

**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 37 Issue 1

1970 - 2007 - Our 37th Year

April, May & June 2007

Inside this issue...

- All British Collectables Show
- 37th Anniversary Celebration
- Pit Crew Report
- 2nd Qtr. Flyers
- Gas Stations

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 E-news —

Lew Phillips

British Beers —

Bob Dougherty

DVC Swings Into Spring Flings!

In case you haven't noticed, Spring has sprung! So get your MG ready at our Tech Session. Next, we're going to the Eastern Shore of MD for a spring weekender. Our first car show is at

Hope Lodge followed by a Post Party. Next we have a Highlands tour and picnic. If that's not enough action for you then there's several other British car events that are listed on our

2007 DVC Calendar. Spring time is a great time of year to take a drive and "smell the flowers". Why not call up a couple of DVC'ers and take a drive. Skip mowing the grass today, life's too short, drive your MG!



T-Talk's MG Girl of the Quarter — Kris Phillips

Second Quarter DVC Events — See You There!

April 14th

Tech Session

Maple Shade, NJ

May 11th — 13th

Spring Tour

Tilghman Island, MD

May 26th

Hope Lodge Car Show & Post Party

Flourtown, PA

June 9th

Highlands Tour & Picnic

Pottstown, PA

HAVE YOU REGISTERED FOR THE TRIATHLON YET?

Points & Plugs — Tom Rippert



it's in this issue of *TTalk*. Don't miss out on this exciting and fun weekend.

Hi DVC, Well, winter sure took its good old time getting here, but once it did it was brutal. Now that the "ice" has finally melted from my driveway, I can make my way to the MG garage and check things out. It's that time of the year — time to completely go over your MG before taking it out on the road. I always change the oil, water, check the hoses and clamps, tire pressure, brakes and all lights and electrics. Remember, a little preventive maintenance goes a long way.

On that note, I'd like to mention that this year's Tech Session on April 14th is at Motorcar Garage (Pete Cosmides) in Maple Shade, NJ. This is a new facility for Pete, and he is hosting a Tech Session/Open House for the DVC, with the MGCC Central Jersey Centre also invited. The weather should be perfect for a drive down to Maple Shade — hope I'll see you there. Please check out the flyer in this issue.

Jaimee and I enjoyed a nice quiet winter. I know most people hate January and February, but we kind of like re-

laxing after the hectic Holiday season and before Spring arrives — then it's yard work and getting those MG's in driving condition before the really busy driving season arrives, where we have something to do every weekend!

Check out the flyers in this issue of T-Talk. Of course we have the Tech Session/Open House I mentioned earlier in April. On the 11th — 13th weekend of May, why not drive on down to Tilghman's Island on Maryland's Eastern Shore for our Spring Trip. The end of May is the Hope Lodge Car Show followed by a DVC Post Party, then we have a one-day driving event in the "Montgomery Highlands" on June 9th and don't forget the Family Golf Outing, Non-Rallye and Picnic on July 7th.

I'm sure there's something here to pique your interest. Call now and RSVP to a DVC event — you won't regret it! Don't forget, this is the year for Triathlon VII, held on the weekend of August 10-12, at the Pocono Manor Resort. We already have 21 teams signed up out of 78 teams that have signed up so far. Teams are limited to 100, if you need a reservation form,

For all you hard core tire kickers, the DVC is now "unofficially" participating in the Harleysville Wal-Mart car shows held every first Saturday of the month from 2 PM. Just utilize the DVC's chat room and let us know you'll be there. Who knows maybe we'll adjourn for an impromptu "Cruise" after the show. Bizarre as it sounds, there are lots of cars and people to talk to.

Also, the 10th annual British Car Week is May 26th through June 3rd this year. It's a week devoted to British cars and their drivers. While you're out celebrating British Car Week, why not partake of a 50's & 60's LBC tradition of exchanging waves as you pass. Some of us (and you know who you are!) have seemed to let this friendly gesture slip away. Don't forget to wave and wave back when you pass, it's just a nice way to acknowledge a fellow British car owner. See you out in your MG. *Safety fast. Tom*

From The Pits — Lee Niner



Hi all — It's Spring! Time to fire up that A, B or XPAG type engine and get that MG out and about.

