tom Rippert supervising Dick Suffredini removing the TD's rear end. Supervising is such a thankless job but dog gone it — somebody's got to do it!

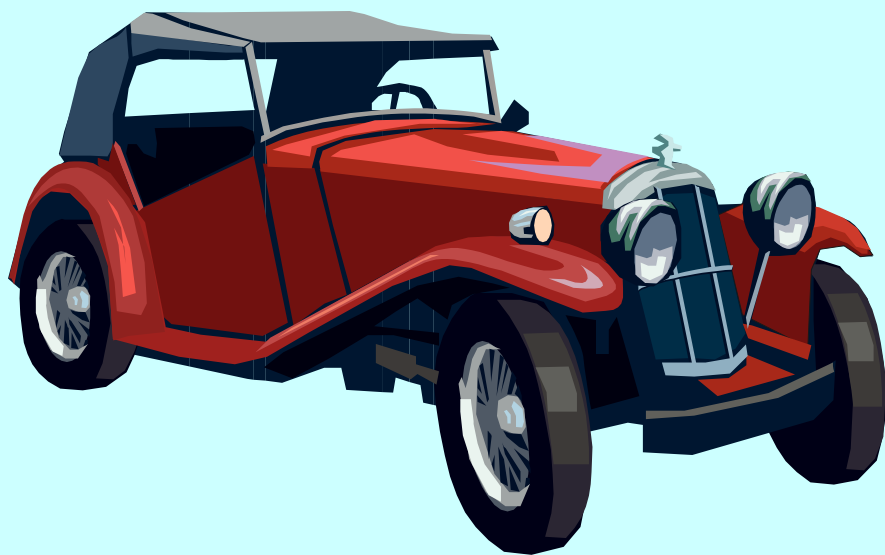
OVERHEATING CARS!!!!

Barry Rosenberg (Peachtree Registry)

What a hot weekend we had. It was about 97 degrees in Gatlinburg, the record for this time of year. Weren't we lucky? Many cars ran hot. My 69 MGB always runs hot in traffic and knowing this, I installed an electric fan for the weekend that I could remove for the show and then re-install for the ride back. So, why didn't I put it back on before going into traffic from the show grounds to the hotel, 20 hot slow miles? Good question. I waited until we were about 4 miles from the hotel and the car was running hot. Not just hot, but all the way over by the time we pulled off the road. It is wonderful to have friends with you when you travel. Especially ones with parts. Before we left for the trip, Bill Gillson was preparing the 69 MG (three cars prepared by Bill, placed in the show, not bad) and mentioned the upper hose looking a little cracked. Since it was holding, I said it would be ok. Technically, it was. As Patty and I conversed over our cell phones, yes, I now have a cell phone, I told her to take the next right off the main road if it got too hot. As we pulled up a driveway to a lodge, a gush of hot water flowed out under the car. Darn! But, it was NOT the top hose. It was the bottom. And it did not let go because it was cracked like the top, which it was. It had drilled a hole in itself over the last ten years it was rubbing against the end of a bolt. The pressure got high enough to finally blow out the very thin remaining piece of rubber. Jack Dowling and Bill both

had a hose and water. So I installed a hose filled the cooling system and installed the electric fan and off we went. The rest of the ride home was uneventful for us other than the horrific rainstorms we ran thru getting to Villa Rica. Now I was lucky. I knew not to drive a real hot car. Some others were not as lucky. I am sure that I mentioned before that the temp sensor does not read accurately when there is no water in the cooling system. It can show normal or just slightly over the halfway mark. It may take a head gasket to get Dennis' MGB to hold water again. It took three fill ups to get home. How can you stop overheating and what causes it? Both good questions, I wish I had all the answers for them. What causes it can be

anything from timing too far off to bad radiator cap. A partial list (because I am sure I am forgetting some causes) is: timing off, fuel mixture too lean, head gasket leaks, head cracked, radiator clogged, radiator has too thick of the wrong paint on it, core too old and fins corroded, weak radiator cap, too much compression, etc. See, it can be a long list. So why does my car run hot? I retarded the timing to a max of 28 degrees before TDC; I set the mixture, maybe a little lean; I run high test gas; the radiator is not old or clogged; no water leaks, new cap; what else can it be? I do not know for sure but the fan helps some so it must not be getting enough air through it. There is not much that can be done there but leave the electric fan on. Of course, I must be clever in my installation. I wanted it removable so there could be no cutting wires or mounting switches. No, I have to use what is already there. I put a removable relay on the radiator bracket and run wires to the fuse block, fused of course with a separate fuse, and then I need power to activate the relay. Why the fan switch of course, it has the correct picture on it even. So, I disconnect the fan bullet connector and plug my relay into that wire. It works perfect. Do you remember my mentioning the rain we ran thru, from Ellijay to Villa Rica. Patty wanted to know why the defroster didn't work. But the engine stayed nice and cool. It only took a minute to switch wires for her when we stopped to put water in Dennis' car. And that made the defroster blower work it's best which is not really very good. What will I do with the problem? Anyone want to buy a great MGB, bright red, cross flow head, etc. Has placed 3rd twice in these national shows, in 1996 at Indy and now in Gatlinburg. Not bad for a car that has not been attended to in a manner it deserves. What can you do? Some things to try are: run only 25% antifreeze, water cools better; add water wetter, run a 14# or higher cap, eliminate all seeps and leaks, set timing to no more than 30 degrees, set the mixture correctly; run your fingers across the radiator core and see if any fall off; open your heater and use that small radiator also, check with a thermometer to make sure your gauge is correct. Or, just do not drive it on hot days or in traffic. See y'all soon, *Barry*





Geoff Wheatley's Penny Farthing Thoughts.... Morris Garages and more....

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

I recall as a small boy looking into the windows of this establishment standing on the doorstep which consisted of a large stone slab about ten feet by six with the picture of an ox crossing a ford imprinted on the top surface (The origin of the Saxon name OX-FORD). At seven years of age the challenge was to jump from the head of the ox to the tip of the tail in one go. When the showrooms were closed in the 1970s this famous front step was thrown on the scrap heap along with many other Morris artifacts that some of us would give their life savings to have today. However the front step, despite the fact that it was broken during the demolition process was acquired by the MG Owners Club and now greets visitors to their headquarters in Cambridge. It is mounted adjacent to the front entrance in clear view of the road and passing motorists. Until 1925 the Morris Garages operation carried a number of brand name vehicles including several from the USA. A visit to the display area would enable you to view the latest Hudson Super Six and/or the less expensive Essex. Various Dodge vehicles were also on display. Also British names like Hillman, Sunbeam, Daimler, and of course Morris and Wolsey, the latter representing an established quality motor company that Morris purchased after the First World War when the company went bankrupt. This acquisition became the basis of the intense rivalry between Herbert Austin and Billy Morris that continued until Austin passed away. Herbert Austin had been the General Manager of the new Wolsey Company when it started in 1899. He had considered it his personal creation almost like a first child. In 1905 he resigned his position with Wolsey and started his own motor company which in time was to become the competitive rival to the Morris Empire especially in the popular small car market that boomed in Britain after the First World War. Austin never forgave Morris for buying Wolsey before he could raise the necessary funds to bid for the company and often referred to Morris as "That back street upstart". Morris Garages also sold motor cycles; Triumph, Sunbeam, Douglas, Royal Enfield, BSA was just a few of the vehicles that were offered by the Morris outlet.

In 1926 all this changed when the General Manager, Cecil Kimber, who was certainly the God Father if not the Father of the MG sports car persuaded Morris to concentrate on selling only Morris products especially the then new light weight commercial van that was a top line winner and even had a waiting list of would be purchasers. We all know Kimber as the brain behind the MG sports car; note I say SPORTS CAR not the MG Sedan or Coupe which were a development of both Morris Motors and Morris Garages. Kimber was also a good amateur designer and inventor; in 1926 the Kimber Brake Drum Drawer was offered by Morris Garages for around two dollars in 1920s currency (average days pay was \$5 so it was not cheap!). The advertisement states that this device will pay for its self in a matter of months as you can now do the required brake inspection yourself and also take off any brake drum without fear of damaging the axle. This device was such a success that the patent was extended to other motor vehicles and Kimber was still receiving royalty payments when he left MG sixteen years later.

