

**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 4

1970 - 2007 - Our 37th Year

January, February & March 2007

Inside this issue...

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



'06 Was A Great Ride — Check Out '07!

Our club had more events that were attended by more members during 2006 than any of us can remember. The DVC is centered around MGs but in reality it's you, the members, that determine what we're going to do and where we're

going to go. Did you know that we averaged two events per month last year. There were the Register meets, our long weekenders, day trips, rallies, tech sessions, various parties, car shows and dinners. All, except the Register events, were planned

and run by you. Check out our '07 calendar of events. It looks like another banner year for the DVC and most importantly you. No matter what month you look at, you're only a phone call away from RSVP'ing and an MG ride away from attending. Drive 'em!



T-Talk's MG Girl of the Quarter — Janice Wakefield

First Quarter DVC Events — See You There!

<p>January 28th</p> <p>Cabin Fever Automobilia Show</p> <p>Harleysville, PA</p>	<p>February 17th</p> <p>Gender Bender Costume Party</p> <p>Jamison, PA</p>
<p>March 10th</p> <p>Pit Crew Meeting</p> <p>Harleysville, PA</p>	<p>March 24th</p> <p>37th Anniversary party</p> <p>Colmar, PA</p>

Stop! Check Your Address Label — If It says '06 — Please Pay Your Dues.

Points & Plugs — Tom Rippert



Hi DVC,

I can't believe 2006 is behind us. It seems like we just got started with the year and here we are looking at 2007 already. I hope everyone enjoyed the events in 2006, I know Jaimee and I did. It was very nice to meet some new DVC members in 2006, who have stepped up to the plate and are eager to participate and help out with DVC events.

We had a good turnout for our annual planning meeting in November, and we managed to come up with a very full and exciting calendar of events for 2007. Check it out in T-Talk - there has to be something on the calendar that's of interest to you. Come out to an event and see what the DVC is all about - and its all about driving our cars and having fun!

We raised the DVC dues to

\$25.00 this year due mainly to our expanded newsletter, T-Talk. The cost for duplicating and postage has gone up considerably over the years, and I can't remember the last time there has been a dues increase in the DVC. Even if all you do is read T-Talk, your \$25/yr. is money well spent. It's the best club newsletter out there.

Don't forget "Dr. DVC" if you need something done with your MG. Maybe you need a few extra hands, or some advice, etc. There's a lot of knowledge and expertise throughout the DVC, and DVC'ers are always willing to lend a helping hand.

So check out the 2007 DVC Calendar of Events in this issue of T-Talk. We start off the year with an All British Collectibles Swap Meet at the Salford Pub on January 28th, in February it's a "Gender Bender" party at Greg Lake's house (oh boy, I get to dress like a girl!), and our Anniversary Party at the Inn Flight over in Col-

mar comes along in March.

BTW. We've also put in our April event flyer in this issue of T-Talk because you really do not want to miss our tech session this year. It's at Peter Cosmides "Motorcar Garage" in New Jersey and it promises to be a real learning experience.

I see that a number of you have already signed up for the Triathlon next August. An application form is enclosed for those of you that haven't seen it yet. Remember the Triathlon is limited to 100 two person teams so don't delay. Dick Suffredini is heading up the DVC Triathlon trip this year so please let him know if you've signed up & your team #.

Please check for flyers in this issue of T-Talk for particulars on these events. Don't forget to place the DVC Events calendar on your refrigerator and don't forget to "RSVP" to your next event!

Happy New Year and I look forward to seeing you soon at one of our events. *Tom*

From The Pits — Lee Niner



Hi all — Thanks once again for all your contributions. You never know, there may be a budding writer out there in DVCLand.

This quarter's MG Girl is none other than Janice Wakefield who is engaged to Gregg Lake, the owner of that TD she's standing beside. They're also hosting our February event — "A DVC Transgender Costume Party". Hmm, think I'll go as a dirty blonde!

Now's the time to get off your duff and do those repairs to your MG. My latest projects were to install door seals on the A and B and to hook up three battery trickle chargers. Now, all I have to do is unplug the charger on the MG I want to take out and remember to plug it back in when I return. I also installed flex channel on the RH window on the B and replaced

a leaking "lifetime" fuel pump to carb fuel line on the T.

Well here it is January and the start of a new year and I'm entering my third year as editor of T-Talk. By way of that introduction I'd just like to give thanks to our editorial contributors and photographers. It's just so nice when you have club members that take the time to jot down a story, tech tip or joke or snap a picture and then send it to me. Heck, half the fun of my job is balancing the newsletter to fit all the contributions sent in by you our membership

If you attended our yearly meeting last November you realize how much our Board and staff do throughout the year. As is done at the annual meeting, they are thanked and "encouraged" to stay on! I'd like to publicly thank them

for their contributions. A club does not get to exist for thirty-seven years without a core of dedicated members.

Speaking of thank you's, I'd also like to thank those of you who give me "the good, the bad & the ugly" of what you think about T-Talk. I thoroughly enjoy all kinds of feedback, at least then I know your reading T-Talk!

Have I got a book for you to read. It's titled "MGB Electrical Systems" and is authored by Rick Astley. It is the single best publication on British electrical systems that I've ever read. I'm no electrical genius but this book is so easy to understand. It's applicable really to all MGs (at least in principle). Try one of our advertisers, Little British Car Co., to order a copy.

Till next issue, *Lee*



Hey DVC Member -

Do You Need A Second Opinion?

Then You Better Call on Dr. DVC!



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

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

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

Dr DVC

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



With Dr. DVC

Without The Good Dr.



NEMG'T'R



NAMGBR

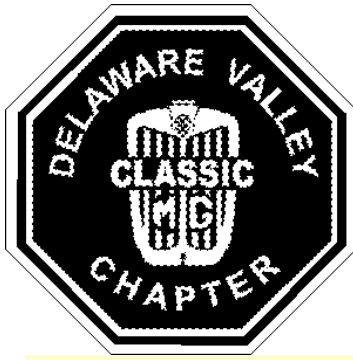


NAMGAR



THE DVC IS PROUDLY AFFILIATED WITH THESE GREAT MG REGISTERS

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



DVC's Fall Tour To The Hagley Museum Tour

Let's see a nor'easter is predicted so what car do we take? What's there to worry about when driving rain and thirty mile an hour winds are predicted? That was the weather prediction that DVC'ers were faced with the night before our trip which was scheduled for Saturday, October 7th. Our museum tickets had already been purchased as well as our luncheon tickets so one way or another we were committed to attend. Friday evening it was just pouring and Saturday morning was dreary & overcast as we awoke. Ever so slowly, the temperatures warmed up a bit and the overcast skies gave way to a light layer of high altitude clouds.

Maybe, just maybe we'll get away without anymore rain. At 9:30 am we all met at the usual rallying point for DVC trips south or west, the Gateway Shopping Center just off PA RT 202 right below King of Prussia. It's a very convenient meeting point with a great little coffeehouse, gas stations and of course adequate rest room facilities.

At 10 am our band of adventurers headed south on RT 202 toward Delaware with our CB's tuned to channel 8. The pavement was dry and the sun was trying to burst thorough an overcast sky. Tour leader Bob Wagner (MGA 1600 Coupe) had provided us with a map and directions and he had nominated Tom & Jaimee Rippert (MGB) to lead the procession. Our trip was made without too much hassle and we arrived safe and dry after about an hour or so of driving. The museum even had reserved parking spaces for us. Once parked and "pottied" (pronounced *paataayed* in DVCese), we boarded our own



John, Tom, Wolfgang, Sandy, Jaimee & Gudi chanting "Rain,rain go way. Please come back some other day".



Our museum guide explaining how this belt driven lathe operates — "Belt A goes to Spindle B from Shaft C from Belt D."

tour bus with guides. The Hagley Museum is located on 225 acres along the banks of the Brandywine River. It is the site of the gunpowder works founded in 1802 by E. I. duPont. It includes restored mills, workers' houses and the ancestral home and gardens of the duPont family. The museum is dedicated to preserving the role of the duPont's in the making of gunpowder in the 19th and early 20th centuries as well as people life styles. We toured an original machine shop with belt driven tools, saw steam engine demonstration, toured the family mansion complete period furniture and china, watched a water turbine power huge stone grinding wheels and Strolled through a formal period "French" garden. Numerous guides were available to compliment our guides so that

Hagley Tour Continued. no ones questions went unanswered. Lunch was served next, it was good to get off our feet and relax. Our afternoon portion of the tour consisted of touring the Visitor's Center which featured exhibits, dioramas and working models of life on the estate, gunpowder manufacture and a history of the DuPont Company's history (trivia: dupont is the family & DuPont is the company). Lastly we toured the gift shop, well the ladies did. The guys congregated outside and held an impromptu tech session on how the replenish a master cylinder with brake fluid, believe me even that beats touring a gift shop!

We next posed for a group photo and said our good byes. Several of us decided to skip PA RT 202 and opted to take back roads home. No rain and clearing skies made for a great ride home on MG roads. We even managed to find a country pub so we made

an obligatory DVC stop to sample their beer. Other DVC'ers attending were Wolfgang & Gudi Fischer (MGBGT), John & Pat Hunt, Gregory Lake & Janice Wakefield, Lee & Liz Niner (MGA 1600), Lew Phillips, David & Gloria

Schwab (TD) and Dick & Sandy Suffredini (TD). Missing in action were Jeff Rose (soccer practice) and Rich & Brenda Mooers (Melville, NY is just a bit far to travel when a nor'easter is expected!). Thanks go to Bob Wagner for planning and prepaying our fees (phew is he ever trustworthy or what!). Thanks also go to the weather forecaste for once again being incorrect. Photo credit: Dick Suffredini.

Lee



We're on our way to tour the original E. I. duPont mansion located above the gunpowder mills along the Brandywine River.

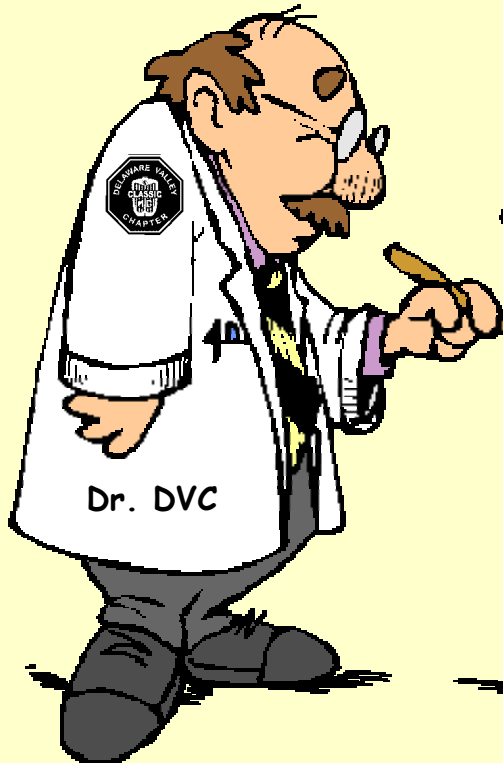


Here's those DVC tourists blocking the photographer's camera lens — after all he wanted to photograph the MGs, not them!



Why It Takes a Week to Adjust Rear Brakes

Paul Phillips



The brakes on our '76 Midget, "Special", started to feel funny the last couple of times I drove it. It felt like only the front brakes were doing all of the work. I hadn't looked at the brakes since we bought the car two years ago but at that time they appeared in great shape. It is not driven that much so I was certain that they were fine and probably just needed adjusting. Since I even have the proper tool for the job, I prepared on a Wednesday morning to make short work of the problem.

The first hint on how wrong I was is when I popped the bonnet (Bonnet? What an Anglophile I am becoming.) for really no particular reason and noticed the brake master cylinder was very low in fluid. I said to myself, "Self, that is not a good sign." Out came the floor jack, up went the rear of the car and off came the wheels. Pry off the left rear brake drum and what an ugly sight before me. Both rubber boots are split, fluid is all over the assembly and one of the cylinder pistons seized.

"Hmmm, I should buy some stock in CARQUEST! Hey Paul, next time call me, I'm really good at holding tools & consoling DVC members."

Okay, not a big problem, I have changed or rebuilt cylinders before so, in the interest of "Safety Fast", I decided to replace both rear brake assemblies. Whenever I order MG parts I usually flip through both Moss and Victoria British to compare prices but the one big advantage Moss has is, if the parts are in stock in their New Jersey warehouse, they will be delivered in a far shorter time than Victoria. I call to place my order and they have everything in NJ deliverable for Thursday afternoon except brake

shoes, which are on backorder. I told them to hold off on the shoes and send the rest. Bopped down to the local CARQUEST parts store and, even though the shoes were ten dollars more than the catalogs, I could pick them up the next morning.

Laden with all these parts I started the disassembly in early evening. I had one wheel done up to disconnecting the brake line. Using the proper wrench I loosened the fitting and I thought things were going swimmingly until discovering the fitting had twisted off the pipe. Okay, don't panic, just replace both lines. It was too late to go to the parts store so that trip would be made on Friday morning.

I take one of the lines to the store and the counterman immediately said that this line had a bubble fitting instead of, what, non-bubble?, which they don't stock in store, but he could have them here Saturday morning. Another snag cropped up as to length required. Lines come in 20 and 30 inch lengths and, while the 30 was fine for the left side, a twenty was too short for the right. Not wishing to deal with that much excessive pipe I inquired as to the cost of a proper flaring tool to use after cutting the pipe to a more workable length. The one real joy I get when tackling a project is the prospect of buying a new tool even if I only use it once in my lifetime but I was not prepared to fork over a hundred dollars for CARQUEST to order it. I told him to just get me two 30" lines and I will seek an alternative source.

Back home I called Eastwood Automotive to see if they had what I needed and indeed they did. A beautiful set that would take care of any line, foreign or domestic. Great, their store is only twenty minutes away, how much? Three hundred bu...bu...bu...bucks?! Ix-nay to that! (Why yes, I am multi-lingual.)

If you can't find something local go global and I fired up the Internet, googled "metric brake line flaring tool" and near the top of the list was a site called etoolcart.com out of California. Clicked on it and up pops the required tool for less than \$30. Hosanna! I call the 800 number and I find out the company has a warehouse in Philadelphia and I can have the tool in my greasy hands by Monday afternoon UPS. Would I like to place an order? You betcha!

Rear Brakes Continued. (I do dialects, too.) Saturday was spent in part with releasing the cylinders from the backing plate. The garage was soon filled with blasphemous words directed to Mr. Morris and his contraptions as removing the snap-ring is difficult when the ears of the ring snap off due to rust. Why can't MG's have cylinders that bolt on? Even if you break off the nuts it still takes far less time than trying to wedge a small screwdriver under the ring in a precise way to pry it away from its slot. Yeah, Morris, I'm talkin' to you, pal. I won't go into detail about trying to use the E-clip supplied with the new cylinder instead of another snap-ring. Suffice to say, after over an hour of experimentation, they are too thick to use. Sunday became a day of rest, the NY Times crossword puzzle and football as the Good Lord intended.