This quarter's MG Girl is Kris Phillips and it was taken during a Guy Fawkes Tour in 2005. This just happened to be Kris' very first driving experience in an MG. Chris is now nineteen and is enrolled at Pierce College out in Canoga Park, CA. Her dad, Lew, reports that Kris has seen quite a few MGs out there on the left coast. Don't forget to send me a picture of your favorite MG girl.

Oil changes and lubrication have been completed on the T, A & B so they've already been exercised. There's lots of MG roads out there and there's lots of time to find them. It's just a case of priorities!

Thanks go to our members who

took the time to write up their stories for *TTalk*. It's always nice to here from some new faces. Had you MG a long time? Then write a short story about and enclose a picture or two. Had your MG a short time? Then write a short story about how you came about acquiring it. It's always enjoyable hearing about member's MGs.

Now that you're ready to do some serious driving, have you forgotten to check the air pressure in your spare tire. Remember, it's a good idea to over inflate your spare tire by 10 to 15 psi. You can always deflate it if you have to use it or if it has a slow leak it will already be the correct psi. Next, be sure and check your jack to make sure it works and if you are carrying a scissors-jack make sure it will fit under the chassis with a flat tire.

BTW — Have you checked your insurance policy for your MG. Take a moment and do it now. Make sure that you have not underestimated the car's value. In 2006 there were two instances where MGs (a TC & a MGA) were damaged severely enough so that projected repair costs were more than the stated value. If that occurs the insurance company will pay you but will also claim the MG and sell it for salvage. That's OK if you do not want to repair your MG but rather acquire another one. If you want to repair your MG you will be bidding to buy the salvage rights plus repairing it. If you have some doubt, discuss this with your insurance company.

It's a good idea to check out our website at www.dvcmg.com every week or so to see what is current or if any scheduling of an event has changed. Have fun this Spring in your MG. *Drive 'em! 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

New Members

Bruce & Dotty Allen, 3008 Myers Court, Perkasie, PA 18944 215-694-6797 '39 TB

Warren & Nancy Doerner, 217 Stallion lane, Schwenksville, PA 19473 610-287-6169 '53 TD

Ken & Carol Huber, 45 Amherst Court, Phoenixville, PA 18460 610-933-0735 '77 MGB

Welcome Aboard — We can't wait to see you and your TB, TD & MGB

To The Editor:

Here is a link that will tell you the build date of your 'TA, TB, TC or TD Series MG.

<http://www.tregister.org/factoryrecords.aspx>

Bob Dougherty — TTalk's Western Correspondent

Editors Note: I tried it for my TD and it really works!

Editor's 2nd Note: Series TF and onward can utilize Heritage Motor Center for build dates.

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.

Wednesday, December 27, 2006

Page 1 of 1

BTW. DVC'er Bill Boorse has utilized the site and was favorably impressed..



DVC Cabin Fever British Automobilia Show

Question: What can our club do on a dreary Sunday in January afternoon when no football games are scheduled?

Answer: Plan and schedule an automobilia show on the last Sunday in January so we can view, buy, sell or swap British automobilia. That's exactly what we did last January 28th up in Harleysville, PA at the Salford Pub. The weather even cooperated with us as the sky was clear and the temperatures were in the forties. There were sixteen vendors from as far south as Maryland and as far north as Northern New Jersey and as far west as Harrisburg, Pennsylvania displaying all kinds of British automobilia. It's a good thing that the parking lot could accommodate a large number of vehicles



So many items to peruse and so little time!

as there were eighty-some attendees during the show. The camaraderie between vendors had them helping each



other setting up and taking turns watching each other's displays while numerous lunch and beer breaks were taken.

If you're into British automobilia, then this was the place to be. Where else could you purchase period MG/Triumph/Jaguar manuals, sales brochures or unique shift knobs? How about a Rolls Royce potable bar service or how about a Tammy MGB! Need a watch with a particular marque face or need a tool roll set or how about some marque ear rings that match a marque bracelet. There was enough clothing to outfit the entire club not to mention enough scale models there that represented every British marque.