Until Kimber joined the Morris Company, Billy had his main office on the second floor of the show rooms and was often available to discuss and converse with potential purchasers. It was noted that he was not a gregarious man and lacked the salesman's technique of being your close friend within ten minutes of introduction. He was a serious individual whose interests were practical. In his youth he had wanted to study medicine and only started his bicycle business to get enough money to attend medical college. As we know he never achieved that desire, instead fate decided that he would become one of the wealthiest men in the world giving millions of dollars to both Oxford University and its national hospital. It is estimated that his total wealth in today's currency was around eight bil-

Morris Garages Continued. lion dollars. He left no children, gave most of it away and when he died the government took the rest! Kimber must have proved to be a good choice as within a matter of eighteen months Morris had vacated his upstairs office and moved to Cowley where Morris Motors had their production complex. He installed both a private office and a small apartment where he spent most of working and private life. This may be why there were no heirs to the Morris Empire as his wife preferred to reside in their county home at "Nuffield", the name that Billy chose when he was made a Lord of the Realm in the late 1930s. The Morris Garages complex consisted of the main showroom with various minor display centers in and around Oxfordshire. It also had its own workshop and eventually a permanent crew of about ten workers. In the early days Kimber had to borrow workers from Cowley as and when he wanted to put together a special MG for a special customer. This was seen by Cowley as an infringement on their domain and it was only because of Kimber's sound relationship with Morris that this type of backroom construction ever took place. Old Number One was produced under these circumstances with three men borrowed from Cowley. To be more honest they were hijacked from the Cowley works on the grounds that Morris wanted Kimber to create a car that could be entered in a national event to obtain publicity. The fact that Kimber actually won a national event with this vehicle was a surprise to all concerned and I suspect even to Kimber himself! Morris Garages was one of the largest advertisers in the local media.

In 1921 they spent in excess of \$3,000 on local advertising and as a consequence achieved a turnover in excess of \$200,000. Quite an achievement by any standards. This was before Kimber came on board to boost sales and increase retail profits. Morris was a strong supporter of advertising unlike many of his competitors who saw selling as a display operation. Put the cars in the showrooms and the cars will sell themselves. Morris and to the same degree Kimber, were both "Point of Sale" supporters and promotional technicians. When Morris started out in his humble cycle shop the first thing he did was build a bike that he could enter in local and national races. He became a regular competitor at many events and even managed to win a couple of national awards. The same thing applied when he started to make motor cycles. He became a competitive rider and even supported a Morris team consisting of himself and two other riders. They all displayed the Morris name on both the bikes and their attire, thus giving the Morris Company a lot of free advertising. Kimber in his own way was also competitive; he was an active rally driver and certainly made a name for himself in hill climb events despite being disabled due to a motor-bike accident in his youth. Either of these men could have made a good living running their own advertising agency or marketing operation. They both had the vision and a keen understanding of sales motivation which was seldom seen in other commercial ventures. When the market was booming, Morris reduced his prices while his competitors increased theirs to get a quick bonus. When sales were down Morris maintained his work force and stockpiled his vehicles while the others laid off workers and reduced production. If things got really bad as they did in 1924/26 when there were more cars than buyers Morris sold his vehicles at cost plus 5% and turned over his production every three months. This short depression may have been one of the deciding factors in dropping other production vehicles sold on commission through Morris Garages and concentrating entirely on Morris vehicles.

We do know that as early as December 1923 "The Isis" an Oxford University publication featured an advertisement for the MG Super Sports Morris and the letters MG were enclosed in an Octagon. A similar version was featured in the Morris Owner in May 1924. These are the first records of the use of an Octagon and the letters MG but they were still associated with the Morris Motor company as these advertisements indicate. However, by 1926/27 the words MG Sports were promoted by Morris Garages for a number of vehicles. These vehicles that were made under Kimber's direction in three small workshops scattered around Oxford, completely independent from the Morris Motor Company. They must have been profitable as Billy Morris continued to allow Kimber to produce these vehicles and even started planning for a central production factory dedicated to the MG marquee. We now know where the eventual location was to be, Abingdon in Berkshire, not Oxfordshire. The decision to move out of Oxfordshire may well have been influenced by certain local government restrictions applied in co-operation with the University of Oxford. The University governors were becoming concerned with the growth of industry in and around the ancient city. They were also concerned with the damage that the commercial traffic was doing to the centuries old buildings that made up this historic complex. The vibration from trucks thundering down the famous High Street and negotiating the narrow 15th century side roads was causing serious problems. In co-operation with the county and city governments a financial levy was put on all new commercial business operations within ten miles of the City Center. Established operations were excused so Morris Cowley was not affected until it started to expand in the post war years and had to pay for the privilege. Abingdon was just outside the Oxfordshire County boundary and therefore was not required to pay any additional money in order to build or create a factory complex. What's more the Abingdon council welcomed such industry and certainly made it easy to relocate the MG production in an abandoned commercial site in 1929/30.

Today, due to redesigned county borders, Abingdon is now part of Oxford but that's another story! Around 1937/38 the center of Oxford City attempted to reduce the traffic vibration by fitting rubber blocks to Carfax which

Morris Garages Continued. was the main shopping location where all the retail stores were located in including Woolworth's . As the latter was a favorite shopping spot for the Wheatley family I recall at the tender age of five or six this mammoth operation of tearing up a road surface that had been around for at least 150 years and replacing it with rubber blocks. The end result was interesting, sure the blocks did stop some of the vibration but when it rained the vehicles lost traction as rubber met rubber on a wet surface. Need I say more! In 1948 the whole system was removed and replaced with tarmac. Trucks etc. were redirected to routes outside of the city center and within the past twenty years new bypass roads have been built to take the traffic around Oxford. As a result of all this I am pleased to say the 800 year old buildings are still standing.

Morris Garages have gone but the memory still remains. Every year MG types and Mini owners in company with Austin Healey and Morris Eight drivers assemble in the fair City of Oxford to remember all the locations where local men worked to produce unique cars and/or sold these vehicles to a growing market. This gathering usually ends up at the Ferry Boat Inn on Folly Bridge adjacent to the river Thames. In reality it's nothing more than a good excuse to sink a few pints and show off the cars. What a great way to enjoy an English weekend, I know as I have joined this group several times! If you visit the University Museum adjacent to the famous "Randolph Hotel" you will find a room dedicated to many famous men who have made Oxford an international center of progress and enlightenment. However to my mind two such people are missing from this illustrious group, Billy Morris and Cecil Kimber who created a marquee that is known throughout the world. If you want to test this statement go to any country where you don't speak one word of the language, smile and simply say MG accompanied by an appropriate vocal imitation of a motor car. I bet your audience will smile, make similar noises and greet you like an old friend!



Why I Respect Engineers.....



I recently read a very interesting article that was critical of the way Automobile Engineers are viewed. Designers get most of the credit for any attractive car be it new or old. We talk about the Truly Classic Look or the Ultra Modern Design, but seldom refer to the good old basic engineers who create the engines or breaking systems or seats or what ever. Well, I for one have nothing but honest respect for this hard working Band of Brothers. Why? Simple! I have been around cars for about fifty years, fifty five if you count the 1936 Morris Ten that my Father owned from new. This car never saw rain or snow not that you ever get much snow in England, on average it snows about once every seven years in company with the same time ratio for a hot summer! Millie, as the Morris was called remained in her garage location from Monday through to Friday while my Father took the bus to work, but on Saturday she was wheeled out and washed from top to tire by yours truly as physical payment for my weekly allowance. No one was allowed to even open the doors of "Millie", unless the Master was present and the total driving experience

each weekend was to go shopping on Saturday afternoon which in reality meant two hours of walking around looking in Department Store windows followed by tea in the local cake shop. Woolworth's was my favored destination where Six Pence, the full amount of my washing allowance (About fifty cents in real money!) would acquire a host of goodies. Sunday was a afternoon trip into the country which, looking back, meant a twenty mile drive to some deserted place to eat squashed sandwiches and fight off the ants. In September 1939 "Millie" went the way of all luxury items and was placed on blocks in the garage until the War ended. Dad went off to do his stuff what ever that was and we grew up without ever seeing a banana or a pineapple. Strange how such things remain with you so many years later! In 1945 the war ended and "Millie" came out from under her dust sheets almost as good as new. As gas was rationed to about three gallons a month for the next few years "Millie" led a sheltered life. Trips to the country were a special treat but as I was now in my teens such things were not important.

Around 1953 as life became a little more pleasant my Father decided that a new vehicle was in order and after a couple of trips to see the local Bank Manager a new Austin A 40 turned up on the doorstep. "Millie" was sold to a

Engineers Continued. relative and her modern counterpart (it had a Heater and Radio) took up residence in the garage. I don't think I mentioned the fact that we resided close to the sea and the salt air was considered detrimental to the health of the Austin A 40. Mom made a set of woolen seat covers to protect the imitation real plastic leather coverings and a shroud was purchased to protect the light blue paint with a white window boarder, very popular at that time, from any sea breeze that might pass our way. Around this time duty called in the form of National Service better known to you Yanks as the Draft. Every able bodied male between the ages of 18 and 27 was required to do two years service in one of Her Majesties Armed Services or if you did not want to take the "Kings Shilling" (in the days of the American revolution and before, the only way to get any sane individual to join the Army was to place a silver shilling in his mug of ale and when he drunk the pot the shilling was visible for all to see and he was set for five years service; the now popular tankard with a glass bottom was a product of this caper. You could lift the tankard and see if there was a coin at the bottom covered by the free ale provided by the recruiting sergeant!) you could go down the coal mines for two years to help Britain back on its economical feet.