Feeling chipper due to the restorative powers of Sunday's idleness, it was back to Carquest Monday morning to see if a snap-ring that fit could be procured. No problem, gimme two. I rushed home and assembled everything and adjusted the shoes while waiting for the UPS truck. Here he comes and I immediately rip the carton open to reveal the wondrous tool resplendent in its red plastic case. A practice run on one of the old lines to make sure of the proper procedure for bubbling an end and I made relatively short work of installing the new lines. I'm heading down the homestretch as bleeding the system is all that is left. Son, Logan, was drafted to be pedal pusher while I worked the bleeder valves. Pump it up. Hold it in. Not much fluid came out after a few attempts and a quick scan of the line connections exposed no leaks. Let's try the other wheel. Put the proper tool on the valve and it's obvious



OK, so it's not a picture of a brake line — but at least it's a picture of Paul & Evonna's MG Midget taken in their garage after the brake adjustment.

it was not tightened. Silly me and I started to screw it in except, as I felt it snug up, it became loose again. Oh no, now, you're the one screwed, you nitwit. You stripped the bleeder valve.

Well, maybe I can use the guts from the stripped cylinder and rebuild the old one not seized. Off come the components, clean and stick the new pistons in, put it all back together, install Logan in the driver seat and he pumps away sending a torrent of fluid out through the bottom of the drum. That's it, admit defeat and call Moss for another cylinder. Since it is late afternoon a new one can't arrive until Wednesday.

This tale does have a happy ending. With another new cylinder in hand and I am now quite proficient in complete overhaul of brake assemblies from start to finish, I was soon ready to get the air out. Things go just like in the book and Special was off the jack ready for the road. A spin around the block and the car proved to have plenty of whoa power.

That's why it takes a week to adjust the brakes. Oh, if anybody needs their brake lines bubbled, give me a holler. I have the proper tool itching to be used. Give me a call! *Paul* Photo Credit: Paul Phillips

Safety First!

New Members

Bob & Leslie Moreland, 124 Wagon Trail, Downingtown, PA 19335 610-594-6449 '50 TD
Louis & Marion McAllister, 415 W. Price, Philadelphia, PA 19144-440 215-438-0518 '48 TC
Robert & Maryellen Hoeflein, 1473 Sunnyside, Downingtown, PA 19335 610-873-1516 '52 TD
Dale & Stephany Wright, 102 Elmhurst Rd, Baltimore, MD 21210 410-467-2882 2 — Daimler SP250's

Welcome Aboard — We can't wait to meet you and your TC, TDs & Daimlers!

MG FOR SALE

For Sale — 1976 MGB - We need to sell our MGB to “help pay for our recent '46 TC restoration! Plus we don't have anymore garage space”. Call us at 215-741-1042 for details. *Robert & Pam Bond*

DVC Website & Electronic Bulletin Board

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

DVC Name Tags Just For You!

Yes they're still available! Wow, 188 have been sold to date. No, it's not too late to order one. *Immediately send \$8 (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
Was Founded In 1970 And Is Proudly Affiliated With



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The Delaware Valley Classic MG Chapter

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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 TTalk@DVCMG.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

Morocco Ale **Wychwood Brewery** **Whitney, Oxfordshire**



Morocco ale is essentially a dark robust ale with a blend of spices of which ginger is dominant. It's brewed to the ancient recipe held secret at Levans Hall for over three hundred years, and revived in 1995.

The recipe for Morocco Ale is believed to date from Elizabethan times. It was named 'Morocco' by Colonel James Grahme of Levens when he was a courtier of King Charles II. When the King married Catherine of Braganza, the Queen brought Tangiers as part of her dowry and Grahme may have associated the dark Moorish peasants of that land with the smooth, dark coloured ale of Levens. Legend has it that the secret recipe was buried in the gardens of Levans Hall, under the evergreens, during the English Civil War.



Every May time until 1877

the unique spiced Morocco Ale, matured for 21 years, was always served at a great feast held in the Gardens at Levens. New guests to the feast were required to stand on one leg and empty, in a single draught, a tall Constable

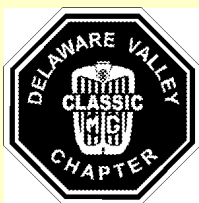
glass filled with 'Morocco' whilst pledging to the ancient house... "Luck to Levens whilst the Kent flows"

Although no longer aged for 21 years, Daleside Brewery adheres to the best traditions of English brewing, following the 300 year old recipe to create a smooth, highly drinkable seasoned ale. The use of the best quality malts, whole-leaf hops, Daleside's own yeast, Harrogate water, the adoption of the full traditional brewing process together with the pride and expertise of the family tradition secure the high quality of Daleside Brewery ales.

Levens Hall, situated in Kendal, England is open to the public where the over 600 year history is proudly on display. Visitors are invited to enjoy the old Brewhouse and walk among the world famous topiaries. *Bob*



Pennypacker Mills British Car Day Car Show & p3 (Post Pennypacker) Party - Saturday, August 4th, 2007



Pit Crew Planning Meeting

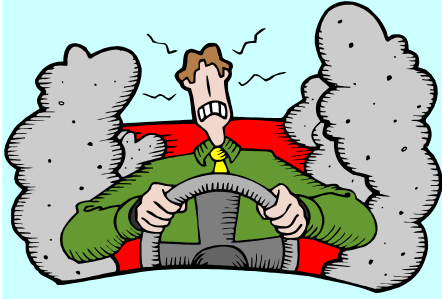


**Saturday, March 10th @
11:30 AM**

Salford Pub, Harleysville, PA

Come on out to our initial planning meeting for our third annual car show. We'll re-view where we're at from last year's post car meeting held last year and then we'll draw up plans for this year's show & post party. It's a great way to spend a Saturday afternoon, even kick some tires and have some lunch. See you there. Information — 610-831-1531





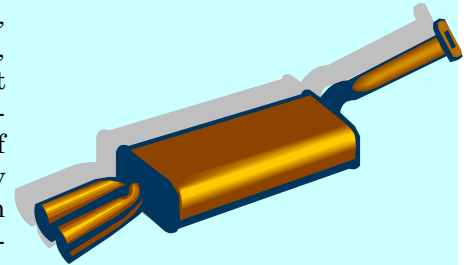
Exhaust Notes — DVC Registrar Chuck Goelz

"Longer Days"

It hardly feels like winter has started. We haven't even had our first snow yet, but the winter solstice is behind us and the days are getting longer. It's time to start thinking about the spring maintenance tasks that lie ahead. Since Judy has recently experienced the unpleasant feeling of total brake loss, I thought I'd share a few of my thoughts regarding hydraulic systems.

When you pull the brake drums to check the linings (you actually do this every spring, don't you?), make sure you check under each of the wheel cylinder dust boots for any signs of fluid. There should never be any leakage past the piston seals into these boots. If there is any fluid, you'll need to replace or rebuild the wheel cylinder(s). Also check for signs of oil leakage past the rear axle seals while you're there.

I like to flush the hydraulics (brake and clutch) every 2 or 3 years. Well, let me clarify that. I think it's important to do. I really don't enjoy it, though. This involves the same process as bleeding the brake lines, except that you are looking for perfectly clean fluid to drain rather than just eliminating air bubbles. Make sure you keep the master cylinder topped off with brand-new fluid. (Silicone fluid is another story since it doesn't readily absorb moisture, but previously opened bottles of conventional fluid from last year should just be thrown out.) The moisture in the fluid will eventually find its way to the lowest points of the system (the bottom of each wheel cylinder) where it can cause pitting of the bore, and eventually a leak.



Brake inspection should always include a careful inspection of both the flexible and the rigid hydraulic lines. Flex lines need to be checked for rotting and cracking. Hard lines need to be checked for rust and damage. Judy's failure was due to severely rusted rigid lines at the locations where they were clipped to the frame – a place where moisture could collect.

Another thing to check while you're doing any oil change is the oil pressure gauge flex line. This is the flex line that runs from the block to a rigid line on the firewall. The rigid line then runs to the oil pressure gauge. A failure here won't cause total brake failure, but it's absolutely amazing how fast the oil pump can completely empty the crankcase through this line! Driving at high speeds you could seize up the engine before you even realize there's a problem...

As my old high school trig teacher used to say: "A word to the wise is sufficient, and I'm tired of talking to the rest!" *Till next time. Chuck*



BTW — Check your address label on the envelope that this edition of TTalk was delivered in before you toss it in the trash can or if you already have tossed it in the trash can — then go fetch it out. If the address label is circled in red and reads *2006*, this will be your last copy. You are now in the DVC doghouse. Your 2007 dues are now overdue. Please send your \$25 to our Treasurer Liz Niner and she will notify me to change your membership status. Thanks!



Webmaster E-News — Lew Phillips

The PC Tool Chest

Wander into the garage of any DVC'er and head over to their toolbox. What will you find there? Some screwdrivers, wrenches, pliers, knives, hammers? Of course you will find those. We all have them in the old box. But look a little deeper... down in that special corner... in the back of that drawer... what do you find there? A-HA! The 'special' tools!

You know the ones. The infamous "green handled flat blade" that you just have to have to do a proper idle adjust. The "big butt screwdriver" that works great as a mini-pry bar. That special wrench that you got at the swap meet. And the trusty, old tire gauge – the one

that is a bit out-dated with the numbers partly rubbed off and a slide that sticks a bit... but you just have to have it in the old box to feel comfortable.

Well, we PC geeks have those same things in the PC world. Turn on any PC and up pops Windows (OK, some people have Macs, but some people swear by metric!). There you find "My Computer", Internet Explorer, Notepad, and some other standards. Kind of like the screwdrivers and wrenches in the old toolbox.



But let's look deeper in here and what do we find? Other programs! Ones that most people may never have heard of... yet YOU can't do without them. Picture and graphics programs. Utilities. Chat programs. All kinds of stuff.



So what does this geek have in his 'box' that he just can't do without? Let me give you a sneak peek under the hood of my box...

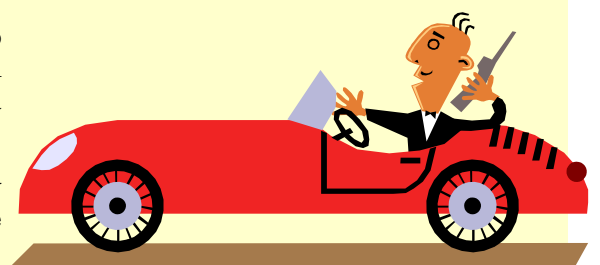
First off... KeyText (www.mjmssoft.com). Wouldn't be without it! I hate typing the same thing over and over. And I don't much like doing repetitive keystroke patterns. That is where KeyText comes in. It is a fabulous 'macro' program that work in any application and even between applications. Heck, it will even start one for you at a particular time! Advertising the Car Show on the web could be a nightmare with all the different ways to submit info. With KeyText, it not only makes it possible – it lets me keep what's left of my hair!

TurboNotes+ (www.TurboNote.com) is another must have. If you worship sticky-notes and have notes all over, you'll love this 'electronic sticky note' program. You can post notes on your screen as you work, copy things to them, and use them as references. They'll even stay on top of everything else if you want or they can 'hide' in the tray. And they can pop-up by themselves with the alarm feature. Want more? You can hook the program to your email and send your note to someone else!

Do you like to instant message? Grab Trillian (www.ceruleanstudios.com). With Trillian, you can be any number of aliases (screen names) and be on AIM, Yahoo!, MSN, ICQ, and others all at the same time! Its the electronic version of Sybil!

Last but not least... one for work. Personal Timeclock (aka PTC) (www.kmrconsulting.com) – written by a retired professor (and friend of mine thanks to PTC!). If you need a nice, neat program to track how many hours you spend on tasks or clients... or just want a great way to keep a journal of notes in different categories... this one is for you! My hiring manager gave us a 'time report spreadsheet' to fill out weekly. On it were 18 tasks for each of 9 project phases – along with about 20 other assorted tasks. After 20 minutes of set-up, it now takes me less than 10 minutes to give her a full break-down to 1/10 hour accuracy – and I can even tell her what I was working on at 2PM on Tuesday! (Ken also has a terrific Sudoku and Cryptograph program for fun time.)

There are a lot of other 'special' programs in my PC toolbox. Stay tuned for another peek... or ask me about them over a brew at one of our events! *See you on the DVC's web site. Lew*





Geoff Wheatley's Penny Farthing Thoughts.... Scotch, MG's & Mini's

I have always had a deep appreciation for “Uisge Beatha”, (The Water of Life”), Better known to most of us as Scottish Whiskey. As far as I am concerned it need not be 12 years old or of the pure Malt variety, but having said that I have never refused such a delight when offered. Believing that an individual should have more than one hobby I am also a dedicated classic car enthusiast, therefore the combination of both of these leisure interests was, to say the least, appealing.

For the past six years “HERO” The “Historic Endurance Rallying Organization”, based in Worcester. England, have organized a five day “Scottish Malts Reliability Trial” starting in the fair city of Edinburgh and progressing north to “John O’ Groats, the most northern tip of the Scottish mainland, then west to the Atlantic and back across the highlands to Inverness and Aberdeen. From there turning south to the lowlands and Bamoral, the Scottish country home of Queen Elizabeth. The final leg is on to Scone Palace, once famous as the home of Scottish kings. Like many others I had been aware of this annual event since it was first staged in 1998 and often told myself that one day I would scrape up the Three Thousand pounds, (approx \$5,000 US) to enter. In December that “One Day” arrived as I sat looking at the winter snow falling over my back garden in New York State. The classic cars were in deep freeze in my garage and would remain there until April, when with luck spring would burst forth for our short but ever hectic summer.

Obviously, I could not ship one of them over to the UK in time for the Trials, so who, in the UK would lend me a car to be a competitor? For several years I have enjoyed a good relationship with the MG Owner’s Club based in Cambridge, England. From time to time I have written various articles for their excellent club publication and our friendship was such that I felt a request in that direction would not be out of place. My Email enquired if they might know of anyone who would be willing to lend or hire me a suitable vehicle. Within twenty four hours a response came back.