Hmmm, I'll take one of those and one of those and one of.....

There was a steady stream of

British Automobilia Continued.

satisfied customers making their way out to the parking lot to stash their finds in their cars and then returning to look and see what else they could buy.



Sue, Tom & Liz have everything under control with registration.

lips, Tom Rippert, Dave Schwab, Louise Story, Brian Straub, Dick Suffredini and Barre Williams (hope I didn't forget anybody). Registration was handled by Liz Niner and Sue Dougherty and they reported that all available tables were sold out and that three of the vendors bought multiple tables.

Tire kicking was prevalent out in the parking lot as Triple C owners (the official DVC supplier) drove their recently purchased 2005 MG ZT-T 260 (incredibly enough they purchased the car stateside as it was left over after warm weather testing last year and it already exceeded federal standards). Lots of people took pictures and begged for rides. There were also a number of LBC's (Little British Cars) out in the lot, a couple with the tops down!



**Here's an MG that you've probably never seen close up before —
a MG ZT-T 260 — V8 powered.**

Lots of positive feedback about the show was received from the many attendees so next year looks like a 2nd annual show will be held. What a great way to spend a dreary Sunday in January. Photo Credit: Dick Suffredini. *Lee*

The pub was doing a booming business as many of the attendees were watching the closing of the Daytona 24 hours on TV. DVC'ers displaying and selling were Roy Dougherty, Bill Boorse, Keith Fishlinger, John Jennings and Lee Niner. Dvc'ers attending, looking and buying were Ernie Feldgus, Chuck Goelz, Lyn Hughes, John & Pat Hunt, Greg Lake & Janice Wakefield, Dave Missner, Steve Novelli, Lew Phillips, Paul & Evonna Phil-

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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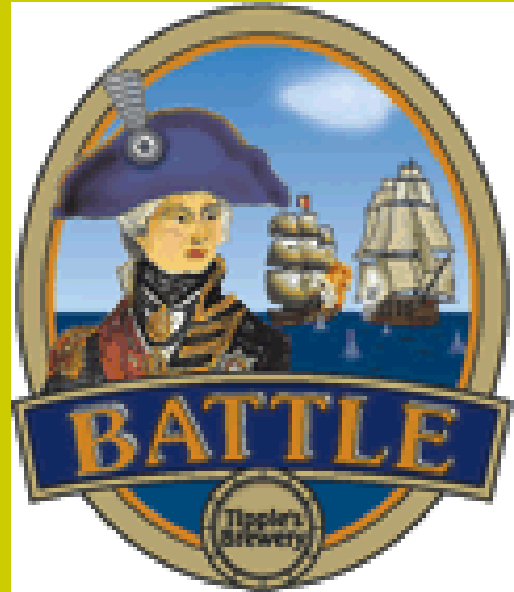
The Delaware Valley Classic MG Chapter

Editor—Lee Niner
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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



Tipple's Brewery - Acle, Norfolk, England

"Fine Ales from the Norfolk Broads"

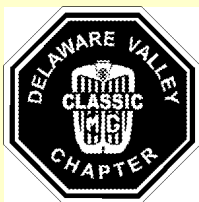
Battle Ale

Tipples Brewery is a family owned brewery based in Acle, Norfolk close to the Broads National Park and the coast. Jason Tipple, founder of Tipples Brewery had a 10 year career in financial services before deciding, during a thrilling meeting about credit cards, that it really was time for a change! A good job, nice company car and regular salary were not enough to keep him away from the heady world of brewing! "I think this is what's called a lifestyle choice" was the explanation used to explain this seemingly crazy decision to family and friends and "33 is far too young for a mid-life crisis!". So with a lot of research, help from other brewers and a lot of expert advice from Dave Porter at the Porter Brewing Company, Tipples Brewery was born. And with a surname like Tipples, was there really any other choice..? Battle was first brewed in 2005 to commemorate the bi-centenary of the Battle of Trafalgar, where Norfolk's hero, Horatio Nelson, lost his life. It is brewed as a real ale, using only the finest East Anglian malted barley, hops, yeast and water. Battle is a full-bodied, rich red/amber coloured bitter with a slightly sweet caramel finish. The malt character is well balanced with a complimentary hop blend. *Cheers! Bob*