As I don't like dark places or working two hundred feet below the sunshine I selected the Air Force who had a rather smart uniform and light blue was always my color! On one weekend leave I managed to meet a rather attractive female on the train and utilizing all the Wheatley charm got a date for Saturday evening. Now this was 1953 and in Britain very few young blades like myself ever owned a car. A motor bike perhaps but seldom a car, so when I suggested that I collect the girl in my car for our night on the town the arrangement was secure. My next problem was to get the Austin A 40 for the evening. To my knowledge no one had ever driven the car apart from my father until that fateful day. His first reaction was a firm NO but thanks to Mom and a couple of pints in the local pub he softened and with sacred promises not to damage anything and only drive a few miles on his ration of gas, I obtained the Austin for my Saturday evening adventure, and that is certainly the right word to use! Dressed to kill in my pressed uniform I took off to collect my date. She was waiting at the allotted location next to the central bus stop and looked like a million dollars in her new dress and equally new matching shoes. A quick dash round to open the door and the evening commenced. As previously mentioned gas was not easy to find so I restricted out trip to a few miles stopping at one or two locations for liquid refreshment then a sharp turn off the road on to the beach to watch the sunset. If any of you can recall the front seat of the Austin A 40 was, at best, intimate. In fact the best companion for any long distance ride was either a dog or a small child, but not both!

After shifting the gear lever a few times from my rear end and my companions equivalent antimony we removed ourselves to the rear seat where in great expectation most of my immediate needs would be fulfilled. Note the term "MOST", in those days it was an important factor that all healthy young studs had to remember. The term Free Love was certainly used in the media but as I recall it was never free and for most of us impossible to find! As we found ourselves locked in a passionate embrace she, my companion suddenly leapt to her feet, not easy in the rear seat of an Austin A 40, and announced that her feet were wet! How silly, how could they be? But they were! At some point during the beach escapade the tide had turned and the North Atlantic was quickly filling the floor pan of the Austin A 40. The nearly new carpets were already floating around and, on opening the door a large wave managed to complete the picture by lifting the rear seat off its pressed steel base complete with my companion. Quick, into the front drivers seat with all available speed adjusting my attire at the same time.

My companion stayed in the rear trying to climb onto the floating seat without much success. Now for the interesting part relating to the brilliance of the engineers who created the working bits of this vehicle. Two turns of the key and the engine burst into life all 1200 cc of it. Into first gear accompanied by a cloud of sand and water and we took off straight up the beach much to the delight of the evening strollers who even raised a cheer as we hit the sidewalk and came to a rather undignified halt. Water seemed to be flowing from every seam of the vehicle and steam drifted through the floorboards where the almost new carpet once resided. My companion was reluctant to allow me to escort her home or even to the central bus stop so with what I assume was a friendly wave she took off into the evening twilight never to be seen by this scribe again. Now for the important stuff, how to make the Austin A 40 look like it had never been near the beach or for that matter any other beach? No problem, a few buckets of water to get rid of the encrusted salt and a little spit and polish would do the trick.

Once safely installed in the garage work commenced and with all modesty within an hour you would never have known that any mishap had ever happened. OK so the car was a little wet but in the warm summer air that would be resolved by morning. Sundays are not my usual time for early breakfasts or early anything. God never made man to breath the cold morning air at 6,30 am on his day of rest but I guess my Father was not aware of this fact. Before the cock could crow or the morning breeze flutter the Saturday washing on the yard line, I was awakened by a torrent of words that the Editor of this publication would never allow me to print! Regretfully the warm summer

Engineers Continued. air was not sufficient to dry out all the wet bits and where it did there was a firm layer of white salt that did nothing to enhance the appearance of the interior! However, returning to the brilliance of the engineers the engine started like a highly tuned top and all three gears were in working order. The factory fitted radio blasted out the Sunday service when switch on to show Dad that nothing serious was amiss but for some reason that I have never been able to sort out over the years, that was the only station that it would select. This sea water stuff can do some funny things to mechanical devices!

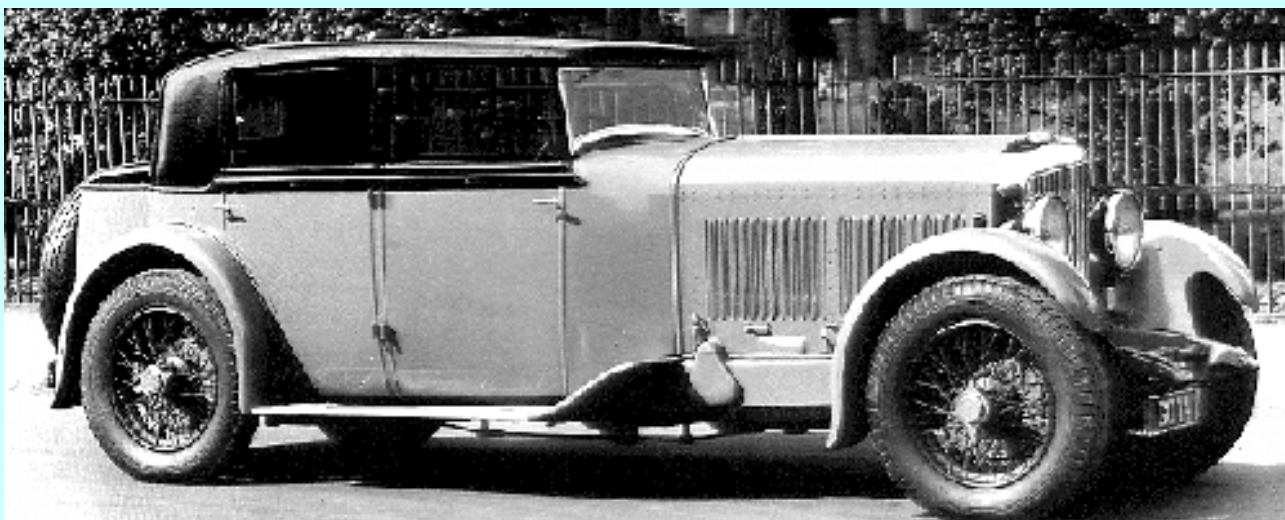
Needless to say I never set my rear end into that car again until Dad passed on to the big drivers club in the sky. By then I had a modern car of my own and a family to carry around so the Austin A 40 did not quite meet my requirements. It was passed on like "Millie" to a member of the family and I am pleased to report that both of these cars are still on the road, in fact I drove the Austin about two years ago on a visit home and she was as good as ever, a credit to the engineers that put her together. However I did notice that the carpets had been changed in company with the radio I guess nothing lasts these days!

My Dream Car — A 1932 Eight Liter Bentley...

I enjoy my MGs, even the mass produced MGB that had a production run of almost eighteen years, not many cars can say that! However, if I had a wish and money was no object what would I add to my collection? Well there is only one classic vehicle that I really lust after but doubt that I will never own: The 1931 Eight Liter Bentley. As far as we know the total production of this unique car was around one hundred and many had various bodies apart from the standard Vanden Plas as fitted to the four and a half liter Bentley and its predecessors. The actual production period of the Bentley Company was short little more than ten years, from 1921 through to mid 1932. We think of these cars as monster green vehicles with an equally over large blower sticking out of the front winning races all over Europe and even in North America. Despite this impressive record the company never made any real money and like the pre-war MG Company managed to struggle along with one foot in the red for most of its short life. The idea of a super powered vehicle had been around in Britain from the moment Rolls and Royce decided to produce a luxury motor car. However, no one was keen to throw their hat into the ring as the financial investment and expected return did not balance out. In Europe there were various small companies producing vehicles that could be called competitive in the sense that they did win the major motor race events of the day but none were strictly designed to burn up the rubber and show a clean pair of heels to any contender. They were modified versions of custom production cars made for the rich and famous to parade around the streets of Paris Rome or Berlin. The Brits were years behind the Europeans when it came to motor vehicle production and the use of such contraptions on Britain's unpaved roads. It took years to get the speed limit raised to twenty miles an hour and it only hit thirty five after the end of the First World War. Mr. W.O Bentley was born in 1888 and at the ripe old age of sixteen went to work as an apprentice at the engineering works of the Great Northern Railway Company. It is interesting to note that many of the British vehicle manufacturers from the turn of the century started their engineering life in and with the British Railway industry. The development of the steam locomotive was at its peak in the late nineteenth century and the technology was certainly on the cutting edge of the time. Bentley finished his apprenticeship in 1910 and decided that he would try and join a motor vehicle manufacturer as a development engineer. As already indicated there were not that many people gainfully employed in that specialty in 1910. Sure we had Austin and Morris fighting each other to get a major foothold in the UK and Ford swamping the American market with his cheap vehicles but design and/or development was not an important ingredient to the success of these corporations. Rolls Royce trained their own engineers who guarded their positions like pots of gold which in reality they were, and the other quality manufacturers and their employees did much the same thing. To get his foot into the door Bentley obtained a post as a supervisor for the maintenance of a fleet of London motor cabs. Most were imported from France who had a booming motor cab industry which proved to be the salvation of Paris in the First World War when they were mobilized to move troops to the front line to repel a major German attack. After two years looking after Taxi cabs Bentley teamed up with his brother, raised some cash and opened a Motor sales show room in Hanover Street, London, an up market area with wealthy neighbors. They imported the popular French D.F.P vehicles powered by a fifteen horse power engine that served its purpose but was never enhanced to create a better performance (This was the policy of the day, make a basic sturdy engine and use it until the casting blocks wore out). WO Bentley decided that he could improve the performance and at the same time make the engine more flexible. His modifications were so successful that the redesigned two liter engine not only pushed the performance to over 50% of its original but when fitted into a sports style chassis won various events at the then new Brooklands race track. By the time the First World War commenced Bentley was recognized as a leading motor engineer and later as a development engineer for British aero engines. The famous Bentley piston for aero