HERO

the
Historic
Endurance
Rallying
Organisation

“We will lend you a suitable vehicle, send us the details”. At that point my fate was sealed, no turning back, send off the entry money and start to plan for the adventure. I should add that my decision to enter was also motivated by the fact that I had recently survived open heart surgery which reminded me that none of us are immortal. When you

plan to drive over 2000 miles in a MG through the highlands of Scotland another requirement is a co-driver who did I know in the UK that might be willing to share six days in a small car over some fairly demanding routes? My wife had made it quite clear that she was not interested despite the fact that she originally came from Bonnie Scotland. Her idea of a return visit is a five star hotel and shopping on Princess Street in Edinburgh. On top of that on the few, make that very few, local car club afternoon rallies we usually get lost a few miles from the starting point resulting in silence for the next few days. My cousin Ivor, who lives in Oxford, England, had recently retired after thirty or more years with the BMW/Rover/MG Company. In fact when he first started the name “Morris Motors”, was on the factory wall. A phone call, a few words of encouragement, and he agreed, the “Wheatley Team” was ready to blaze a trail through the Scottish highlands in early May. The event is called the Scottish Malt Trials

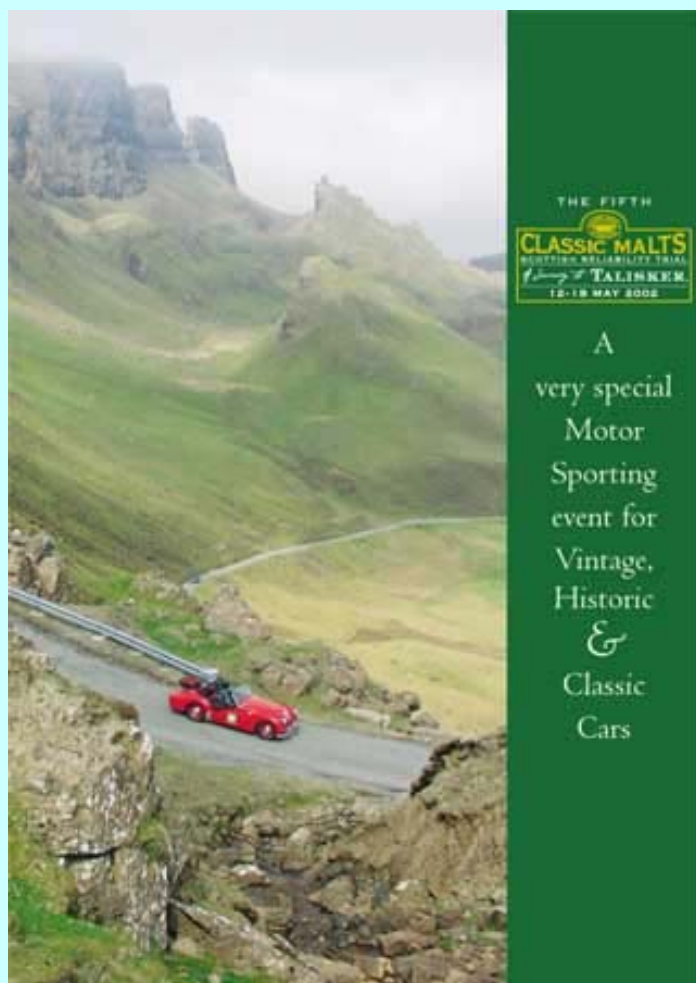
Penny Farthing Thoughts Continued. because during the five day event we would visit no less than nine distilleries and would be given small but attractive samples of the local product. We were forbidden to open these during the day, no booze while driving but there was always the evening or we could keep them as mementos to gaze at on some future moment in time in company with the "Trials Awards", we were going to win!.



The car that the Owners Club made available was a 1969 MGB which fitted nicely into the entry list, divided into various age categories: 1919 to 1930..1931 to 1940..1941 to 1952..1953 to 1959 and finally 1960 to 1974. Obviously no one expected a 1920's Bentley to match a Mini Cooper S. Each age section had its own time allotment and was weighted to maintain a level playing field. In short, the older cars had a less demanding schedule. On the other hand us guys in modern vehicles, a 1969 MG was certainly considered modern compared with the majority of the other competitors, could have had a time advantage so all this was taken into account and suitably compensated in the final results with awards for age groups etc. In January 2003 I flew to the UK and visited my friends at the MG Owners Club to discover that the car I was going to use was something of a unique vehicle. In 1979 Eddie Mc Gowan, the original owner of the car, made the first solo drive from London to Moscow and back in his MGB, a distance of about 3000 miles. On his return he was interviewed on BBC and invited to Buckingham Palace. In July 1987 Eddie returned to Russia in his MGB with a view to beating his 1979 record by putting another 2000 miles on the clock. Regretfully the car suffered various mechanical problems and eventually died a few miles from Moscow with a broken crank shaft. Repairs were unsuccessful and Eddie was stranded.

The Russian State Highway Police came to his rescue and arranged for him to be towed back home, or close anyway, by an Army truck. The total distance recorded was 1,223 miles across Europe. This was, and still is, the longest recorded tow in the world and is entered in the Guinness Book of Records. On his death Eddie left the car to the MG Owners Club who have maintained the vehicle and allowed it to be used in various TV features and as a test vehicle for motor publications. As all the entries for the Trials have to be original, the car was returned to its factory condition, no fancy aids like electronic ignition, a set of old fashioned points were the order of the day in company with a MG plate that covered the space where a modern radio had once been fitted. OK I had a car and paid my entry fee so the next consideration was getting to England and collecting the MG in time for the Trials. Reading the national papers both sides of the Atlantic one could get the impression that the airline business were seriously seeking passengers especially those who wanted to fly overseas. In consequence it would not be unreasonable to assume that any airline would be happy to serve my needs. Not quite the case! My first problem was to get to London's Heathrow Airport, the most convenient location for my co-driver to pick me up. After contacting four major US Airlines it became clear that the capital of the United Kingdom was not on their schedule. I could go to various other UK locations but not Heathrow. I eventually booked with KLM (Royal Dutch Airlines) who could get me to London via Amsterdam. This also meant that I would fly backwards to Detroit to pick up the KLM connection. Now for the real surprise. The plane that took me to Amsterdam, and returned me to the USA, was an American national carrier, North West Airlines. I guess it all makes sense to the airline operators but for us less enlighten mortals it seems a strange way to run a business! We collected the MGB on Friday with a deadline to be in Edinburgh by 3 pm Sunday to have the car inspected by the officials and to register. The distance from the local pub next door to my cousin's house to the center of Edinburgh was just over 400 miles. After due consideration and intense study of the road conditions, over a warm pint of ale we decided that we could easily cover 400 miles in

Penny Farthing Thoughts Continued. eight hours. Two pints later the time had been reduced to around six hours so with these calculations firmly established we enjoyed the rest of Saturday evening remembering to set the alarm for an early start. I am pleased to report that we did hit the road at exactly 8 am after spending some time trying to fit two small bags into an even smaller boot that also contained a spare wheel and various items in case we experienced mechanical problems. An important consideration on such trips is underwear. Six days with no access to a laundry can be demanding, the quick sock wash in the bathroom sink can relieve some of that problem but other items require more intense attention so a major part of our luggage consisted of such items as under pants and similar. Also sweaters. It's cold in Scotland in early May and it has been known to be damp, so suitable rain wear is also required. Our schedule of evening events included a couple of fancy receptions. What to take for such things was also a burning question. The black tie outfit would be rather crushed in the remaining storage space so we threw caution to the wind and decided that a couple of smart sweaters would suffice. In reality this proved to be the case. The car gave sterling service as we cruised along at around 4500 RPM hovering between 70 to 75 MPH. on the motorways. However, our estimated time of arrival was to say the least a touch ambitious. We reached the outskirts of Edinburgh by 2 pm but it then took a further hour to sort out the street system and find the scrutineering location, adjacent to HMS Britannia at the Ocean Terminal. We had intended to visit this ship,



but time ran out and we only just squeezed in for inspection before they shut up shop. (in moments like these I do believe in a good GPS, also forbidden by the organizers of the Trials!) A check over the car, kick the tires, inspection of documents and we were presented with our competition plates, Number Eighty Eight. From then on all we had to do was find the "Crown Plaza Hotel", park the car, register and clear documentation. Strange as it may seem this was easy, we just followed the map given us by the scrutineering staff and the hotel was first on the left after various other roads and streets some with cobblestones to test out the suspension! Documentation was simple, show the special insurance cover for the Trials, ownership details, driving license and receipts of payment then collect your Scottish woolen sweater with "Malts Trials 2003" inscribed over the left breast! Remember what I said about dress for the formal events? Well this was it, a nice green sweater in Scottish wool. Thank goodness I did not give in and bring the dinner suit, I would have been mistaken for one of the waiters! The first night was a splendid reception and dinner at the "Museum of Scotland", where amongst other things you can see a stuffed "Dolly", the sheep who had no parents to speak of! As the location was just a few streets away from the hotel most of us decided to walk. Needless to say half way there it started to rain, an omen for the next five days. The Champagne flowed as we stood in the center of this magnificent building. The whole complex is a show case of Scotland and if you are ever in Edinburgh it's a must on your tourist list. This type of reception is usually the place where you get to know a few of your companions and as I had spoken to a British MGB

owner who had a car in the trials before leaving the USA, I intended to introduce myself. As I was searching for the right name tag an American voice said "Hi Geoff, I'm Brad. We talked on the telephone". This was another fellow competitor who had called me a few days prior to my departure to the UK. He was shipping his own car over from Florida and had noticed my New York address in the list of entrants.

Brad: "You guys have got to be in the American Team" Me: "Don't think so we are not competitive and are only here for the ride". Brad: "You have to or we don't have a team". It seemed that any national team required at least three cars and although the original entry figures showed a total of four including our car, one of the cars had not arrived. The owner was there but his car was still on the high seas enjoying an extended sea cruise. Me: "OK count us in but don't expect any Paddy Hopkins stuff". (I understand that the missing car did eventually arrive in time for a major part of the adventure but that's another story.) Brad was driving a Datsun 240Z so unless it was down hill in a traffic jam we would never keep up with him in our MGB what's more we had no intention of trying!

Penny Farthing Thoughts Continued. A second glass, or was it the third, of the good stuff and I was beginning to feel relaxed after our long days drive when my cousin came over with another contestant who had noticed our name tags. It was my new friend from Cornwall who had taken the trouble to call me in New York and had given me a few tips on what to expect this being his second “Malts Trials”. Him: “Geoff, I’ve been telling Ivor that you two must be on the MGB team”. I once again explained that we were not competitive and were only here for the experience of driving to, through and over the highlands of Scotland during the next five days. Further more we did not see ourselves walking away with a silver badge or similar trophy at the end. Another drink and we were part of both the American and British MGB Team, truly multi-cultural in every sense of the word!

At this stage of the evening we had the Rolls Royce owners approached us with the same proposal. I think we would have said yes on the principle that you can’t have too many friends in the wilds of Scotland! A very enjoy-

able evening was had by all with a warm welcome from a prominent Scottish politician to set the right tone for the next five days. The departure time for the first cars to leave was 6.30 a.m. from Edinburgh Castle. As we were number eighty eight our departure was 7.45 a.m. It was still raining so most of us had some difficulty finding the castle despite the fact that it dominates the whole city skyline. A piper stood at the start line drenched to the skin, or should that be Kilt, as he was in full highland dress, trying to give the competitors a musical send off. The office traffic was just about to pour into the city and other travelers were trying to get out. To say the traffic was dense is a complete understatement! The allocated miles to reach the “Forth Bridge” to cross the river was 9.87 miles from the castle, we crossed it at 9.35 a.m., about an hour behind our scheduled time. Not a good way to start any timed driving adventure and one has to ask “Why start from the middle of a major city on a working Monday morning? Surely Sunday would have been a better choice or if it had to be Monday pick a location outside the city! We were not alone in our frustration, some of the cars that had left before us were still lined up at the toll booth on the bridge which was doing a roaring trade at this time in the day. We eventually paid our toll and in a few minutes were on the open road. For those of you that have never been to Edinburgh a few words about the city would not seem



out of place. The Royal Mile as the name implies is the center location leading to and through, the main thoroughfares of the old town Holyrood House, Scotland’s Royal Palace, is still the official residence of the queen and is adjacent to the Royal Mile. The city also boasts a wonderful collection of early Georgian buildings dating back to the mid 1700’s. The original foundations of the city can be traced back to Roman times when this was a major trading harbor. The castle is about 950 years old, but no one is quite sure of the exact age.

The site was a military fort during the period of Roman occupation and its location at the top of the highest point of the city indicates how important it must have been. Today, the castle is famous for military tattoo with massed pipe bands and three million tourists every year. The “Forth Bridge”, our first point of reference is a fairly modern structure built in the 1960’s to span the famous river of the same name, (Firth of Forth.) It sits adjacent to a wonderful Victorian Iron railway bridge that regrettably seems to have lost its purpose in today’s modern world. Sure trains still pass over it, but it is no longer the gateway to Scotland. Over the new road bridge and onto “Knockhill Circuit”, Scotland’s only permanent racing track. Here we had our first ability test. Each car was required to do one lap at our own chosen speed and then do four more maintaining the same performance. Sounds easy? You try it! Your first lap is usually slow as you get used to the curves and bends then, as you get more confident you speed up despite the fact that you think you are maintaining your original speed. Our recorded performance illustrates this. First lap 130.92.. Second 124.80.. Third 118.20. Need I go on! If we had been doing ten laps I am sure the

Penny Farthing Thoughts. MGB would have hit 114.00 without either of us being aware that we had reached the standard time for the circuit. (Note: I said standard time not winning time!) The next contest was a drive through a timed maneuverability course, tight turns and slim obstructions even for a MGB. The Bentley in front of us had a difficult time and I shudder to think how the Rolls Royce boys got on!



Out of the racecourse and on to the open road for another 47 miles with two timed check points, passing Gleneagles to arrive at the Glenturret Distillery in time for a hasty coffee and our first samples of the Scottish brew. By now I estimated that we were at least two hours behind our scheduled time from Edinburgh Castle and felt like opening the samples on the spot, but common sense prevailed and we set off for a further 49 miles to Killin

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Penny Farthing Thoughts. delights of Scotland, like enjoying that long awaited glass of highland malt at the end of the meal. After a long day in a small car we were both ready for bed. A quick nightcap with a couple of German competitors and then off to dreamland. That was the general idea, however as I was about to put down my empty glass the day's results were posted and about fifty people rushed to the notice board to see their official figures.

I am told, although I was not present at the time, for obvious reasons, that protests were still being filed at One a.m. over the day's recorded performance and breakfast conversation the next morning confirmed this fact! At this point in the review it would seem appropriate to explain the system of time calculation used by "HERO". Please understand that my technical knowledge is limited in such matters, even the use of this writing machine requires about 90% of my technical ability and even then one can never be sure if the material will eventually reappear on the printer or simply disappear into

"Cyber Space".