Source: <http://www.tipplesbrewery.com/>



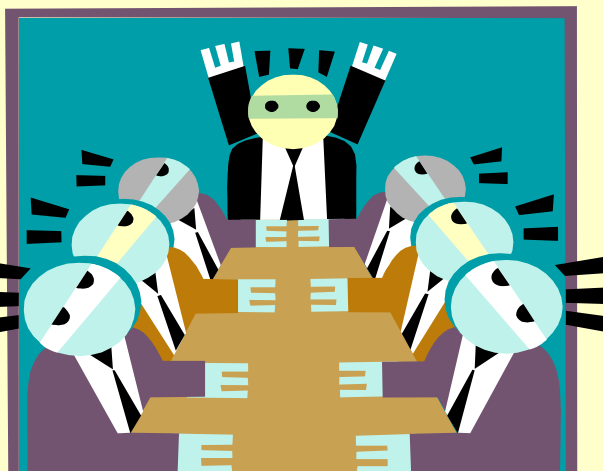
Pennypacker Mills British Car Day Car Show & #3 (Post Pennypacker) Party - Saturday, August 4th, 2007

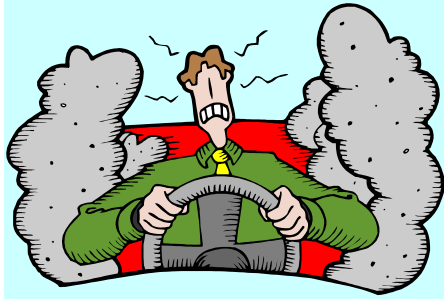


Pit Crew Planning Meeting #2



We're meeting on Saturday, April 21st at 11 am at the Salford Pub, 712 Main Street in Harleysville for our meeting, some tire kicking and some lunch. See you there.





Exhaust Notes — DVC Registrar Chuck Goelz

Finding an Elusive Leak

I've been trying to find the coolant leak for months. The first symptom I noticed was the smell of antifreeze whenever I got out of the car. The odor was quite apparent in front of the car near the grill, but the loss of coolant was barely noticeable. Over the entire winter it only lost about a pint. There was never any sign of coolant on the ground under the car, and I could never find any sign of a leak anywhere in the engine compartment. I thought I had solved it at one point by tightening a couple of hose clamps on hoses that appeared to be too loose, but the smell continued. I inspected the radiator from the top, the bottom, the front, the back all with no evidence of a leak. I checked the back of the water pump pulley for signs of any liquid. I looked for signs of leakage around the head gasket. And I looked for evidence of water in the crankcase oil. There was no smell inside the car, so I ruled out the heater core. I developed a habit of popping the bonnet every time I got out of the car – sometimes with the engine running, sometimes with it shut down – in hopes of spotting a fine spray coming from somewhere. I was making no progress at all, other than convincing myself that a whole lot of things were *not* the cause.

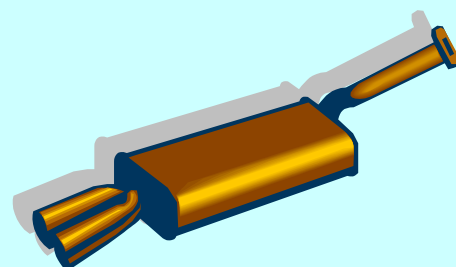
I browsed eBay a bit with the thought that I might buy one of those cooling system pressure testers, the ones that use a pump similar to those used as beer-keg taps. I figured if I pumped it up and left it under pressure for a day or two, I might be able to find a puddle somewhere. But then I changed my approach when a certain chemist friend mentioned that antifreeze has a fluorescent dye in it called Fluorescein. So I tried shining a black light on a 50-50 mix in my garage in the dark... No luck. It didn't glow. I tried 2 different black lights, one of which was a laboratory grade instrument with a long wavelength UV filter. So I *Googled* Fluorescein, and found that it fluoresces when stimulated with a blue light with a 688 nanometer wavelength. Specifically, it likes the light from an *Argon Laser*. But I searched all of my many pieces of electronic equipment, and just couldn't find my Argon Laser (yeah, right...). I tried shining an LED flashlight through a piece of blue glass and could barely see some fluorescence in the form of a yellow glow, but it wasn't bright enough to be useful.