My Dream Car Continued. engines was used by several manufacturers both in the UK and overseas. Another famous power unit designed by Bentley was the Rotary Aero engine where the engine went round in company with the propeller! About 30,000 of these were produced during and after the war. Obviously this power unit produced a financial return to its designer who invested this in company with a few other speculators into the Bentley Motor Company. The idea was to produce a high speed, sports car that would hold the road at sixty miles an hour and stop when required (not always a standing feature with cars produced at this time!). My use of the term Sports Car may be misleading as the advertisements of the day described the car as a Speed Tourer which covered a multitude of functions. It also helped when a new owner wanted to obtain insurance. The fact that the car could travel in excess of sixty miles an hour on roads that were designed for carts and cattle in most of the country made the insurance industry nervous. Therefore the term Tourer was more reassuring than Sports. This same analogy applied to the MG Sports car in later years, if you study the advertising of the 1930s you will seldom see the word sports or speed used, also if you study the settings of most advertisements they are always in an up market location where furs and diamonds abound. Typical is the famous 1933 advertisement for the tiny MGJ2 set against a British country house shooting party or the equally inexpensive fabric M Type parked outside a five star hotel complete with five star guests. Marketing then was as important as it is today, perhaps more so. Back to Mr. W.O Bentley; by the fall of 1919 Bentley has designed a three liter power unit that would become the symbol of the Bentley name. It was shown at the first post war Motor Show to much acclaim but production of the actual car did not get under way until early in 1921. Why? The answer was money or rather a shortage of the stuff. The car had to prove itself that year or the company would simply fade away as so many others had done before the war. The car and its four cylinder engine did not let the investors down. That year it won three major British events and in 1922 entered the world famous Tourist Trophy Race held on the Isle of Man. Three cars were entered and took second, forth. and fifth. Such a performance had never been seen before from a company that was only eighteen months old. The Germans and the French got a further shock the next year when a private entry driven by John Duff won the LeMans, a first if ever there was one! The three

liter series was in production until 1927 and proved its worth all over the world. Total production was just under

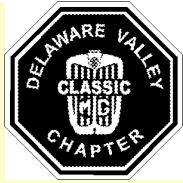


1700 so it is easy to see that no fortunes were made during this period. The price of the car was by any standards expensive. In today's dollars you could expect to pay \$50,00 for the vehicle without the body so the entire car could run you into a six figure purchase but so can many other high performance cars today. You had to have a few extra bucks to buy a Bentley in 1927 but if you did there was not much on the road that could out perform your vehicle with reliability and comfort thrown in for good measure. On hairpin bends you could out drive any other car and with the blower at full blast nothing would pass you. On top of all that the car would stop when required with four wheel brakes. The famous big six was launched in the summer of 1927 and had a waiting list for orders by Christmas. It has been described as a sports-type limousine and I guess that's not a bad description when you look at the bodies that were fitted. You could have a two seater or a four made to your own dimensions with what ever item of comfort you desired. The car would do a guaranteed 85 mph some did more as we saw on the race tracks of Europe where this car dominated these events. Most entries were private as the company did not have the money to support a works team. In the 1927 LeMans Race the new four and a half six cylinder set a standard of design and production quality that has never been equaled. It was early into the night with the cars entering the second half of the twenty four hour race. At a location called "White House Corner" six competitors were involved in a crash, a truly nasty pile-up. By some miracle one of the three Bentleys entered managed to get out of the mess of the crash and returned to the race. Today we would have walked away and called it a day with the twisted axel, defected steering, loss of breaks, only one working headlight and various other items of the

8 Liter Bentley Continued. car either falling off or simply left behind after the crash. On top of all that it was raining cats and dogs with a side wind to help things along. Thirty miles ahead was the leader, a French entry that looked like it could take a fifteen minute rest and still cruise home to the winning post. The Bentley driven first by Sam Davis then by his co-driver J. D. Banjafield forced this broken heap of a car to keep going and even managed to catch up with the leader about three miles from the finish. In a desperate burst of speed with the blower going at full blast and both men holding the steering wheel the Bentley passed the finishing line fifteen seconds ahead of the French Aries much to the surprise of the driver! What a recommendation of quality and design not to mention sheer bloody guts! Sad to say the Bentley Motor Company went out of business in 1932 but the name still lives on purchased by various companies over the years and now in the hands of a European group. The Bentley eight, my dream car, was capable of speeds in excess of 140 mph and it is said that you can take your hands off the steering wheel at that speed and it won't move an inch. Don't think I would like to try that or do 140 in a car that's seventy five years old but to simply sit in that bucket seat and watch the road disappear under the front wheels would be my idea of ecstasy.

Modern Classic Cars?

A friend of mine recently purchased a new modern Japanese sports car that looks like it would get a speeding ticket just standing still. He once owned a 1950's MGTD but for reasons best known to him decided that the new sports car was a better investment. I have no argument with such decisions except when these owners start to tell me that this is the type of car that MG should have made years ago and these modern cars represent the classic of the future. I recall the same comments some ten years ago when BMW produced the then new mid engine MG.F (later to be revamped into a modern MGTF). Today this once popular car is now the problem child of the so-called new generation of sports cars. Unlike my fifty year old TD that I can work on with a set of wrenches and a screwdriver, the modern sports car with its computer controlled engine is beyond the average owner's ability and certainly could not be renovated in their home garage. Although rust, once the cancer of most vehicles has now been almost banished from our new vehicles modern electric circuits have taken its place that can not be tested without a range of specialist equipment that I certainly could not operate. However, I can take my T Type MG apart in a weekend, work on any component with my set of second hand garage tools and have it back on the road by Monday. Try this on my new Jaguar that has to go into the specialist dealer to have an oil change. Sure it's a delightful car to drive and will give me little trouble for the next 50,000 miles, the period of its warranty, but will it still be around in fifty years like my TD? I think not. I suspect that the same analysis applies to any modern vehicle but only time will tell and I certainly won't be around to see if I am correct. I suggest that the reason why such vehicles like the MG T Type and the MGA are still with us in respectable numbers and in regular use relates to the fact that the power unit is a basic component, simple in design and easy to maintain. Now add the fact that you or I can take the whole car apart section by section and repair any defects. Try to do this on a modern vehicle and all you will have is a rear view mirror and four hub caps. In my garage right now is a 1959 MGA It is stripped down to the frame with the various parts located in any convenient storage spot that I can find. In the fullness of time each item will be restored to its former glory and assembled back into a delightful and truly classic car. I can do this without any electronic machine or what ever else they use today to find out if the engine is still operative. Further more my son and even my grandson can do the same thing in their home garage so the future of this MGA is reasonably secure. It's now almost fifty years old and I can see no reason why it can't make the big One Zero Zero with a little help from its friends. In simple terms the success of these old cars is that we, the current owners, can keep them on the road like our fathers did and I hope our grandchildren will. I am not in any way belittling the modern vehicle which is comfortable, fast, reliable and nice to own but to suggest that these are the classic cars of the future is a touch ambitious. Some may be but they will represent the expensive range of modern vehicles unlike the MG or Triumph which by any standards was a cheap mass produced product in its day yet has become a true classic in its old age. I enjoy my modern vehicle and know that it will get me to where ever I wish to go. However, when it wears out and it will neither you or myself will be able to do very much to keep it on the road and it will not be an economical investment to have the local garage patch it up every few months. So I will purchase another new reliable modern vehicle to rest next door to my sixty or seventy year old MGs in the garage. One a true classic the other a modern reliable means of transport. *Till Next Time! Cheers, Geoff*



The Thomas Hornsby Memorial Rallye



The 30th running of The Thomas Hornsby Memorial Rallye was held on Saturday, July 29th under the stewardship of the DVC's Rallyemaster, Jim O'Brien. This year's rallye started at the Brandywine River Museum located off of Route 1 in Chadds Ford, PA. Discounted tickets to tour the museum were arranged by Jim and several of us took advantage of them to tour the museum before the start of the rallye. The artwork of three generations of Wyeth's combined with nice views of the Brandywine Creek in "air conditioning" made for a really nice experience.

The rallye started off at 12:30 pm and took us through absolutely beautiful parts of Chester County. This year's rallye was a combination of time/speed/distance with several bonus questions that would be used as tie breakers. We traveled past what was the King Ranch of the east and is now in several trusts so that this scenic land will stay as it was for future generations to appreciate. We traveled through a covered bridge, over several older steel bridges and rumbled over even more small stone bridges. The temperature was never a problem as the humidity was down so that eighty-eight degrees was manageable. We rode past horse farms with multimillion barns and even more expensive manor homes. Our route took us through Unionville, PA which is the capital of eastern Pennsylvania horse country. We rode past "mac"mansions that had



DVC Rallyemaster Jim O'Brien at the finish line. That's Louise Story's TD behind Jim. Check out that rallye sign.

garages larger than our homes. The array of small single track roads through-



Relaxing poolside at the beautifully landscaped home of Jim & Marie O'Brien after a grueling 50+ mile TSD rallye. It's a tough life here in DVC land.