The system is known as the "Liege Time System". Each competitor is issued with a clip board holding time sheets and fixed at the bottom of the board is an electronic chip. At each control point the recorded time is transferred from a control clock to the chip, at the same time an electronic record of the chip is installed in the memory of the clock, so there are two time values available should there be any dispute. The marshals also fill in the time sheet and also keep a duplicate copy at each check point. The time is always recorded are the exact time that the car crosses the time line, which is an electronic measurement not a line on the road as was the case in bygone days! Should one or more cars turn up at the same check point at the same time the marshal can freeze the time on the clock and apply that recorded segment to both cars. The system is almost foolproof, no misunderstandings over written figures, no am and pm errors. What you see is what you get recorded, rain, hail, snow or sunshine. The clipboards are the property of "HERO" and have to be handed back at the completion of any event. At the end of the first day a total of 136 cars were parked at the hotel representing 25 countries. The list of vehicles included some of the most attractive vehicles produced between the 1920's to the 1970's. To mention just a few that caught my eye let me start with the six Bentleys from 1924 through to 1961, the latter being a rare S2 Continental. Seven Austin Martin's from 1933 onwards. A James Bond DB4 and a nice DB6. Twenty one Jaguars covering virtually every pre 1972 model. Four Maserati's, five Alfa Romeo's, six Morgans, a 1937 Delahaye from France. A Denzet from Austria, various Mini Cooper S types and an equal number of Mercedes and Porsch. At the other end of the economic scale these were MGB's, a couple of nice MGT



machines, (The original ones), a MGTD and a MGA driven by a honeymoon couple from Belgium. (What a great way to start a marriage.) Those of us in this economic bracket were the poor relations compared with the majority of the other competitors but our fuel bills were lower! Talking of fuel the average price was around eighty pence a liter, which translates for my American readers to about four and a half dollars a US gallon. We averaged about 200 miles a day not including the distance we all drove to get to Scotland so if you think of the Rolls, and the Bentley's, not to mention the Jaguars and Mercedes their daily fuel bills must have been interesting. Even in our modest MGB I was filling up the tank every day at a cost of about thirty five pounds..(\$50 US). The further north we traveled the more expensive the fuel became. Strange as we were in the heart of the oil rig country so one would think the prices could be lower! Tuesday started with bright sunshine as we were flagged off for another day of map reading and driving on narrow roads, (The further north you venture the smaller the road surface to drive on!) Included in the morning run was another visit to a distillery then on to the famous Loch Ness and its ever popular monster, first sighted back in 548 A.D. by a local monk at the old abbey? We do not know if he was in charge of the wine cellars at the time but it is certainly recorded in the local records that some thing was sighted late in the evening after supper! Where the abbey once stood is the remains of a castle dating back to the eleventh century. It has undergone siege no less than four times by various advocacies, the last being the English Redcoats who blew the structure to stop any other Scottish rebels from utilizing this excellent vantage point over looking the loch and the

Penny Farthing Thoughts Continued. principle road. All that is left to explore is a granite skeleton of its former glory.

“Nessey” has been sighted for the past 1,500 years so she or he must be a little old in the tooth by now. No one took the idea seriously until the early 1920’s when two photographs were published showing a shadowy figure breaking the surface of this huge span of inland water from about two miles off shore. The tabloids of the day published these pictures and ever since it’s been a tourist attraction for millions of visitors. The local tourist boards have encouraged this for obvious reasons and the national boards have also done their share to keep the idea alive. A few years ago a survey was carried out by an American team with sophisticated sonic equipment and underwater cammas, nothing was found apart from a few sonic images that had little substance. Never the less a leading naturalist of the day, Sir Peter Scott, produced a picture of his interpretation of Nessey which was featured on the front page of a national paper. It looked like a whale with large fins which is interesting as these Lochs are interconnected with a water system, is it feasible that what was seen and photographed eighty years ago might have been some species of whale? We took a little time off from the timed driving schedule to explore the area which is truly beautiful. The fact that we were now way behind our allotted time schedule may well have influenced this decision! Next stop was Leys Castle for another maneuverability driving test, then on to the “Little Kart Circuit”, for more action on a very difficult race track. Needless to say we did not excel and by now in company with a few others decided that touring had more appeal than heavy competition. We would still follow the course but not bother about trying to maintain timed stops. I also noticed that as the week progressed the groups of people who had rushed to the posted achievements each night had become smaller! Also the general conversation each evening was more inclined to drift towards cars than time clocks!



Sure there were some who ate a hasty meal then disappeared off to their rooms to study the next days timed route in earnest, but they were certainly a small minority by day three! From Little-

ferry we progressed north stopping at Strath Broa and Glen Loth for time checks. The drive along the coast was breathtaking with cliffs that drop down to the North Sea at the edge of the narrow road. There are passing places set into the cliffs and the drive is about fifty miles at a very modest speed. However, there are always a few idiots in every gathering and ours was no exception! I counted four cars bearing trials plates speed past us on the wrong side of the miniature road at seventy miles an hour trying to make up for a few lost seconds. No wonder the locals regard these competitive events as both stupid and dangerous, if I were one of them I would feel the same simply because we had a few people who behaved like children rather than grown adults!

On one stretch there was only space for single vehicles so we pulled in to a passing area to allow a farm tractor to pass. A few seconds later two “hot to trot” Malt Trials cars screamed by throwing stone and mud all over the place to come face to face with the large farm vehicle. By some grace of God no one was hurt but the driver of the tractor was not pleased and expressed his views in a very strong Scottish accent leaving nothing unsaid! As we progressed further north I caught my first view of the famous oil rigs that stand out of the water like small steel mountains. We were in the repair area for the rigs that spend up two years fixed to the bottom of the sea drilling for oil. I always thought that they were towed out to sea by tugs but this is no longer the case. On the end of each leg is a powerful motor and a propeller. When the rigs need to move they simply start up their engines, pull up the hydraulic arms from the sea bed and move off at about ten knots, steering the rig through the engines. If you wish to turn left just shut down the left power unit, same for right turn. To reverse you simply turn the whole power unit a full 180 degrees. We are now on our way to Wick just a few miles from “John O Groats” the most northern tip of the Scottish mainland. Hotel accommodation in this part of the world is, to say the least, Spartan. The group were allocated various hotels within ten miles of each other and we ended up in Castletown, a small harbor community

Penny Farthing Thoughts Continued. about twenty miles north of Wick and an equal distance from John O Groats. In reality you can't get any further north unless you board a boat to the Isles of Orkney. The hotel was certainly small yet cozy. The rooms were adequate although I did miss the convenience of a shower. Seemed important at the time but in retrospect no big deal! We had about fifty competitors located here who soon filled up the small pub that was part of the hotel accommodation. A warm fire in an open hearth kept out the chill winds that followed us up the east coast line, to and from Wick. The evening meal was excellent, real simple home cooking that tasted just right after another long days drive. Some of the locals joined us to share a pint and contributed to the conversation although sometimes it was a touch difficult to understand the local dialect. It was here that I discovered the secret of the power drives on the rigs. Two of the local customers worked at the repair facility spending three weeks away and one at home. From their conversation it would seem that the future of "North Sea Oil" was not that secure. Within five years the current oil fields will be pumped out and the rigs will have to move further out to sea. This will mean larger rigs and of course higher investment not to mention a higher risk of injury for the workers. The odds of getting injured whilst working on a rig is about three times higher than any normal risk in a comparable industry. Day three started with no rain but that chill wind had turned into a gale that seemed to lift the MGB from one side of the road to the other. As it was only a few miles out of our route to visit John O Groats, we threw caution to the wind, (no pun intended), and decided to double back and at least set foot on the most northern tip of the Scottish mainland. To give you some idea of how far north we were it did not get dark until eleven p.m. and was light again by 4.30 a.m. Remember this was May 14th, a full six weeks away from mid-summer. It was during our detour to John O Groats that I noticed how many lambs there were either in the fields adjacent to the road or on the road itself! *I think every lamb in Scotland had congregated on the A836 to see Eddie's MGB drive past they were everywhere with their Mothers carefully watching our every move.* John O Groats was, to say the least uninspiring. A closed summer hotel, three trinket shops, and an empty dock where the island ferry usually rests. A quick photo, jump back into the car and double back on route to Thurso, the last large town between us and the Irish sea on the western shores of Scotland, yes we were going to cross the top of the country. Our return route took us past the Castletown Hotel where we spent the night. Parked outside were two of our fellow competitors whose car had broken down. To be more precise the breaks had stopped working, not a healthy situation in the Highlands of Scotland where the ability to stop is as important as the ability to start! A phone call to the "HERO" support team from the hotel produced the repair guys complete with a pick up truck and I understand that they were back in the race,



sorry, on the road again within a few hours. I was impressed with such service. There were various tests scheduled for this section of the trip but again as we were running late we did not cover them all. In short the sheer beauty of the hills, lochs and coast line were more desirable than racing up one hill and down another to see who could do it in the fastest time! We did smile at the Time Marshals as we handed in our sheets at various time checks and I got the impression that they felt we were not taking this whole thing seriously..(Can't understand why!) A few miles beyond "Thurso" is the "Dounreay Atomic Power Station". This establishment is now facing a difficult future, it is due to be decommissioned and the technical challenges include the retrieval of radio active wastes. The media has been less than kind with revelations of contaminated beaches etc. A timed maneuverability and handling test was scheduled at this location. As we did not want to return a glowing MGB to the Owners Club we also gave this challenge a miss.

The A838 is a combination of single track with passing places..(Seems like we have been here before!) and short sections of double track, make that almost double track where there are a few houses. The coastline twists and turns leaving ocean inlets with small Finger Lakes sporting names like "Kyle of Tongue" or "Loch Enbalt". The view with the mountains one side and the sea on the other with a background of wild hillside supporting sheep and highland cattle completing the picture. Years ago when I was at school I remember a picture in the headmaster's study of a magnificent Stag with six foot antlers standing on a ridge in the highlands. The picture was called "Monarch of the Glen". This could well have been the same location where this 19th century picture was painted.

Traveling on we reached the farthest western tip of Scotland where an impressive structure sits in isolation overlook-

Penny Farthing Thoughts Continued.

ing the “Key of Durness”. It’s name, “The Cape Wrath Hotel”. This was another check point and a resting place and for those of us who consider that three meals a day is a necessary component for a happy life soup and coffee was available at a modest cost. The walls of the hotel were covered with photos of happy fishermen holding oversize salmon, all caught in the local waters. During the fishing season this isolated oasis becomes alive with sports fishermen and fishing women, from all over the world out to catch the biggest and the best available. With over 130 cars on this route the car park soon became crowded and we realized that unless we got back on the trail we could be stuck behind a few classic monsters like the 6.5 Bentley that had waved us to pass earlier in the day on a single track road, an interesting experience especially as the local sheep wanted to get involved as well! A soft rain Penny started to fall in company with bright sunlight creating an interesting image as the cars glistened in the sunlight and the rays of bright light filtered through the dark clouds. Most convertibles had their tops up including ourselves but a nice MGTD wound its way up the track to the hotel with its top securely fasten in a down position. The rather damp looking occupants still managed to give us a friendly wave which we of course returned. Regardless of make or size of the cars the drivers and their companions always managed a friendly wave and a smile; after all we were all in this together sink or swim, win or lose. In all the years that I have been involved with classic cars and all that goes with the hobby, I have seldom met any owner who was not friendly and helpful. Sure there were the odd few who, like the mad antics on the coastal roads that I commented on earlier as people who should not be behind a steering wheel, but the vast majority are great people who it is always a pleasure to meet. At this point the route turned south and then east with a brief glimpse of the Irish Sea at “Rhiconich”. For the next 48 miles we passed loch after loch surrounded by high hills and small mountains that seemed to touch the dark clouds that forecast more rain. The largest of these is “Loch Shin”, about thirty miles in length. As before the road was simply a narrow track with passing places every quarter mile. The local wildlife was in abundance and we had to watch both the road and these locals at the same time that seemed to have no fear of mechanical devices like the motor car. For no reason a few highland sheep would decide to sit down a few yards ahead in the middle of the track, or a few pheasants would walk across the same track forcing you to stop and give way. At one point two very large specimens of highland cattle stood adjacent to the road looking at the MGB as if it was a hostile creature from outer space, my concern was that they may make up their mind and decide that it was! We stopped to take a look at the scenery and consult the route directions, completely alone on a single stretch of semi road in the middle of nowhere. No idea where the other competitors might be, either they were lost or we were.(My money was on the latter!) We did not notice a Land rover pull up behind us until a voice inquired “Everything OK?” The question came from one of the “HERO” staff who had managed to sight us and drive over to see if we were in any trouble. Again I was truly impressed with this service, here we were obviously off the beaten track, not quite sure which way to go and from nowhere this Rover turned up to see if we needed help. We assured our benefactor that all was well and with a little help in the way of directions we pressed on. The drive to the bottom of “Loch Shin” is simply beautiful and then, almost without warning the single track develops into a passable road and then a double carriage way on route to Inverness. However, before we could start thinking about a warm bath there was another visit to a distillery at Alness near Invergordon. The Dalmore distillery is famous the world over and I certainly wanted to visit this location.



The town of Alness is like something out of a Scottish TV series, small friendly shops selling home made cakes and local tweeds. An equally friendly garage owner directed us to the distillery after exchanging words about his youth when he owned a MGB and all the things that happened with and in the car..Well almost all!