Hornsby Rallye Continued. out the rally just made for some great driving especially on the ones with hills and turns. The rallye directions were laid out so the navigator actually was able to enjoy the scenery. Nobody got seriously lost this year but several of us missed one road due to not closely reading the directions. We were all having such a good time that it was hard to believe that two hours had passed by as we turned into Jim & Marie's driveway. We double checked our answers and then handed them in for grading.

Next, we quickly changed into our swim suites and made our way to the backyard for lots of banter in the pool but not before getting some snacks and a beer or two to take with us. Perfect pool weather coupled with cold beer and DVC friends made for an enjoyable late afternoon gathering. Dinner was next and it was delicious with what everybody brought with them and Marie's sliced ham. More than one person went back for seconds. It's hard to believe that Jim & Marie have been in their Westchester home for nineteen years and most every one of them has seen a DVC pool party or rallye.



First Place Finishers — Mark & Jan Scherbekow (MGB) with Tom Rippert, DVC Events Honcho

The trophy presentation "ceremony" was next. Jim announced that this year's rallye was one of the closest in terms of elapsed times between competitors. After combining the rallye times with the bonus questions the winners were announce. Mark & Jan Scherbekow (MGB) came in first. Lee & Liz Niner (TD) came in second and won the Hornsby Cup as the highest placing T Series car to finish. Ben & Cindi (MGA) came in 3rd. Interestingly, we



Second Place Finishers & Hornsby Cup Winners — Lee & Liz Niner — TD with Tom Rippert & Jim O'Brien.

probably put more miles on that TF than any other TF driver in the country bar none. Answer: John & Don Short.

Other DVC'ers in attendance were Donna Bristol & Walt King (TD), Chuck Denlinger (TD), Tom & Jaimee Rippert (TD), Louise Story (TD), Dick & Sandy Suffredini (TD), Earl Wanklin and last year's winners Mike & Joellyn Wil-

had a MGT, a MGA and an MGB as winners in this year's rallye. Also the first and third place cars came from New Jersey. Also, this was the thirtieth Hornsby Rallye. The Rallye is named in honor of a Tom Hornsby, a founding member, who drove his TF extremely fast and loved driving it on the open roads throughout the Delaware Valley. He passed away in 1974 and the DVC's annual rallye was then named in honor of him with the initial Thomas Hornsby Memorial Rallye held in 1975. The rallye has been run each year since then with the exception of 1981 and 1982. The rallye has been won by drivers of TD's twenty-nine times and by a driver of a TF one time. Interestingly, no one driving a TA, TB or TC has ever won it. Now for all of you DVC trivia nuts, who were the driver and navigator of the lone TF that won the rallye. Hint: their surname is the same and one of them has

Hornsby Rallye Continued.



Third Place Finishers: Ben & Cyndi Nolan (MGA) with Tom & Jim.

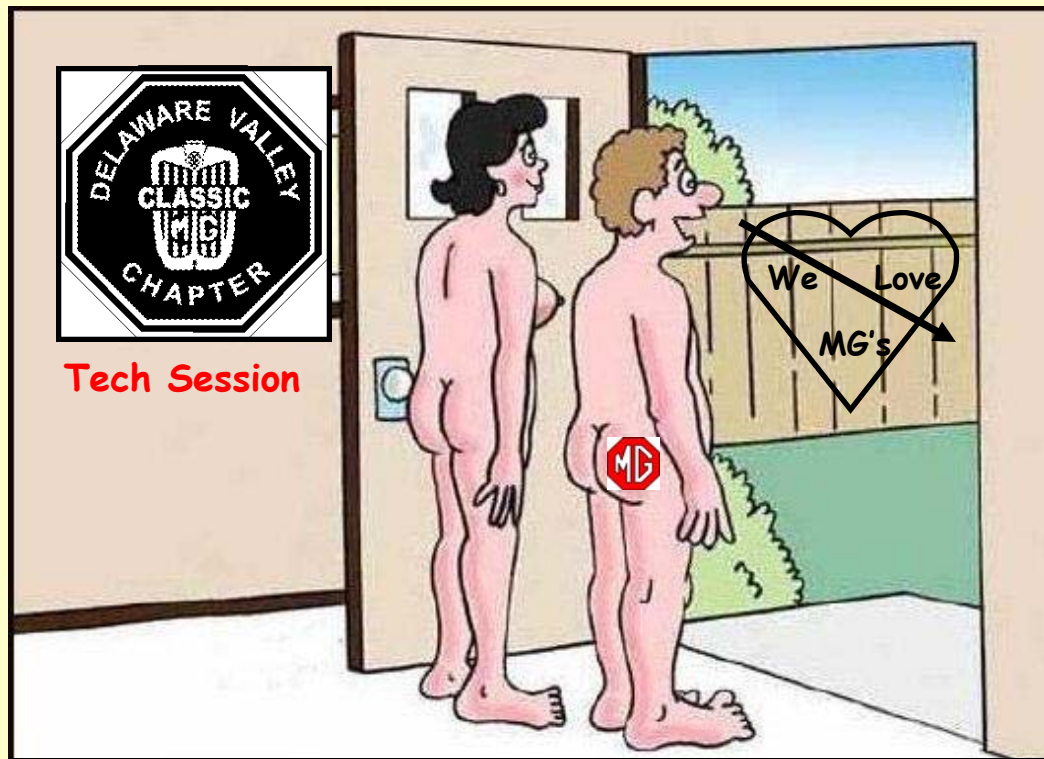
boards so that stopping was only for gas! (Hey Eddie Flax, how about an article about your exploits, after all the statute of limitations has run out!)

More thanks and kudos go both Jim & Marie for putting up with us each year, it's appreciated. This year Jim & Marie had a house guest named Charlie Brown, a cute little 120 pound combination Newfoundland and Black Lab puppy! He was about as docile an animal as anybody had ever seen. He likes MG's, beer and DVC'ers! He even said we can come back next year if we bring more beer. Yes we stayed until nightfall and yes the ride home was wonderful. A sliver of a moon with the milky way above our heads made for a very nice ending to a very nice day. Photos by Dick Suffredini. *Lee*

liams with son Justin. Regrets were received from Bob & Teri Tilley, Barre & Eleanor Williams and Wolfgang & Gudi Fischer. Seems some DVC'ers just can't get their priorities correct!

Thanks go to Jim O'Brien for planning out a wonderful rallye and for getting out at 7 am the morning of the rallye to make last minute changes due to tree blockages from a thunderstorm the night before. Until you have planned and run a rallye you just can't appreciate the work that goes into it. More importantly, you can't appreciate the time that it takes to check and double check the route and to recheck the instructions. Our club is very fortunate to have a member with Jim's talents and dedication.

Just in passing, here's some background on some of Jim's early rallye experience. He partnered with fellow DVC'er Ed Flax back in the mid seventies to run the now infamous "pedal to the medal" 1,000 mile NEMGTR marathon rallyes. That's where the first T series car that arrives at the finish line is the winner, no defined route and no speed limits, just a starting line and a finishing line. Next time you're with Jim, ask him to tell you about double fuel tanks and "astronaut" hoses through the floor



I really don't think that they understood what we meant when we said come as you are!

2nd Annual P & P Golf Outing, Non-Rallye & Picnic

On July 15th the second annual P & P golf outing, non-rallye and picnic saw what extremes Mother Nature might throw at her people but they were undeterred. The day started promising with plenty of sun for the golfing at Waltz's miniature and par three courses. Lew Phillips and his lovely daughter, Kris, signed members in and promptly arguments of exactly how many shots did one take on that hole echoed through the place. While most chose mini-golf a few souls tackled the par three but only after officials made sure no high heels were worn as per the sign posted by the first With instructions in hand the teams dodged the falling drops and soon all motored off with a gleam in their eyes searching for non-rallye glory. Um, maybe it was the rain lashing their faces causing more like a glare and they just wanted to make to the picnic in one piece. Anyway... Although the non-rallye is a stern test of odometers, this year a greater test developed into how well one's car top kept out the elements. Through down pours the non-rallyers persevered to the end with only a couple of teams reporting puddles on their seats.



**Lew "Hole in One" Phillips
addressing the ball, "Hello Ball!"**

There was no rain at the picnic site at first but the dark clouds followed the drivers like the Li'l Abner character, Joe Bltznk and before everyone could fully relax in the yard Ma let loose torrents. So much fell that thoughts of what the heck is a cubit and where can one get detailed plans of Noah's ark were not far from mind. But DVC'ers are a hardy and adaptive lot so beverages and conversations flowed under cover as fast as the water rushing down the driveway. The rain did quit for good almost two hours later allowing Paul to fire up the grills for chicken breasts marinated in a family secret concoction passed down through many generations-okay, two. How long has Good Seasoning Italian Dressing been available? Along with all the tasty treats donated by members we made short work of the feast.



**Non-rallye winners Judy & Chuck Goelz
receiving their prizes from Paul Phillips**

One of the beauties of the non-rallye is victory does not require a working odometer or one at all. After tabulating the results officials gathered the crowd together for the award presentation and the most surprised faces belonged to the winners, Chuck and Judy Goelz. They had failed to make note of their mileage but officials declared they still had a right to guess. With an amazing feel for distances, Chuck offered 13.1 miles, which was only .2 away from the correct answer of 12.9. We are sure the Goelz's will make full use of the prize package of free passes to Waltz's and cap in a Union Jack lunch box.

Socializing resumed with vigor until late evening when goodbyes were said. Only one slight problem arose due to the rain. Chuck Denlinger's T wouldn't start due

Golf Outing Continued.

ies, was able to pop the clutch and drive away.

Participants and vehicles were Lew & Kris Phillips (Subaru Outback), Jim & Diane Sanders (MGB), Brian Straub (Dodge Neon), Larry, Carol, Dan, Kris Kain (PT Cruiser & Hyundai Elantra), Paul and Evonna Phillips, Logan Phillips and friend, Nick Kemner (Explorer & '76 MG Midget), Dave & Gloria Schwab (BMW), Dave, Nancy, Matt Sarley ('69 MGC), Ernie & Barb Feldgus w/ grandchildren, Morgan & Jake Pilz (GMC Envoy), Bill & Ev Webb (MGB), Lyn & Bobbi Hughes (Explorer), Chuck

to a waterlogged starter electrical connections but, with a push by a few able bod-



It never rains at a DVC event but if it did, all MG's would start and never need a push start! Right Chuck!



When you wish upon a star....



Ernie Feldgus and granddaughter, Morgan

Denlinger (MGTD) and Chuck & Judy Goelz (J Type- J as in Jeep). As one can see from the list, non-rallye officials do not give a darn what kind of car is used. Thanks to all for coming and we hope to see more of you for next year's event. Photo credits—Brian Straub. *Fore ! Paul, Evonna & Lew.*

Wheels & Whistles Tour

Last August 25th through 27th the DVC journeyed up to Scranton, PA to stay in a grand old restored train station that is now the Radisson Lackawanna Station Hotel Scranton, tour the Steamtown National Site , attend a Phillies Scranton/Wilkes-Barre Triple A League Red Barons baseball game and generally gorge ourselves with food and beverages in between. Out tour leaders Pat & Patty Cawthorne (190 Mercedes Roadster – their TD's a work in progress!) met us at 10:00 am on Friday at a shopping mall on RT. 309 just south of Quakertown, PA. Under definitely threatening skies, Lee & Liz Niner (MGB), Ben & Cyndi Nolan (Porsche 911 – their TD & MGA need some work!), Mark & Jan Scherbekow (MGB), Dick & Sandy Suffredini and Jim & Evelyn Webb followed Pat & Patty out of the parking lot with their tops down and a lot of hope for a rain free trip



Jan & Cyndi have been working on the railroad all the live long day!

as they drove north on RT. 309 and then west toward RT. 29 and eventually toward RT. 100 North. At the intersection of

RT 100 and Interstate 81 the clouds opened up so we did the infamous DVC "Phagalwie" motor car dance into a gas station to seek cover and to put up our tops, take a potty break and gas up. That accomplished it was back to the open road which by now had become basically traffic free and totally rain free so we did another DVC "Phagalwie" and promptly lowered our tops. On we cruised, crossing over the PA Turnpike NE Extension several times as we proved that what the heck anybody can make Scranton in less than two hours but it is truly an art form to take six hours. We even managed to have lunch in Jim Thorpe, PA at a great little bistro featuring humongous sandwiches and great pints of beer. Onward we drove and finally we arrived at our hotel.

The Niner's room which was a large corner room was declared the "Official DVC Party Room". Wasting no time, we set about relaxing and snacking and winding down from our arduous journey. Promptly at 5 pm, we adjourned to the hotel bar for their infamous all you can eat happy hour. Dick & Janice Comely (TD) had just arrived and joined us. Lets see, roast beef sandwiches, pizza slices, all kinds of cheese hors d'oeuvres, corn fritters and

Unpacking our baggage at the Radisson Lackawanna Train Station Hotel. That's our tour leader's, Pat & Patty's, Mercedes 190 between two MGB's.

Wheels & Wistles Continued.

who knows what else had us stuffed to the gills. We then decided to seek out a place to purchase ice cream cones to relieve our stuffed stomachs. It was then back to our rooms or out to the parking lot for others as Dick & Janice were showing off their just painted MG. Strange but true, a full moon was sighted in the window of room 613 by some of those parking lot voyeurs. Some more partying and then off to bed but not long afterwards thunder and lightening kept us somewhere between asleep and awake for several hours.

Saturday dawned cloudy and overcast. So much so that we elected to put out tops up, just in case. We were joined for breakfast by Jim Bottomley with daughter Caitlin (MGA), Sarah Carr & Durl Edwards, Chuck Denlinger & Donna Bristol, Tom & Jaimee Rippert (MGA) and Jim & Diane Sanders (MGB) who had elected to drive up Saturday morning. After breakfast it was off to the railroad museum with umbrellas at the ready. A truly fabulous train museum with all kinds of rolling stock, exhibits, roundtable with a roundhouse and choices of a diesel, steam or trolley rides. The \$6 admission was a steal but the real deal was a \$10 lifetime national park pass good at all national parks for the holder and his/her family (for those of us that are over age 62!). Some of us train nuts stayed the whole day while others opted to walk the town and have lunch at a local watering hole that featured seafood specials and twenty some beers on tap plus a model train that circled above our heads throughout the restaurant. We then meandered back to our hotel for a brief respite before getting ready for the baseball game. No rain yet but still very cloudy.



DVC ladies are "All Aboard" the MG Special. Their our "Queens of the Road". (in more ways than one!)



Here's our "Kings of the Road" gazing upon their vast railroad empire, yea right!

am. More rain that night.

Sunday morning had us up in time for breakfast and a 10:30 am departure back to DVCLand. Rain all the way home but who cares; we had our CB's to keep us chattering away as we wound back on home via RT 611. Thank you Pat & Patty for arranging this trip. It was fun and best of all we got to see some great MG roads, a train museum, a baseball game, two loaves of bread and got to stay in a fabulous hotel. Picture credits: Dick Suffredini.

The baseball stadium is a brief ten minute ride from the center of town and we elected to take the hotel's courtesy vans as there was a large wedding reception scheduled that evening and the hotel couldn't guarantee us parking spots. It's a nice stadium with the interior dimensions the same as the old Veteran's Stadium in Philadelphia. Eight dollars got us an "unobstructed reserved box seat" right across from first base. Foot long hot dogs, soft pretzels, ice cream cones plus giant beers had us using both hands throughout most of the game. Several foul balls came our way but none close enough to grab. The home team won a "nail biter" in the bottom of the ninth inning and still no rain. What could be better than getting a free loaf of bread when you leave the game, getting two loaves! It was back to the hotel for one last night in the DVC party room. Lots of laughs as we relived the weekend's adventures. We made it to bed sometime before 1

World Famous DVC Car Show

Lew Phillips

This past Spring, while we were still planning our Car Show, our Webmaster got an unusual email. "I would be most grateful if you would be so kind as to send me one T-shirt from the DELAWARE VALLEY CLASSIC MG CHAPTER, as a complimentary gift. Collecting fancy T-shirts from all parts of the world is my only hobby beside reading.", it read.

Always the skeptic when it comes to email, having seen many a hoax, urban legend, and spam, he was ready to send it to the old trash bin. Still, there was something odd about this one. It didn't have any of the classic things that are found in those kinds of emails. It didn't ask to be passed on, it didn't tell some story, it didn't have a link to click that would send a virus back to the happy clicker, it didn't have any of those things. All she wanted was a shirt.

"Ah, must be one of those boiler-plate letters – just stick in the organization's name and rake in the free shirts!" he thought. But on closer inspection, it looked too custom for a real boilerplate. "This warrants a little more searching," he thought. So off to the internet he went.