About fifty cars were lined up outside Dalmore like a parade of classic beauties. Jaguars nestled next to Alfa Romeo's..MG's and Morgans overshadowed by the big Bentley's and a couple of Rollers. The object was to get through the iron gates of the distillery which were designed many years ago for a lower traffic flow! A local policeman waved us past the line up and indicated that we should proceed through the rear exit clearly marked “No Entry”. However, who were we to disobey the instructions of the law so we duly drove through and found ourselves at the front of the entry lineup. Within a few seconds another car drew up behind us, an early Vauxhaul sporting a couple of South African drivers who, like us, had obeyed the constable. We collected our samples and had a brief conversation with a couple of cars then headed off to find

our hotel in Inverness. Yes we did, like several others, get lost in this city as our instructions were not quite clear as to which hotel we were going to stay in . Three hotels had been booked for the group and of course we managed to visit all three before we found our destination. I under stand that one or two cars actually visited four! We hauled our bags out of the boot, registered and headed for the shower. That night there was a reception at City Hall for the whole group. So we had to look our best despite the limited amount of gear that you can carry in a MGB with all the other necessary items. I had noticed that we seemed to have developed a rather sporty loud noise from the exhaust but a brief inspection on all fours reveled nothing of visible importance. As the group was dispersed at three hotels

Penny Farthing Thoughts Continued. we had to be collected by coach. Our pick up time was 6.30 p.m. so at the appointed hour we assembled in the hotel car park to await our carriage. By 7 p.m. several people were getting a trifle concerned. By 7.15 we were convinced that something was wrong and this was confirmed at 7.20. The coach had broken down but have good heart, another was on its way..SOON! One and a half hours from the time we first took up our positions in the car park transport arrived; OK we would be late for the reception but with luck not the dinner. As we departed from the coach one of the group asked what time we would be collected? "Ten Thirty", came the reply. This confirmed that dinner was included somewhere after the reception. The Lord Mayor of Inverness greeted us with a few welcome words while the last of the sweet red and white wine was poured into my plastic cup. A plate of round things passed me by, and was consumed in a matter of minutes by my companions on the delayed coach. After an hour and a half the good goodies had obviously gone and we were left with the remains that usually go to the staff at the end of evening. As I have indicated we did not arrive until well past eight p.m so when things came to an end at eight forty five and the bar shut down through lack of merchandize and the plastic plates were whisked away we were ready for a Scottish Dinner with all the trimmings. At nine p.m. we were outside the magnificent oak doors of City Hall where we were told we would be collected at 10.30.. "So off you go to find an ethnic Scottish eating place like Mc Donald's". So much for dinner! With about a hundred people crowded on the front steps of City Hall it was difficult to get a cab. On top of that as far as one could see there was no dinning place within walking distance, not even a pub! It was now obvious that something had seriously gone astray so the priority was simple, find some means of transport back to the hotel



in the hope that the kitchen had not closed. Walking a couple of blocks down the road we managed to find a cab, and within fifteen minutes were back ready to savour the delights of the hotel chef. In reality we ended up with a packet of salted nuts and a pint of beer, yes that's right the kitchen was closed! The following morning the breakfast room was full of people trying to catch up on the missed evening meal. Large plates of food piled up on each table and I suspect a few doggie bags were utilized in case of future emergencies! Inverness is not a large city but it is spread over a large area. Our destination at the end of the day was Aberdeen, the center of the North Sea Oil Industry and of course a major

Scottish commercial center. Our route took us the long way rather than the most direct route to Aberdeen so we passed a memorial of Scotland's past glory. Two hundred and fifty years ago give or take a few years; Bonnie Prince Charlie fought his last battle with the English and was defeated at Culloden. It was the end of a Scottish dream for the rebirth of the Stewart Kings. Not only were they firmly beaten but the whole structure of Scottish independence was destroyed. Of course we stopped to see the battle site parking the MGB a few feet from the actual ground that once saw the slaughter of both the Scots and the English. I suspect that the ghosts of the defeated Scottish clans took their revenge on our English car for a few miles later the noise that I had noticed the day before increased in volume. By the time we made our first official stop at Glenfarclas where there was yet another driving test, the noise from the exhaust could have easily waken the dead. We took off to find a local garage, who, we hoped, could get the car on a lift and repair any damage. After a tour of the town we found a silencer..(muffler) shop. Up on the lift, close inspection with the verdict that the damage was terminal! Why? Because the resonator had cracked and the split was increasing with every mile. Spare parts? Maybe in about three days from Edinburgh. Weld the broken section? Sure except that the whole system was stainless steel and you can't weld that. There is a moral to this story as some of us have been known to spend hard earned cash fitting stainless steel exhaust systems in the belief that they will last for ever! What we are not told is that when they get damaged there is no easy way of repairing them like a simple weld. How did this damage happen? Who knows, it could have been a rock but more likely it was a dam speed bump that seem to be growing everywhere these days. Your guess is as good as mine, but one thing was for sure we were in need of urgent repairs if we were ever going to make it to Aberdeen. An hour later we found a motor shop that sold us an exhaust bandage and a tube of paste that was guaranteed to seal the damage exhaust for life! Out came the jack unused for many years by the look of it, and the car was maneuvered into a position where one of us, the one with the longest arms, could repair the damage. To achieve this feat of gymnastic wonder in a public car park, in a small Scottish community obviously attracted a few young spectators who from time to time gave encouraging words of advice. Eventually the repairs were completed, a public wash room was utilized and we were once again on our way. The noise level had certainly reduced but under no circumstances could one describe the exhaust system as being user friendly! The repairs were directly under the passenger seat so any words of encouragement between driver and co-driver was extremely limited. There was a special test that we had decided to enter on this section of the trip, a real LeManns start with drivers running to their waiting cars for a fast take off. All my life I had wanted to do this, bounding over the track, into the cockpit and away to lead the pack! In reality my guess was that were directly under the passenger seat so any words of encouragement be-

Penny Farthing Thoughts Continued. tween driver and co-driver was extremely limited. There was a special test that we had decided to enter on this section of the trip, a real LeManns start with drivers running to their waiting cars for a fast take off. All my life I had wanted to do this, bounding over the track, into the cockpit and away to lead the pack! In reality my guess was that .

My actual performance would have been a quick walk rather than a fast run while watching all the other cars disappear in a cloud of dust. However, we shall never know as by the time we were back on the road to Aberdeen it was mid afternoon. We located our hotel with ease, the first time during the drive. Back under the car to patch up the patch, talk to few friends on what we might be able to do and off to bed with a rather heavy heart as it was obvious that we were out of the game and had little choice but to head south in the morning with a journey in excess of 450 miles in front of us. The noise was certainly well above the legal limit and as we were scheduled to travel to Balmoral Castle that day I was sure that the Queens household would not welcome a MGB with a straight through exhaust system. This was also the last day of the event ending up at Scone Palace, again not the ideal place to visit in our condition. We bid a found farewell to our companions, reported the situation to a marshal and set off on route to Cambridge and the MG Owners Club. To describe the return journey as unpleasant is kind. it rained most of the way so this required that we keep the top up. This in turn enhanced the exhaust noise within the car and produced an environmental atmosphere of sixty percent exhaust gas and forty percent of breathable air. Add to this a heated passenger floor and the consequence aroma of roasting rubber from the underside of the carpet. In total accounting for a couple of stops to surface for air and take nourishment the driving time was in excess of ten hours as we could not exceed fifty miles an hours for fear of blowing what was left of our exhaust bandage. However the Gods are good to MG drivers and we handed back the car almost in one piece. I was a little sad to say goodbye to our sturdy wheels of the past week remembering that it was not the car that failed but some dam obstruction properly installed by a local government official. (Currently we have an ongoing campaign in my County to ban the use of speed bumps as statistics have shown that they do more damage than good and seldom stop the speed nuts any way!)

The car had been a credit to Eddie's memory, never missed a beat throughout the 2,400 miles that we traveled over England and Scotland. Looking back I have to say that it was an educational experience. Did I get value out of my \$7000 investment? Well in terms of a unique experience I have to say yes. I would never have driven over the highlands of Scotland for any other reason and the sheer beauty of the area is almost impossible to convey through the written word. Would I do it again? If the question was simply to tour the highlands again the answer has to be yes, if you are asking would I partake in another Endurance Trial the answer has to be a firm no! To my mind a touch too much "Endurance", man can not live by bread alone! The HERO support organization was excellent, even in the wilds of Scotland, you were never alone, and help was always at hand. The accommodation ranged from Five Star to adequate and the food as good as any I have experienced throughout the U.K. The other support material in the form of maps and documentation was good; if you got lost it was your fault not the organizers. The down side was too much driving and far too many so-called tests that became a bore by day three. The high mileage expected each day tended to wear down the enjoyment and fatigue the drivers. The obvious screw-up departing from the City Center of Edinburgh did not set a good omen for the rest of the week and of course the rain did nothing to enhance the operation. I do know that certain of the competitors enjoyed every moment from the time they set off in the early morning whilst the rest of us enjoyed breakfast, to the midnight oil they burned planning the next day's route. I also suspect that a couple of marriages and or similar went through a sever test during the week as some couples tended to eat alone..ie. alone from each other! Even when we changed over from competitor to tour status I still found the expected performance exhausting, it was probably better in a Rolls but still demanding. I am sincerely grateful to the MG Owners Club for their ongoing support, with a special thanks to Roche Bentley, and my good friends Richard Ladds and Richard Monk. It was their ongoing support that made this review possible. I would also be remiss if I did not thank the Owners Club staff who maintained the MG before the event and my co-driver who shared in all the good and not so good experiences. If I were thirty five instead of twice that age it might have been another story and I could be counting the days to the next HERO adventure, but time is the one thing that we can not revise. As for the Malts aspect of the trip, certainly an attraction to this Scotch drinker of many decades, I can honestly say that this was almost as bad as the weather. No time to see the locations and the general attitude of the Distillery staff was, at best, DISTANT! Most of the competitors that I spoke with did not bother to collect all their samples. A week or so after I returned to the USA I received the official publication of the "Final Results" and was pleased to see that my friend from Cornwall in his MGB managed to win a silver award, also that the missing American car did arrive in time for it's owner to take part in the events. Needless to say we were not mentioned in these records so posterity will never know that Eddie's MGB not only went to Moscow but also made it to the wilds of Scotland and back in great style! Photo credit: HERO Website. *Till next time, Cheers, Geoff*



Driving Tips For Delaware Valley Classic MG Chapter 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 Pennsylvania Department of Transportation which puts potholes in key locations to test drivers' reflexes and keep them alert.
12. It is a long held tradition in the 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 be returned.

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.

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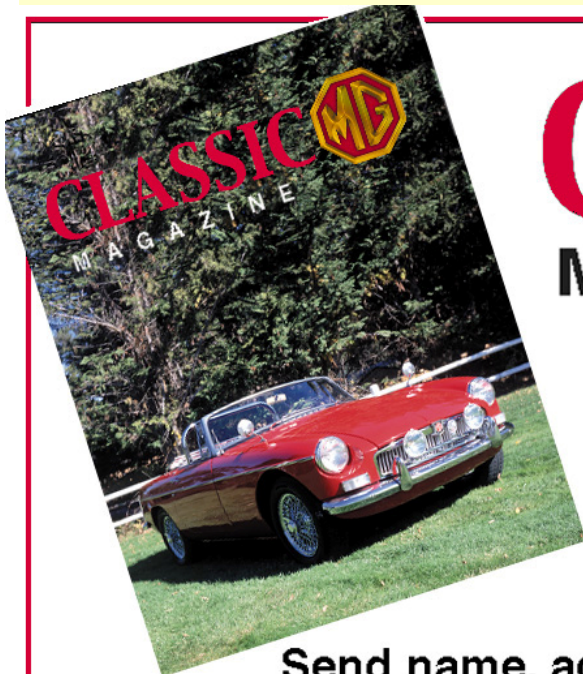
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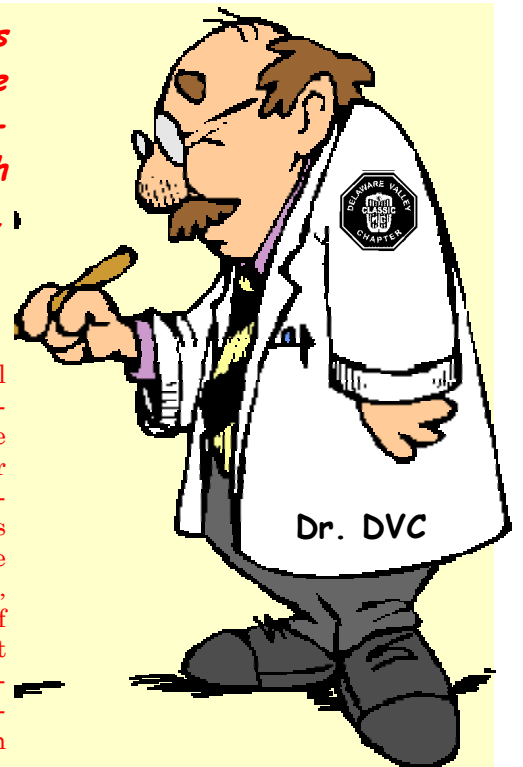
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"Hello, Dr. DVC speaking, how can I assist you? What's that, you have a topless TD and you'd like some assistance fitting a hood (top). Let's see, how does Saturday, October 14th at around 10 am sound? Good, I'll be there with my trusty assistants and don't forget to buy some beer, after all we don't work for peanuts."



A beautiful sunny morning had the good doctor and his assistants gather at the Flourtown, PA home of John & Pat Hunt to perform an operation on their TD. A brand new Moss Motors top was scheduled to be fitted so after some coffee and cakes the team hankered down to begin the procedure.

Chief surgeon Bob Tiley quickly decided that all's not well with the patient. It seems that the hood bows were attached to the body about an inch and a half too high as the hood was that much above the side screens. So the question to be answered was the hood too small or were the two hood bow attaching points too high. To answer the question, measurements were taken of Bob Tiley's TD hood installation in the erected position and after consulting

Alright, something's amiss here? We need more hands to help hold the top down in case of a wind storm!

with residents Tom Rippert, Lee Niner, David Schwab and Lew Phillips it was decided to unscrew the hood bows from the frame and reattach them about an inch and a half lower on the body.

That accomplished, work progressed to attaching the front of the hood to the wooden bow. A little nip here and a little tuck there and the use of an electric staple gun and a tack hammer took care of that. It was all down hill from there. The hood's reinforcing strips were attached next, no problems. John had elected to put snaps on the rear of these strips and his top so that it could be stowed much easier and also the back could be rolled up if he ever needed shade on a hot summer's day trip. It's a neat idea and several DVC'ers have done it. By now, Chuck Denlinger, Lyn Hughes, Barre Williams, and Peter Cornish arrived on the scene and immediately did their operation pre-scrub by taking in copious amounts of coffee.

As the sun reached past high noon, work progressed to the final tweaking to make sure the side curtains were fitted with the top and that all was well. The reinforcing strips had been installed and attached to the hood. The bottom of the the hood had had snaps



Now Bob, just what part of "don't screw up" don't you get? Is it time for a beer break yet?

Dr. DVC Continued. installed also. One last consultation and the work was completed.

It's now time to pay the piper and John & Pat made sure that the good doctor and his assistants had burgers and beer to relieve their stress of the morning's operation.

The success of any Dr DVC operation is having the right assistants. Bob Tiley has fitted numerous hoods previously for club members (editor's note: Bob has fitted my TD and A as well as fitted tonneau covers for both). Also several assistants have worked with Bob previously so there is a level of confidence going into the project that takes much of the risk out of it. Several other assistants, while never seeing a hood fitted now have gained knowledge and experience in this area. It is really a win / win situation.

Past Dr. DVC "medical procedures" have ranged from rear end exchanges (not people silly, MGs!), to heat shielding and carpet installations to analyzing how much work and expense would be required to get a club member's MG on the road to rewiring an electrical system to assisting in retrieving basket cases from being broken up. If your MG is just collecting dust, give the good doctor a call, you never know, your problems may be small and just take a little expertise and elbow grease to get it back on the road.

Aside from knowledge gained, the camaraderie of club members on a Saturday morning is another bonding kind of thing. You know it's really just another excuse to get together and kick tires. It's also a nice way to ask questions about particular issues you have because you're getting



Here's John thinking "What have I got myself into with these guys? Oh well, it's only several hundred dollars!"



Check out John in his TD with its new hood (top). Good job Dr. DVC!

many, many years of experience from club members who for the most part have been there and done that.

The patient is now resting peacefully as are its owners, John and Pat. Another team effort by the DVC doctors. By the way, it's not that John and Pat were nervous about the hood fitting but that day their daughter in law was in labor at a local hospital. John and Pat happily reported via Email that grand daughter Olivia Edith Hunt was born the very next day at 4:55 PM and that all is well. My goodness I'll bet that the doctor that delivered that baby charged more than a case of beer! Photo Credit:

Lew Phillips. *Till the next housecall, Dr. DVC*

Seller Beware!