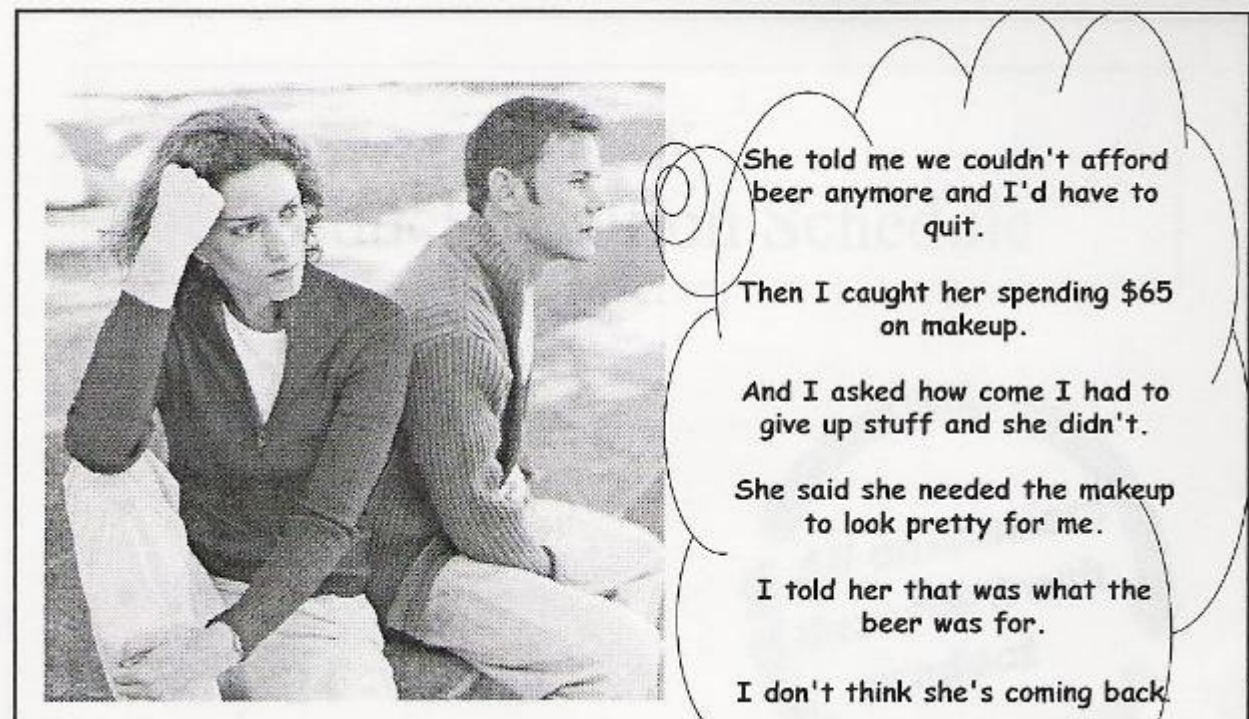
Hmmm.... Nothing in the hoax sites about it. Nothing in the legend sites either. Time to Google it! Aha! There it is in some organization's newsletter! They must have gotten scammed... uh... hmmm... the copy of the letter looks similar, but very personalized to them. Doesn't mention her niece like ours does. And they got a picture back from her – with her wearing their shirt! Whoa... looks like it could be legit.

An email to her got a quick response – and a personal one too! Seems her niece worked for a car magazine in central PA and had heard of us. That is how she got our name. Turns out that she is a retired teacher and collects shirts as a hobby. She has limited income and all this costs is her time. She already has gotten over 100 shirts for her collection!

A check around to find a DVC shirt proved fruitless. So when the show came around, we held one aside for her. It has since been sent and the DVC is now proudly part of her collection!

By now you are probably thinking that this is a nice story, but what about the 'World Famous' part? Well, you see... Mrs. Stephanie Widyastuti isn't from Philly or New York... or even LA... *She is from Jakarta, Indonesia!!!*

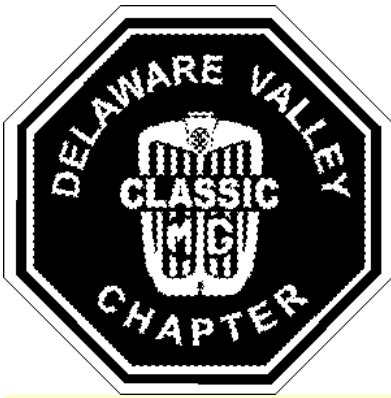
Your DVC World Class Webmaster — Lew



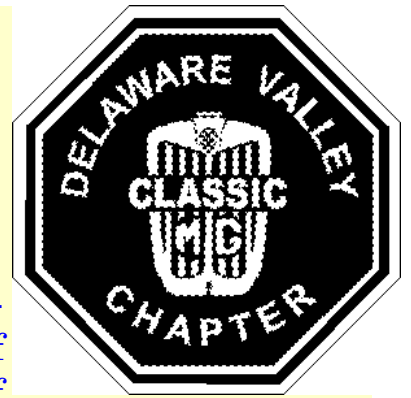
Driving Tips For Delaware Valley Drivers

1. Turn signals will give away your next move. A confident Delaware Valley driver avoids using them.
2. Under no circumstances should you maintain a safe distance between you and the car in front of you, because the space will be filled in by somebody else, putting you in an even more dangerous situation.
3. The faster you drive through a red light, the less of a chance you have of getting hit.
4. Warning! Never come to a complete stop at a stop sign. No one expects it and it will result in you being rear-ended.
5. Never get in the way of any car that needs extensive bodywork, especially with MA or WV plates. With no insurance, the other operator has nothing to lose.
6. Braking is to be done as hard and late as possible to ensure that your Lucas / Girling / Dunlap braking system gets the absolute minimal usage, besides it's a great chance to strengthen your leg muscles.
7. Never pass on the left when you can pass on the right. It's a good way to prepare for other drivers entering the highway.
8. Speed limits are arbitrary figures, given only as a suggestion and are not enforceable during rush hour.
9. Just because you're in the left lane and have no room to speed up or move over doesn't mean that a Delaware Valley driver flashing his high beams behind you doesn't think he can go faster in your spot. Also true for right lane.
10. Always brake and rubberneck when you see an accident or even someone changing a tire. This is seen as a sign of respect for the victim.
11. Learn to swerve abruptly without signaling. After all our highways are the home of high-speed slalom-driving along the US Route 95 Speedway. This is thanks to the Departments of Public Works, which puts potholes in key locations to test drivers' reflexes and keep them alert.
12. It is a long held tradition in Delaware Valley to honk your horn at cars in front of you that do not move three milliseconds after the light turns green. If this happens when you're the first car in line, wait until the light turns yellow....then take off. This will leave the impatient son of a bitch behind you with another red light.
13. To avoid injury in the event of a collision or rollover, it is important to exit your vehicle through the windshield right away. Wearing your seat belt will only impede your hi-velocity escape from danger.
14. Remember that the goal of every Delaware Valley driver is to get ahead of the pack by whatever means necessary.
15. In the Delaware Valley, 'flipping the bird' is considered a polite salute. This gesture should always

This has been a public service message brought to you by the Delaware Valley Commuters Association in cooperation with the Let's Put The Free Back in Our Freeways Action Committee.



DVC HAGLEY TRIP



The Hagley Museum preserves and interprets the fascinating history of early American enterprise—a period of industrial growth and invention that most of us know little about. October weather means a delightful top-down day and grand scenery in the Brandywine River region of the DuPont family home and gardens.

PLEASE JOIN US (but confirmation of your attendance is mandatory)

DATE: Saturday - October 7, 2006

TIME : 9:30 — Meet-up at the Gateway Shopping Center in Devon for coffee, bagels and our prerequisite potty stop!

10:00 — Depart for the Hagley Museum (CB's on channel 8)

ROUTE: 202 S.- below West Chester - onto RT. 141 south. At third light (2miles) make right lane turn onto Tyler McDonnall Bridge - turn right at HAGLEY sign - go over the hill - left into Museum entrance.

11:00 am — Start of Brandywine Tour With Bus Transportation.

1:00 pm - Time Out For lunch.

2:00 pm - Other DuPont Exhibits.

COST: Tour: \$7.50

Lunch: \$9.00

That's a total of \$16.50 per person for all you math majors and that's payable to Bob Wagner when you see him on the 7th.

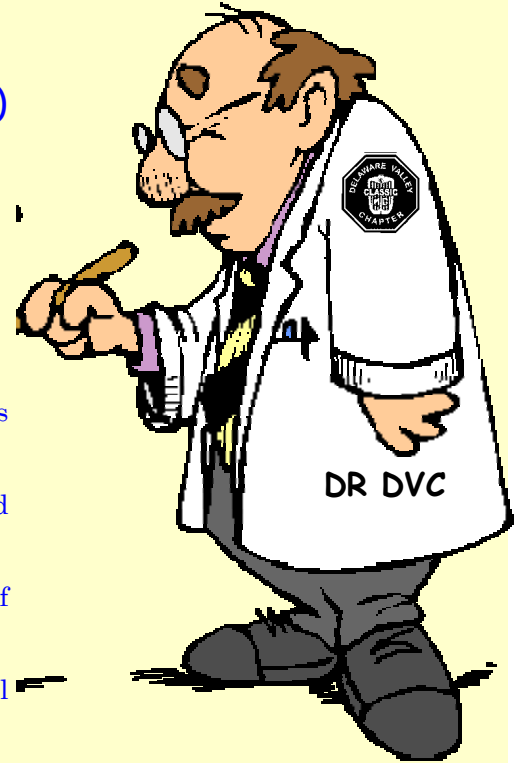
Remember: You must RSVP Bob Wagner at <robjwagner@AOL.com> or call him at 215 - 653- 7343 by 10/3/06 in order to reserve a seat on the bus and to be included for lunch. Bob will handle your reservations and your luncheon payments. You must call Bob to reserve a space in order to participate in this DVC event.