Editor's Note: I received this Email from Don Holle, a past NAMGAR Registrar and a good friend. I thought this worthy enough to pass on to you. Please be advised that David Schwab encountered a similar scam last summer when selling his MGA. Like Don, he did not fall for this scam. Here's Don's Email.

Hi Lee

I thought you might be interested in this, although I've a feeling you've already seen something similar in your travels. I received an email a few weeks ago inquiring about my ad in MGA! Magazine to sell our GT. The email sounded like a form letter from someone who might have graduated from an Albuquerque High School. Very poor English. Photos and a price were provided. Today I received what is below and informed "Preston" that the GT is no longer for sale. Do people really fall for this scam?

Don

Hello,

Thanks for your swift response toward the inquiry. About the present condition of the MGB GT as stated by you, I am really pleased with it, but i belived you are telling me the real fact, because i cannot come over to your location now due to the nature of my work. am ok with the price, i will buy it.

About the shipping i have a reputable shipper in the united kingdom that will handle the shipping and for the payment i will instruct one of my associate in the state to issue out a certified cashier cheque of \$15,000.

If not mind I will send my associate contact phone number to you for better communication. I understand that the payment will clear first before arranging for the pick-up and shippment of the bike. If you are ok with the arrangements, kindly provide me with the following details as below so that i will instruct my partner to mailed the payment to you and i will also forward your address to the shipping firm, so as to contact you for the shippment as soon as the payment clears from your bank you deduct your cost price and send the remaining balance to my shipping agent, so that he can come for the pick up of the MGB GT.

i will like you to forward the following details to me so that i can forward it to my associate that will issue out the cheque to you.

PAYMENT INFORMATION:

1). Full Name....? 2). Full home Address and post code....? 3). Mobile & Home Phone#.....?

As soon as i recieve this details, i will ensure that you recieve payment in 3-4 working days. I will also contact the shipping company and their charges would be paid to them as soon as both of us agreed on terms. I am in the United Kingdom presently where i work with a construction company as contractor. phone:00447011128703.

Hope to hear from you asap. Regards. Preston.

SPORTS CAR RALLIES, TRIALS, AND GYMKANAS

by Dave Herb and Arthur Peck — Channel Press, Inc 1960

Gimmick Rallyes

"Come with us, for example, to the "Balloon Rallye" put on a while ago by the Philadelphia Region SCCA. These boys arranged with balloonist Don Piccard to take off one Sunday from the rallye starting point. Once aloft, Piccard was free to go wherever he wished. But the contestants had to follow him. In mad chase, dozens of rally cars came to sudden stops at dead end roads, at intervening lakes and rivers- and then scurried back to other winding roads as variable winds carried Piccard's balloon hither and yon. The whole scheme came to a fitting conclusion when the balloon finally descended on a sand bar in the middle of the Delaware River. The winners then had to wade and swim from the nearest point on the shore to the sand bar; they had to touch the landed balloon to be officially "checked in". *Editor's Note: This rallye article was submitted by DVC member Chuck Dennlinger who has this friend with a balloon and you know what the heck, lets rallye!*

MG "High Five" Tag Team Race = FUN

By: Greg Prehodka

The **Vintage Sports Car Club of America** injected a huge amount of **FUN** into its "**Fall Finale**" races at Lime Rock Park, Ct. this October 6-7, by orchestrating an "**All MG Tag Team Handicap Race**"! This was a special race, in addition to their usual "Scratch" Races". MGs were the featured marque, and as a bonus they were given a special "All MG" handicap race. Based on "lap times", the handicapper assembled eight teams of three MGs each with about equal potential to win. Teams were mostly mixes of MG T's and MGA's, with each team also having to supply a designated "**High Five**" tag team runner. For the start, the first group of 8 MGs took the green in the normal manner, completed five laps, then came into the pits. Jim Warren – on the winning team – recalls the start: *"As the opening leg for the winning team, I started on the inside of the front row. When the green flag dropped, an unidentified TD on my outside got a jump on me, grabbed the lead going into Big Bend, and held on for the remainder. Steve Schultz in MGA #60 and I had been swapping slipstreams all weekend and I was not too surprised to find him putting me behind him after lap one. The three of us proceeded in order as a three-MG freight train until our final lap. I almost passed the two in front of me as they ducked into the pits at the end of our 5 laps and came to a stop. I caused a bit of front tire squeal trying to avoid Steve's rear bumper, but managed to pull in and "High Five" Jean Weissenborn, our team runner. The rest is history."*

As the teams first MGs came in and stopped in the designated area, each driver gave a "**High Five**" to their team's runner, who then ran to the team's second MG parked on the false grid, giving that driver a "High Five" slap. With that slap, the teams second MG went out for its five laps. Repeat for team's 3rd MG which took the checkered flag, with a total of 15 laps for the team race. This provided exciting entertainment of watching MGs coming and going and runners racing on foot with each other to tag off their team's next car with runners often running neck and neck with each other in a foot race! And instead of the usual scratch race - where we usually know who is most likely to win – this was truly a "**race to the finish**", as the winning team won by only a few car lengths with everyone cheering their team on! Part of the winning strategy was to get a fast runner! And for a couple of racers, it became a test of their ability to count "Five laps", as they did SIX laps before pitting – putting their team out of contention to the dismay of their teammates! Overall, it was great fun for racers, runners, and spectators alike and all agreed that it should be done again in the future. The winning team of three MGA drivers – *grinning ear to ear* - were rewarded with bottles of champagne to celebrate their victory. It consisted of:

- '57 MGA - Jim Warren
- '59 MGA - Jim Weissenborn
- '60 MGA - Storm Field

Storm later reflected: *"What a super fun event! The handicapping was spot on with about four teams charging the finish line together. Jim Weissenborn's wife was our runner and I think it was her efforts that put us in the lead! I have to say that both Jim's on our team drove like men possessed and I have no trouble crediting them for our sterling performance. I was just glad to be part of the weekend! Kudos' to all who arranged the race program and thanks to all the fellow MG racers who couldn't have been nicer or more fun to race with!"* And fellow team winner Jim Warren: *"This was one of the most satisfying events I've run in quite some time – the wacky MG relay race was great fun!"*

Other comments on the event: John Schieffelin racing his '39 MGTB: - *"The Tag Team race was really fun – it loosened up the atmosphere, gave everyone a chance to shine, and encouraged more people to get to know each other."* Chris Meyers racing a MGA: - *"The MG team race was well run with several cars bunched near the front at the checkered flag. Everyone who participated, or watched, had a great time! Jodi Schieffelin – ("High Five" runner) "I had a blast doing this – I wanted to have more cars to tag!"*

So, as the sun set on this beautiful part of northwest Connecticut, with all the fall colors bursting out on the rolling hillsides, MG racers and crews left with many happy memories of the weekend! *Greg*

MG Lovers Lament

(Sung to the tune of Janis Joplin's "Mercedes Benz")



“Oh Lord won’t you buy me, another MG
My friends all drive Triumphs, that’s no fun for me.
Worked hard all my lifetime, now let’s have some fun,
Oh Lord won’t you buy me an MG that runs.
Oh Lord won’t you buy me, a nice MGB,
Or maybe a hardtop, it’s called a GT.
I don’t mind some rust spots, or oil on the ground,
I just want to drive my MG around.
Oh Lord won’t you buy me a TC or TD.
Make all the collectors jealous of me.
I’ve been a good boy, I have can’t you see,
Oh Lord won’t you buy me another MG.



*Editors note: “Not sure where I found this, Internet probably. I give all credit to the author and salute him/her!”
Bob Dougherty, Editor of Idaho British Car Club, (and a long time DVC member & a past Triathlon co-winner)*

Two TDs deliver their drivers to the flight line to board a Pre-War Stearman Biplane on a crystal clear day this past fall in Bucks County.



The Rippert & Suffredini TDs as photographed by Dick Suffredini at Van Sant Airport / Gliderport

Could it be that the first "Mini", was not only American but was made in New York?

In 1928 James V Martin an airplane manufacturer in Garden City, New York , announced that his company would introduce a Baby Car in the following spring that would give the owner a cost of only two cents a mile with speed in excess of sixty MPH. Further more the showroom cost for the car was under \$200 including a portable garage in which to store the car when it was not on the road. In reality he was talking about a two seated automobile that had a five foot wheel base, (*smaller than the modern Mini by at least two feet*), with a total unladed weight of under 600 pounds which meant that the average male owner could lift the car to change a wheel without the use of a lifting jack. Production was estimated at 2000 cars a day once the vehicle had been fully promoted and seen at selected dealers. The Press Release stated that the car can be parked in half the space of a standard car and had a turning circle within its own length. Further more; on a 400 mile road test the car gave over fifty miles for a gallon of gasoline. The car had no chassis or springs and there are no axles in the usual sense of the word. Each wheel was independently attached to the underside of the body and the support was provided by the use of "Aviator Cord", which was used at that time to absorb the shocks in airplane wheels. The Cord comprises of a core of rubber strands and a protecting coat of fabric (*You can find a similar product in modern day rubber based tie downs with plastic hooks on each end*). These cords were guaranteed to last a total of 25,000 miles and then the owners could simply fit a new set for a modest cost. Power reaches the rear wheels through a diminutive differential gearbox attached to the body shell. Light weight shafts drive the rear wheels through universal joints so that the car can roll over the inequalities in the road surface. The fact that no heavy springs were used reduced the weight especially in the front section which made steering easy. The power unit was a four cylinder air cooled motor that produced in excess of twenty horsepower. The unique cooling system consisted of a jacket completely enclosing the motor through which a fan forces cooling air through the jacket and around the engine. The VW Beetle produced some five years later adopted the same principle and it worked! The gear selection was three forward gears and one reverse housed in the rear axel differential. The starter unit was electric with a "Kick Starter" like a motor bike for those moments when the battery was low. You could have any color you wished as long as it was black or red. The free garage was supplied by packing the car into a wooden weather proof case with two front doors that could be locked. The car fitted into the space with room to spare. As far as the records indicate they company made at least three of these vehicles before the effect of the stock market collapse halted further production and also closed the aircraft plant. What happened to Mr. James Martin is not known but his car had the misfortune of being in the wrong place at the wrong time. Had he been around a few years later there can be little doubt that the car would have been a winner especially when gas was rationed at the start of WWII. One other interesting feature was the design of the interior. The two independent seats were offset to provide more internal space for the driver and passenger. The promotion reports of the day stated that a major mail order company was interested in selling the car. As Sears had been successful before the First World War in selling the "Sears Buggy" from a catalog one can't help but wonder if they were the mail order company in question. *Geoff (and you thought I only knew about MG's!)*

1928 Lagonda with a body made from laminated wood held in place by brass rivets. The photo was taken in October at the Hilton Head Concours Car Show by Geoff Wheatley.



Editor's Note: Hmmm, wonder if the Lagonda has to be inspected and sprayed for termites in the summer and if the owner uses a spray can of Pledge to wax and dust it before he shows it? Sorry, I couldn't resist!



Denver Cornett, Jr.



1926 – 2006

An icon of MG racing has passed away! A youthful 22 year old Denver Cornett was on the starting grid at Watkins Glen in 1948 in his first race in his new (#7) MGTC (*he had SCCA competition license #7*), as sports car racing came to life after WWII. He raced his MG until 1955 at various venues in this golden age of sports car racing, when most race cars were driven to the races. He finally retired from racing in 1963 to raise his family. His TC was also “retired” then, put up on blocks, and would wait for a “rebirth” years later. Although his life would lead him in other directions, he would come back to his MG roots in 1994, at Watkins Glen with SVRA at their 40th anniversary celebration of the Collier Cup MG race – racing again with the very same TC from 1948! He proclaimed that it made him feel like a kid again! That return sparked Denver’s MG and his racing enthusiasm, and since then he has participated in, or attended, a number of vintage race events, including the MG Vintage Racers’ “Focus Events” at the Glen and Elkhart Lake. He loved competition, MGs, and the MG racers so much that in 1997 he established the “Cornett Cup” for MGs at the annual Collier Cup MG race. It would be awarded annually to the “First Overall MG” in that race. But more than just a MG racer or sports car enthusiast, he was a friend to so many, especially in the MG racing community. Denver’s favorite story was telling about being the first sports car driver after WWII to roll a race car in competition, and he would chat on endlessly about his many other racing exploits, seasoned with his great wit. When the workers ran to his overturned MGTC in the riverbed by the stone bridge in that first race, they asked each other if he might be dead! Denver yelled out from under the MG “Get it off me, and you’ll find out!” This was the Denver we all got to know - he was everyone’s friend! He was also a true Kentucky gentleman with a love of horses. The only event that ever kept him from a MG race was the Kentucky Derby.

Although Denver might be gone, his spirit and memories will live on with all of us who had the privilege to rub elbows with him, and maybe even share some track time with him. He honored the MG octagon, and will be dearly missed! Our deepest sympathy goes out to his wife Sheri and his sons Christopher and Denver Cornett, III.

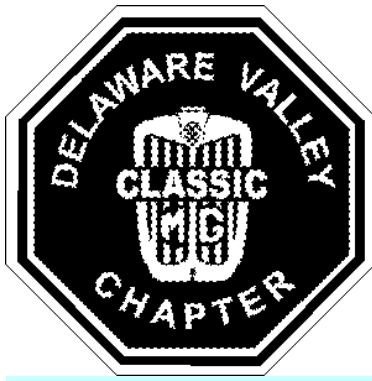
Greg (Greg Prehodka — MG Vintage Racers Publicity Coordinator)



Denver with his racing friend Otto Linton in back of Denver’s #7 MGTC at the Glen in 2005.

Photo Credit: Bob Harrington

Editor’s Note: Several racing members of the DVC have had the pleasure of knowing Denver for many years and many more DVC’ers had the pleasure of meeting Denver in 2005 when our club went to the vintage races at Watkins Glen.



Membership Meeting (Our One & Only!)

The 37th annual membership meeting was held on Sunday, November 19th at the home of Dick and Sandy Suffredini in Richboro, PA. The purpose of the meeting is to set up a calendar of events for the upcoming with input from our members. The meeting was conducted by



Tom Rippert calling the meeting to order with the "John A. Boiteau XPAG Connecting Rod" gavel.

our Events Chairman, Tom Rippert. We have planned out some exciting events coming up in 2007 including a spring tour to St. Michaels, MD, a fall tour to Watkins Glen, NY with the Triathlon VII in August and an all British Swap Meet coming in January. Check out the full DVC 2007 calendar in this newsletter. A treasurers report was given by Liz Niner. In attendance were; Bill Boorse (MGB), Donna Bristol and Walt King, Ray and Faith DeCesare, Chuck Denlinger (TD), Roy and Sue Dougherty, Ernie Feldgus (TD with top down—brrrr!), Chuck and Judy Goelz, John and Pat Hunt, Greg Lake and Janice Wakefield, Joe and Sharon Lamando, Lee and Liz Niner (MGB), Ben and Cyndi Nolan, Lew Phillips, Tom and Jaimee Rippert, Dave and Gloria Schwab, Bob Wagner, Lee Wesner and Dick and Sandy Suffredini. Photo Credit: Dick Siffredini. *Sandy* Editor's Note: Many thanks to Dick &

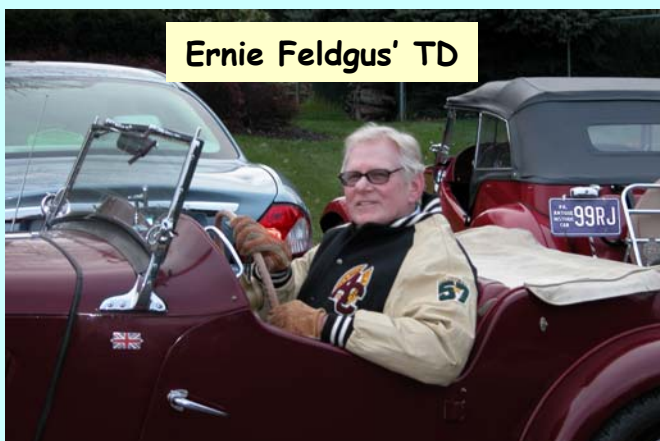
Sandy for arranging the meeting in their lovely home and providing the snacks and refreshments which gave all the attendees the appropriate amount of energy to discuss and come up with a great 2007 calendar of events.



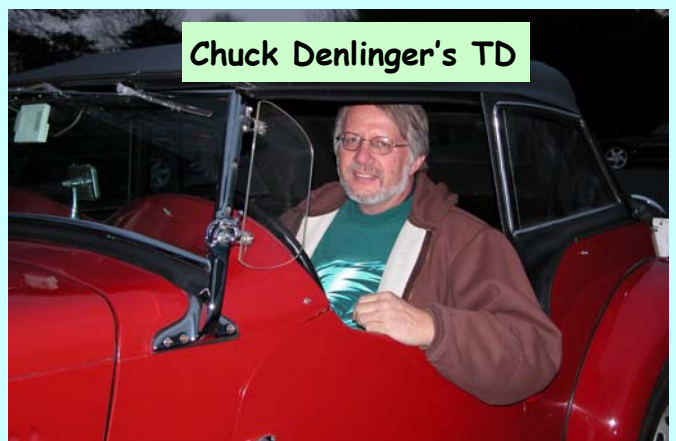
Bill Boorse's MGB



Liz & Lee Niner's MGB



Ernie Feldgus' TD



Chuck Denlinger's TD

*Cabin Fever All-British Vehicle
Collectables & Automobilia Show
Display - Buy - Sell - Swap*

Hosted By Members of the Delaware Valley Classic MG Chapter

Sunday, January 28th, 2007 - 12 Noon To 4 pm

Salford Pub - 712 Main Street, Harleysville, PA

3' x 3' Table (one prepaid table per vendor) - \$10

Or \$20/Table On The Day of The Show

General Admission - \$1.00 At The Door

Display - Buy - Sell - Swap British Automobilia

*Signs - Books Toys - Jewelry - Magazines - Tools - Models - Clothes -
Pictures - Prints - Ads - Badges - Brochures - Dash Plaques - Shop
Manuals - Sculptures - Tapes - DVD's - Glassware - Accessories*

Any Automobilia Related to British Automobiles

(No Car Parts Please)

Food & Beverages Can Be Purchased From The Pub

Got cabin fever? Then drive on up to Harleysville and spend the afternoon of January 28th with your British car friends viewing, buying, selling and swapping automobilia and collectables of your favorite British auto marques - AC - Allard - Astin Martin - Austin Healy - Bentley - Diamler - Jaguar - Hillman - Land Rover - MG - Mini - Morgan - Riley - Sunbeam - Triumph - Rolls Royce and many others.

Name: _____ Phone # _____

Address: _____

*To reserve a table, please send a \$10 check made out to "DVC" to Liz Niner,
PO BOX 510, Creamery, PA 19430-0510 by January 24th. Information: 610-831-*



Drag

M

4th

Veil

Mardi

Gras

Annual

Carnival

Costume

G

U

L

Theme: Gender Bender (*Dress as the opposite sex*)

T

U

Date: Saturday, February 17, 2007

o

b

Time: 5:00 PM until whenever

Place: Gregory J. Lake, Lakeland Farm, 2552 Dark Hollow Road, Jamison, PA 18929

Raindate: Saturday, February 16, 2008 **Snowdate:** Saturday, February 24, 2007

Why: Who cares except to clear heads and roads for smooth driving days ahead!

Entrance Fees: Adults only, costume, covered dish, BYOB (not BOB) (setups provided plus beer and wine) and your DVC-MG spirit.

Park in barn corral, bring towel if you want to use the spa, best cue stick for pool table and favorite dance partner (only extras we have are ghosts). Prizes (flat tire, dirty oil, spark plug, used beads, Bob's used rear axle, Guy Fawkes' ashes, stale beer, video of Dick and Tom's dance routine) for best male costume, best female costume, best couple costume and for most beads "EARNED AT" the party. Name tags may be helpful.

Navigation: From the N, S, E, W and MG Heaven, find intersection of Old York Rd. (Rte. 263) and Almshouse Rd., Jamison, Warwick Twp., Bucks Co., PA and you will be close - good luck. Go East on Almshouse Rd. and turn left at Dark Hollow Rd. (2nd street), go 3/4 mile, on left (after 2 developments) find black mailbox "Lakeland Farm" with balloons and red private drive sign, enter drive and go to the end to find 1764 stone colonial farmhouse. If lost, call as we may give you directions and may even come out and tow you in.

RSVP (French) CALL (English): Greg and Janice (215) 491-9945 with number of people attending (feel free to invite friends) and what dish (that's food) you'll be bringing by Wednesday, February 7, 2007.



British Marque Car Club News TRIATHLON VII

August 10th-12th, 2007 • Pocono Manor Resort, Pocono Manor, PA

Registration Form

(Please print names exactly as you want them to appear on your Name Tag)

Driver _____ Driver shirt size _____

Navigator _____ Navigator shirt size _____

Car: Marque _____ Model _____ Year _____

Address _____

City _____ State _____ Zip _____

Club affiliation: Delaware Valley classic MG Chapter (DVC) (Please list only one)

E-mail _____ Home Tel. (_____) _____ - _____

Package Cost: \$535 per team all inclusive (2 persons - includes room (double occupancy), meals, and event fees). A minimum deposit of **\$50 (payable by check or credit card)** will secure team number & position. All checks should be made payable in U.S. funds to: **British Marque Car Club News**, 5 Old Nasonville Road, Harrisville, RI 02830 (401) 766-6920 FAX: (401) 766-4591 E-mail: editor@britishmarque.com

Credit Card Type _____ Credit Card #: _____

(Visa, Mastercard, Discover, Am Exp) Expiration Date _____ CVV2 (on back) _____

Name as it appears on Credit Card _____ Signature: _____

Partial payments may be made at any time, but any remaining balance must be paid by 7/1/07. Failure to pay any balance due by that date will be considered notice of cancellation and the position considered vacant. Any amounts paid prior to 7/1/07 will be returned upon written receipt of cancellation prior to that date.

Insurance Release Statement

We hereby agree to enter in the British Marque Car Club News British Car Triathlon VII and to participate in other activities scheduled during the event. In consideration of the right and privilege to enter and participate in these events, and other valuable considerations, and intending to be legally bound, I agree to release the British Marque Car Club News and the Pocono Manor Resort from any and all liability for injuries, damages, or losses arising from our entry in and attendance at the event.

Driver's signature: _____ Navigator's signature: _____

Date: _____

I (we) carry automobile liability insurance with (Insurance Company): _____

Policy Number: _____ Effective from: _____ to: _____

Change in Engine Oil Additives May Hurt Your MG!

Oil Is Killing Our Old British Cars !!!!

By: Keith Ansell, Foreign Parts Positively, Inc

About a year ago I read about the reduction of zinc dithiophosphate (ZDDP) in the **oils supplied with API approval** that could affect sliding and high pressure (EP) friction in our cars. The reduction of these chemicals in supplied oil was based on the fact that zinc, manganese and/or phosphates reduce the effectiveness and eventually damage catalytic converters and introduce minute amounts of pollutants into our atmosphere. A month or so ago I had a member of the Columbia Gorge MG Club bring a totally failed camshaft and lifters back to me that had only 900 miles on them!! I immediately contacted the camshaft re-grinder and asked how this could happen. They were well aware of this problem **as they were starting to have many failures of this type**. In the past, the lack of a molybdenum disulfide camshaft assembly lubricant, at assembly, was about the only thing that could create this type of problem. My customer has assembled many engines and had lubricated the camshaft properly and followed correct break in procedures. This got me on the phone to Delta Camshaft, one of our major suppliers. Then the bad news came out: **It's today's "modern" API (American Petroleum Industry) approved oils that are killing our engines**. Next call: To another major camshaft supplier, both stock and performance (Crane). They now have an additive for whatever oil you are using during break-in so that the camshaft and lifters won't fail in an unreasonably short period of time. **They also suggest using a diesel rated oil on flat tappet engines**. Next call: To a racing oil manufacturer that we use for the race cars (Redline). Their response: "We are well aware of the problem and we still use the correct amounts of those additives in our products". They continued to tell me **they are not producing API approved oils** so they don't have to test and comply. **Their oils were NOT the "new, improved and approved" ones that destroy flat tappet engines!** "We just build the best lubricants possible". Sounds stupid, doesn't it, New-Approved but inferior products, but it seems to be true for our cars. To top this off: Our representative from a major supplier of performance and street engine parts (EPWI) stopped by to **"warn us" of the problem of the NEW oils on flat tappet engines**. This was a call that the representative was making only because of this problem to warn their engine builders! "The reduction of the zinc, manganese and phosphates **are causing very early destruction of cams and followers**". They are recommending that, for now at least, there must be a proper oil additive put in the first oil used on new engines, beyond the liberal use of molydisulfide assembly lube. They have been told that the first oil is the time the additives are needed but remain skeptical that the first change is all that is necessary. **Their statement: Use diesel rated oils such as Delo or Rotella that are usually available at auto stores and gas stations**. This problem is BIG! American Engine Rebuilder's Association (AERA) Bulletin #TB2333 directly addresses this problem. I had a short discussion with their engineer and he agreed with all that I had been finding. Next phone call was to a retired engineer from Clevite, a major bearing and component manufacturer. First surprise was that he restored older British Motor bikes. The second surprise was that he was "VERY" aware of this problem because many of the old bikes had rectangular tappets that couldn't rotate and are having a very large problem with the new oils. He has written an article for the British Bike community that verify all the "bad news" we have been finding. Comp Cams put out "#225 Tech Bulletin: Flat Tappet Camshafts". They have both an assembly lube and an oil additive. The telling sentence in the bulletin was "While this additive was originally developed specifically for break-in protection, subsequent testing has proven the durability benefits of its long term use. This special blend of additives promotes proper break-in and protects against premature cam and lifter failure **by replacing some of the beneficial ingredients that the oil companies have been required to remove from the off the-shelf oil**". Next question: Now what do we do? From the camshaft re-grinders (DeltaCam) **"Use oils rated for diesel use"**, Delo (Standard Oil product) was named. About the same price as other quality petroleum based oils. **They are not API formulated and have the zinc dithiophosphate we need in weights we are familiar with**. From the camshaft manufacturer (Crane): "use our additive" for at least the first 500 miles. From General Motors (Chevrolet): add EOS, their oil fortifier, to your oil, it's only about \$12.00 for each oil change for an 8 ounce can (This problem seems to be something GM has known about for some time!). From Redline Oil: Use our street formulated synthetics. They have what we need! From our major oil distributor: Distributing Castro, Redline, Valvoline and Industrial oils: "After over a week of contacts we have verified that the major oil companies are aware of the problem". "The representatives of the oil companies today are only aware of marketing programs and have no knowledge of formulation". The only major oil companies they were aware of for doing anything to address this are Valvoline that is offering an "Off Road 20W-50" and Redline. From **Castrol: We are beginning to see a pattern emerging on older cars. It may be advantageous to use a non-approved lubricant, such as oils that are Diesel rated**, 4 Cycle Motorcycle oils and other specified diesel oils. Last question: So what are we at Foreign Parts Positively going to do? After much research we are switching to Redline Street rated oils and stocking the Castrol products that are diesel rated. Castrol, owned by British Petroleum, is now just a brand name. This is a difficult decision as we have been a dealer and great believer in all Castrol Products for over 40 years. We have been using Castrol Syntech oil in new engines for about 3 years so the cost difference in changing to Redline is minimal. The actual cost in operation is also less as the additive package in Redline makes a 1-year or up to 18,000 mile change recommended! Yes, it is a long change interval but with lowered sulfur levels and the elimination of lead and many other chemicals in the fuels there are less contaminants in our oil from the fuel, which is the major contributor to oil degradation. We will continue to offer the Castrol products but will now only stock the suggested diesel oils that they produce. Too many things are starting to show up on this subject and it has cost us money and time. **Be aware that "New and Improved", or even products we have been using for many years, are destroying our cars as it isn't the same stuff we were getting even a year ago**. For the cars that use "engine oil" in their gearboxes this may even pose a problem as these additives that have been removed could be very critical in gear wear. We will be using oil specifically formulated for Manual Gearboxes with Brass Synchronizers. The only oils we are aware of that fit the criteria are from General Motors and Redline. If you have any additional input let us know. We need to let every flat tappet engine owner, i.e.: every British Car owner know that things are changing and we MUST meet the challenge.

Editor's Note: Important — Please see the next page for a footnote by Mike Ash.

Change in Engine Oil Additives May Hurt Your MG

A footnote by Mike Ash, MGA! Technical Editor (Reprinted with permission) about:

I read Keith's article with some concern, knowing that he is a respected MG expert and engine re-builder in the Pacific North West. Not being in the business myself, and not having rebuilt an MG engine in quite some time, I had no personal experience to draw on. So, I checked with our local machine and vintage race shop, Abacus Racing, and found that their experiences are -similar, but maybe not as extreme. They have had cam and lifter failures during break-in that could be attributable to the oil before they were aware of possible re-formulation. Of course, their MG race engines are built with high lift cams and super strong valve springs to create a more extreme environment than that of a more street-use engine.

However, they have had discussions with the race cam and lifter suppliers, and have pretty much confirmed what Keith has discovered. API certified oils of 30W and lower are required by the EPA to have reduced or none of the zinc compounds that it appears our engines need. They were also told that 40W and higher API certified oils are not affected by the EPA ruling, and that Castrol 10W/40 and 20W/50 has not been reformulated. However, this was based on the premise of "why go to the expense of reformulating an oil if you don't have to," Abacus confirmed that they are using non-API certified oils in their race engines, such as Redline, and use a Ford additive during engine break-in on their dynamometer. They agreed that diesel oils, such as Rotella, that are readily available could be a solution for the MG street user; or a synthetic if the possibility of extra leakage is acceptable.