Dr DVC's Basic WD 40 Uses

(borrowed from Tim O'Brien, Peachtree MG Registry)

- ◆ Keeps bathroom mirror from fogging.
- ◆ Lubricates prosthetic limbs.
- ◆ Keeps pigeons off the balcony (they hate the smell).
- ◆ Removes all traces of duct tape.
- ◆ Folks even spray it on their arms, hands, and knees to relieve arthritis pain.
- ◆ Florida's favorite use is: "cleans and removes love bugs from grills and bumpers."
- ◆ The favorite use in the state of New York--WD-40 protects the Statue of Liberty from the elements.
- ◆ WD-40 attracts fish. Spray a LITTLE on live bait or lures and you will be catching the big one in no time.
- ◆ Also, it's a lot cheaper than the chemical attractants that are made for just that purpose.
- ◆ Keep in mind though, using some chemical laced baits or lures for fishing are not allowed in some states.
- ◆ Use it for fire ant bites. It takes the sting away immediately and stops the itch.
- ◆ WD-40 is great for removing crayon from walls.
- ◆ Spray on the mark and wipe with a clean rag.
- ◆ Also, if you've discovered that your teenage daughter has washed and dried a tube of lipstick with a load of laundry and saturate the lipstick spots with WD-40 and re-wash. Presto! Lipstick is gone!
- ◆ If you sprayed WD-40 on the distributor cap, it would displace the moisture and allow the car to start.
- ◆ It removes black scuffmarks from the kitchen floor!
- ◆ Use WD-40 for those nasty tar and scuffmarks on flooring. It doesn't seem to harm the finish and you won't have to scrub nearly as hard to get them off.
- ◆ Just remember to open some windows if you have a lot of marks. Bug guts will eat away the finish on your car if not removed quickly! Use WD-40!



P. S. The basic ingredient is FISH OIL not Snake Oil! I'll bet this list is not complete because I'm sure some of you have used it for even more things. Pretty neat stuff. Let T-Talk know and we'll share them in the next issue.

Forward Planning for NAMGAR's GT 32 & NAMGBR's MG 2007

Did you know that from July 16th — 20th 2007 the North American MGB Register's annual meet is being held in Sonoma, CA and that from July 23rd — 27th 2007 the North American MGA Registers annual meet is being held in Whistler, BC, Canada. If you've wanted to do two weeks on the west coast taking in the wine country of California and the mountain Scenery of British Columbia with a whole bunch of MG's thrown in then now's the time to do some serious planning. Check out both the NAMGAR & NAMGBR web sites for details on registration, lodging and all the side trips they have planned.

Our One and Only Official Membership Meeting, Ballroom Dancing Contest and Survivor Series Marathon

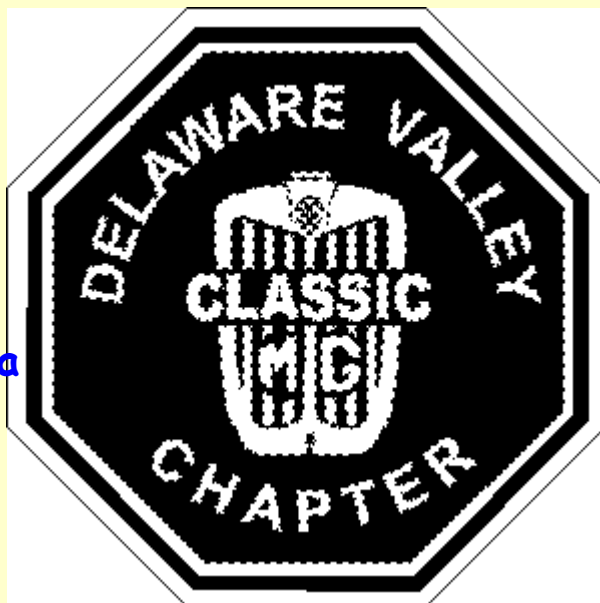
You Get:

Free Beer

Free Snacks

Free Love ~~Soda~~

Free Toilets



You Bring:

Your Ideas

Your Input

Your Say

Your Concepts

**Everybody Then Gets A 2007 Calendar of
Events That We All Participated In Organizing**

Date: Sunday, November 19, 2006 Time: 1:00 PM

**We're meeting at the lovely home of Dick & Sandy Suffredini,
46 Robies Court, Richboro, PA 18954**

Please let Dick & Sandy know you're coming

Give them a call at 215-355-3053 (for directions too!) or

Email them at <D.Suff@juno.com>

**Note: Do not practice your ballroom dancing or buy new evening shoes and do not bone up on Survivor
trivia - If you do — You'll be the only ones there expecting anything other than
a friendly and sociable 2007 DVC Planning Meeting!**

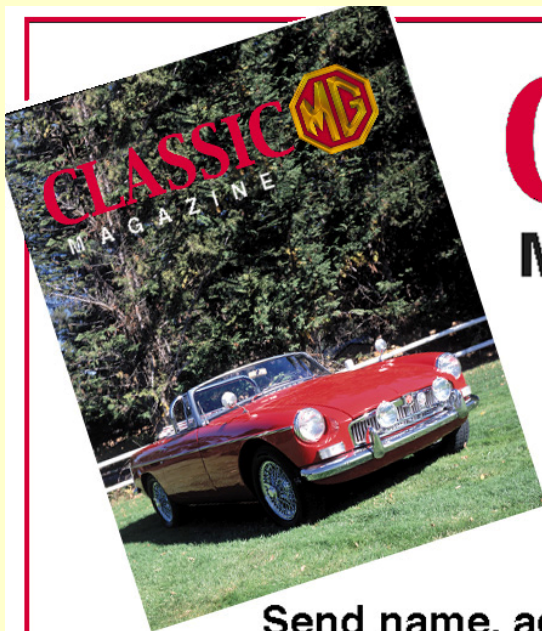
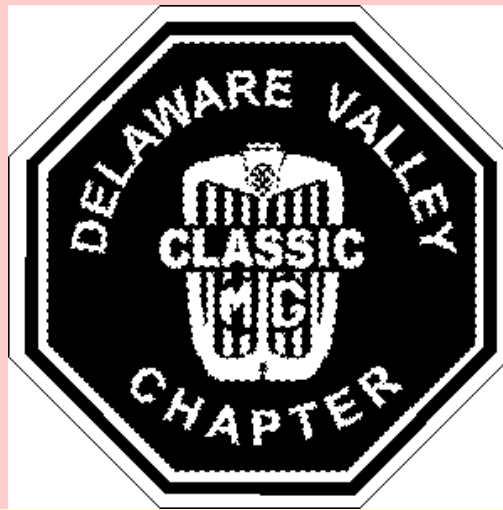
2006 Holiday Banquet Announcement

**As is the usual DVC custom — watch your mail for a separate flyer / registration form
for our Holiday Banquet. Roy & Sue Dougherty are hosting it this year — so you just
know it's going to be a great evening out. Don't forget to buy raffle tickets. Don't
forget to shower & shave. It's the one time a year that we all get gussied up!**

Welcome New Members

| | | | |
|----------------------------|--|------------|------------|
| Thommy & Linda Vinciguerra | 2028 Beatty Drive, Morrisville, PA 19067 | 215-295-51 | '60 Sprite |
| James & Sarah Strait | 605 Hamilton Blvd, Morrisville, PA 19067 | 215-337-91 | '74MGB |
| Doug & Cyd McCord | 365 Devon Drive, Exton, PA 19341 | 610-363-93 | '55 TF |
| Marcus Maffei | 322 Brigade Ct., Wayne, PA 19087 | 610-407-04 | '53TD |

2007 DVC Dues Are Due — Please see the enclosed renewal form and envelope.



CLASSIC MAGAZINE



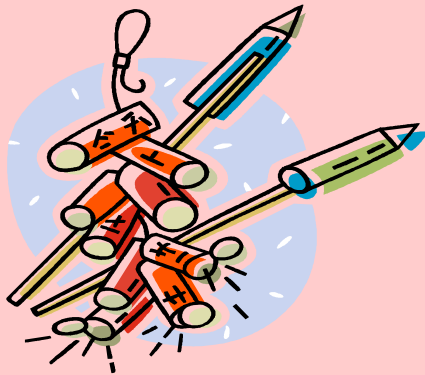
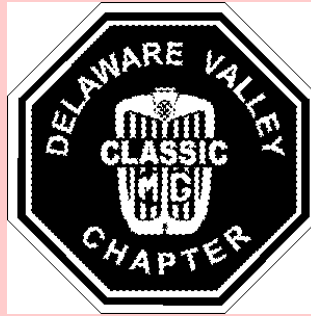
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(Canada \$58, Overseas \$68 U.S. dollars)
- ☐ Sample issue \$6 U.S. dollars

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information to P.O. 2308, Huntersville, N.C. 28070

Fax 704-948-1746

subscribe@ClassicMGMagazine.com

REMEMBER, REMEMBER, THE 5TH OF NOVEMBER"



GUY FAWKES DAY PARTY

WHEN: Saturday, November 4th, 2006

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

PHONE: 610-404-4331

TIME: Driving Tour starts at 3:00 p.m.

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

Please bring a covered dish. Call Joellyn or Mike at (Home Phone) 610-404-4331 or (Cell Phone) 610-310-7244

From PA Turnpike

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

From Route 422 East or West

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