I have been using Castrol GTX 20W/50 in my MG engines for years, and was concerned that I may have to switch from my "favorite" oil. So I contacted Castrol North America for their take on the situation, and they somewhat relieved my concerns with the following:

"Thank you for contacting Castrol North America. As indicated on our product packaging, the current engine oil category API SM/ILSAC GF-4 is fully backwards compatible or 'back serviceable' and has been extensively tested. Valve train issues are not anticipated with the use of modern engine oil in older cars of OEM stock configuration. In fact, current SM/GF-4 engine oils are subjected to testing that is far more intensive than engine oils of previous API/ILSAC categories.

"To clarify, in general, ZDDP levels have been reduced a small amount in the current category engine oils (API SM/ILSAC GF-4) in compliance with industry regulations that set maximum levels of Sulphur and Phosphorus, but are still at levels that provide ample engine protection.

"Special procedures have always been recommended for the proper initial break-in of a new, matched, cam and lifter set; which include the use of a properly formulated cam break-in lubricant paste which typically contains a healthy dose of molybdenum. Engine oil alone is typically insufficient for break-in of a new cam and lifter set, particularly in a vintage engine type built to historic specifications.

"In regards to camshaft failure, Camshaft failure can be attributed to numerous possible causes. Only a thorough analysis of each case can identify the root cause(s) of any failure.

"With regard to flat tappet cams in OLDER performance engines (NOT modern performance vehicles), at this time Castrol can also recommend the products indicated BELOW starting with the top group with the highest Zinc level and moving to lower level Zinc option group.

"Recommendations:

- * GTX 20W-50 (SL,SM)***
- * Castrol GTX Diesel 15W-40 (CI4,CH4,CG4,CF4,CF,SL)***
- * Castrol GTX High Mileage 20W-50 (SL,SM)***
- * Castrol HD 30 (SL,SM)***
- * Castrol HD 40 (SL,SM)***
- * Castrol Syntec Blend Truck 15W-40 (CI4,CH4,CG4,CF4,CF,SL)(Semi-synthetic)***
- *Castrol Tecton Extra 15W-40 (CI4Plus, CI4,CH4,CG4,CF4,SL)***
- * Castrol Hypuron S 15W-40 (CI4Plus,CH4,CG4,SL)(Semi-synthetic)***
- * Castrol Syntec 5W-40 (SL,CF)(Synthetic)"***

Mike

Friends From Across The Sea

Colleen & George Harvey

As most of you know, I spent some time in England in the late 1960's as a military "dependent." During the few years I was there, I made some great friends who I have kept in contact with for the past 38 years. Tom, the kids and I have made it over to visit them a couple of times, but, this past September our friends came to visit us for the first time. We wanted them to experience a day out in the MGs, and as there were no DVC events scheduled during the two weeks they were visiting, we gathered up a few DVC'ers and did a little winery tour, which Dick Suffredini arranged for us. The following is a note that our friends, Colleen & George, wrote for T-Talk. By the way, they visit the DVC website regularly to read T-Talk so they can keep up on all the fun we're having in our MGs. They are very pleased that this little car that came from England is appreciated and enjoyed so much by us "Yanks." *Jaimee*

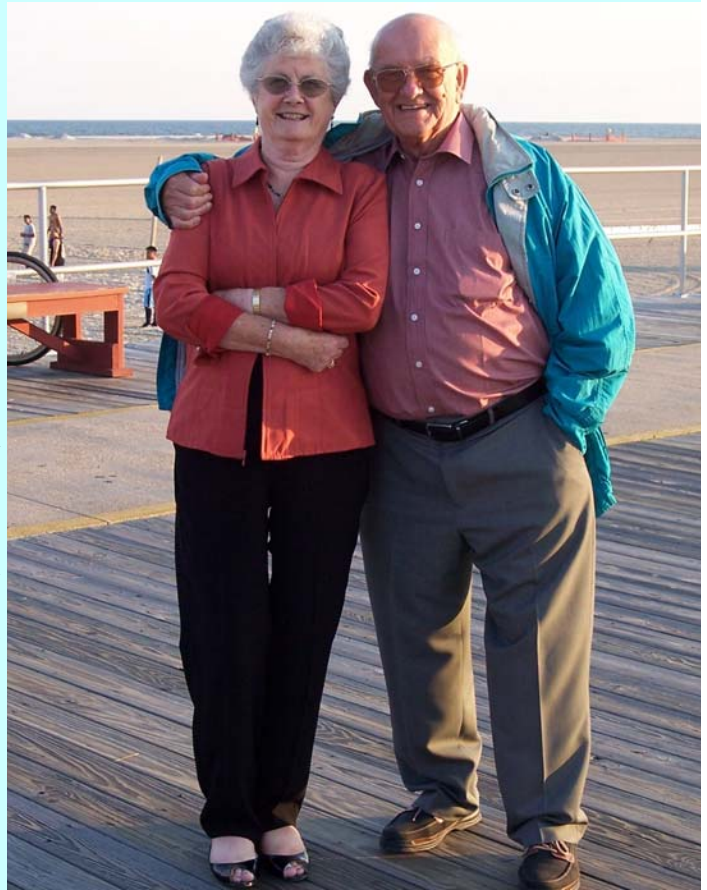
Dear DVC ~~Members~~, Friends

On September 17th, George and I arrived at Jaimee and Tom's house to spend the most fantastic two week holiday of our lives. As all of you know, Jaimee and Tom are the perfect hosts. They organized all our trips and sightseeing ventures. On our own, we wouldn't have had a clue where to go, so it was just great having everything organized for us.

Going to New York was mind blowing, seeing places we had only ever seen on films before. Visiting Ground Zero was very humbling to say the least, but we were so glad to be taken there, we will never forget it. Another unforgettable day was the MG trip, what a lovely surprise. We left 63 Cepp Road in two MGs, George riding with Tom and myself with Jaimee, and made our way to Sandy and Dick's house, arriving at about 11:30, where we met some of the "gang." What a welcome we were given by Sandy and Dick, Judy and Chuck, Liz and Lee, Terri and Bob and Sue and Roy. They made us feel like Royalty. After a superb brunch, cooked by Sandy, we all climbed into our respective MGs and went in convoy on a tour, which included two wineries (another first for us). The scenery was breathtaking, and to see it all from open top MGs was wonderful. It all felt unreal. The tour finished at Jaimee's house around 6:00 p.m., where yet another superb meal was cooked by Jaimee. It was a truly lovely day and to meet you all from the "club" was the greatest. Thank you all.

As you all know, the MG's were built at Abingdon, which is about 20 miles from where George and I live. We grew up seeing them racing around the countryside. They were a common sight and yet we had to come to Pennsylvania to get a ride in one. (The last time George drove or rode in one was in the late 1940's), how weird is that?

When George left school at 14, he became an apprentice mechanic in a Morris MG garage. That was the beginning of any connection to MGs for us. My Dad also worked at Morris Motors in Cowley, Oxfordshire during WW2. He did not build cars though, it was aircraft. In 1939 when the war started, Morris made parts for aircraft to help the war effort. This went on until 1946 when happily full car production was resumed. Little did I think then that one day I would get to ride in an MG sports car, even less so in the good old U S of A.



Here's Colleen & George "on the boards" at Wildwood during their visit to the Colonies.

Long may your club continue and to give you all the fun you obviously enjoy. Can't wait to visit you all again.

Cheers! Colleen and George Harvey

37th DVC ANNIVERSARY CELEBRATION



INN FLIGHT STEAK & SEAFOOD GRILLE

Route 309, Colmar, PA

Date: Saturday, March 24, 2006

Time: 12:00 Noon

Cost: \$18.00/person

Cash Bar

*Write a check payable to the "DVC" and mail to:
Tom & Jaimee Rippert,
63 Cepp Road, Perkiomenville, PA 18074*

Lunch is ordered from a menu with the following choices: Fish & Chips, Open Face Hot Roast Beef Sandwich, Mediterranean Chicken Sandwich or Reuben. All served with French fries and cole slaw and includes soda, coffee and tea. Hors d'oeuvres will be served before lunch.

Could you be the lucky recipient of the coveted book? Could Dick and Tom be up to something?? In other words, is there an "Oward" in your future?

Come and celebrate the DVC's 37th year – but don't delay sending us your check – we're limited to the first 50 DVC'ers to r.s.v.p.

See you on March 24th in your MG!

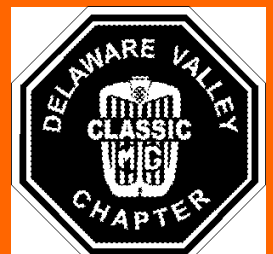
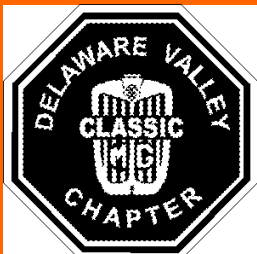
**Special thanks to the following vendors who contributed
to our Holiday Banquet Raffle**

Little British Car Company

Brit Books

British Wire Wheel

Please support them!



Remember, Remember the 5th of November!

It was a cold and sunny Saturday in November when the DVC had its annual Celebration of Guy Fawkes Day. Actually it was great day for a mini rallye and a great night for our traditional bon fire! Attendees met at the Birdsboro, PA home of Mike & Joellyn Williams and then took part in a mini rallye through beautiful rolling hills with lots of curves that all our MGs took with a safety fast attitude. Afterwards, back at Mike & Joellyn's house there were lots of food and drinks to prepare us for the night's festivities.

This year to help us remember the Guy Fawkes tale, Mike & Peggy Engard's son David brought along his school project. He did an excellent job on it and everybody enjoyed his detailed explanation of just who the heck Guy Fawkes was and what was his impact on English history.

After dinner all of us gathered out back to watch the bon fire being ignited. Jaimee Rippert read a brief article about the significance of what the bon fire means on



Here's David Engard explaining the Guy Fawkes legend to the party participants just prior to lighting the fire and tossing poor old Guy into it. A very nice and detailed school project!



Remember, Remember the 5th of November!

the 5th of November. Chuck & Judy Goelz then produced 2006's version of Guy Fawkes complete with a face and wearing what appeared to be some of Chuck's old MG working clothes! Into the fire went poor old Guy as we all watched him go up in flame and smoke and heard a gazillion fire crackers go off as he slowly burned away. Mike & Joellyn's son Brian then produced lots more fire crackers to end off our celebration.

In attendance where Dave, Nancy & Matt Sarely, Tom & Jaimee Rippert, Greg Lake with fiancée Janice, Wolfgang & Gudi Fischer, Donna Bristol and Walt King, Paul Phillips, Chuck & Judy Goelz, Lew Phillips, Brian Straub, Jeff Rose, Mike, Peggy and David Engard, Louis Story, Barre Williams and our hosts Mike, Joellyn and Brian Williams. Picture credit: Brian Straub & Tom Rippert. *Joellyn*

Holiday Banquet Continued

logo embroidered on it. John (my TC is almost ready to race again) won the blanket and started to tell the assembled masses what he was going to do with it and a certain younger lady (but that's a story for another time!). Bob & Teri won an elaborate English dart board set which was "re-gifted" from last year, will it appear re-re-gifted next year?. After the raffle, Barrie presented his "appreciation" award to David & Gloria Schwab for all their contributions in past years to the chapter. Lately Barre & Eleanor have made this award to DVC'ers that have made contributions to the benefit of the club. A very nice gesture from a very nice couple. Lastly, Dick & Tom discussed this year's Triathlon and handed out reservation forms. Did you fill in yours yet?

Time to thank our contributors of prizes to this year's banquet: Little British Car Company, Brit Books and Triple C. Members attending were: Bill & Linda Boorse, Donna Bristle, Patty Cawthorne, Ray & Faith Dece-sare, Chuck Denlinger, Roy & Sue Dougherty and daughters Lisa & Stacy with sons in law, Mike & Rick , Ernie & Barbara Feldgus, Wolfgang & Gudi Fischer, Chuck & Judy Goelz, John & Pat Hunt, Charles Jost, Joe & Sharon Lamando, Georg Melick, Lee & Liz Niner, Ben & Cyndi Nolan, Tom & Jaimee Rippert, Jeff & Robin Rose,



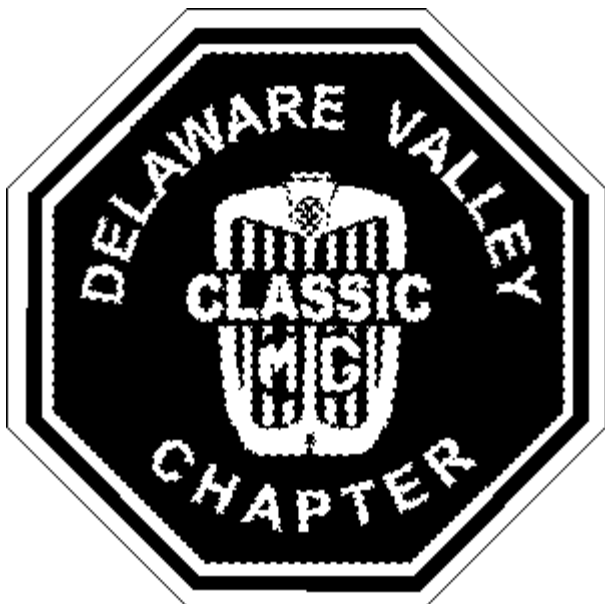
Here's our Holiday Raffle MC, Tom Rippert assisted by Ben Nolan and Lee Niner.



Here's Jeff & Jan Zorn wearing their holiday antlers. The DVC really knows how to treat guests from Michigan!

Mark & Jan Scherbekow, David & Gloria Schwab, Don Short, John Short, Dick & Sandy Suffredini, Bob & Teri Tiley (MGB), Bob Wagner, Earl Wanklin, Barre Williams and Jeff & Jan Zorn. DVC'ers missing in action: Lew Phillips (Choir performance), Eleanor Williams (cold) and Jim & Marie O'Brien (Flu). We missed them but no doubt we'll see them at January's event. Thanks go to Roy & Sue and everybody connected with the banquet. Rumor has it that the DVC has booked the same place for next year. So let's recoup: great food, reasonable bar & meal prices, private room, and everybody had a good time. OK that equates! I'll be there! *Lee*

Picture Credit: Dick Suffredinin



Advance Notice

TECH SESSION

AT

MOTORCAR GARAGE

Moorestown, NJ

DATE: Saturday, April 14, 2007 TIME: 10:00 a.m.

PLACE: Motorcar Garage, Moorestown, NJ

CONTACT: Peter Cosmides PHONE: 856-313-7523

Peter Cosmides, British Car Specialist, has invited us to his facility in Moorestown, NJ for our Spring Tech Session. I'm sure you all remember Peter was the DVC's "surprise" special guest at last year's Tech Session at Bob & Terri Tiley's.

Check your April 1st T-Talk for more information and directions!