The next search was for cooling system dyes that could be added to the radiator. NAPA had one available, and I bought a one-ounce bottle for about \$3.50. After adding it to the coolant, I let it circulate in the system for several warm-up cycles (3 or 4 days), and checked it late one night in the dark with a conventional black light, the kind you might use to produce eerie effects on Halloween. Sure enough, the thermostat housing gasket glowed brightly and distinctly around a about a quarter of its edge. After checking the torque spec, I tightened the housing bolts (one was way under torqued), and I haven't smelled antifreeze since. Apparently, the leak was so slow that the coolant evaporated as fast as it leaked, so I could never see any liquid.

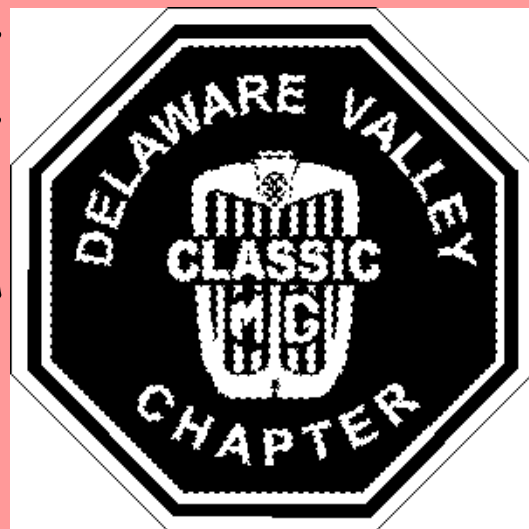
So what about other fluid leaks? Well, NAPA sells UV fluorescent dyes for almost any application (none for brake fluid or battery electrolyte!) you might need on a car. So the next time you're faced with a leak that you can't nail down, try some UV dye and a black light to see if that will shed some light on the problem.



Till next time. Chuck



Aye Lads and Lasses — Take a trip to the Highlands (the Highlands of Western Montgomery County that is) with the DVC Clan on Saturday, June 9th.



We're leaving Glasgow Street (1401 Glasgow Street in Pottstown) at 11 AM sharp. We'll be taking some hills that only a Scottish sheep should be traversing so a working 1st gear is a necessity.



Then it's on to the flatlands and Union Jack's Pub to check out their London Taxi and have a pint or two. Afterwards we'll journey back to David and Gloria Schwab's for a Highland's Picnic. Call 610-323-8745 or 610-858-6978 to RSVP and to let them know what you'll be bringing. *David & Gloria*





Webmaster E-News — Lew Phillips

I Never Get Lost... Someone Always Tells Me Where To Go!

Daniel Boone is quoted to have said, "I was never lost, but I was once bewildered for three days." Such it is that we gentlemen refuse to seek directions – no matter how lost we get. It is our nature. It is in the 'Guy Manual'. Ladies, please understand, we aren't allowed to ask. Especially if we are driving a little British car! Its akin to putting cream and sugar in our beer! It just isn't done.

Of course there is always the trusty road map. That blueprint of the landscape. The schematic of the highways. Yes, we could break that out and unfurl it *like a flag* as we motor along. Watch it flutter in the wind as we try to figure out where we are and where we should be. Ah, the excitement of trying to find the way while trying to stay on the road.

But wait! There is hope! An answer to the eternal problem! Guys love gadgets. Strike that, they adore gadgets. While we are forbidden to ask directions of a knowledgeable stranger, it is certainly OK to have a gadget tell us the route. And it is even OK to have the gadget say it with a sexy, female voice! After all, it is a gadget!



Ladies and gentlemen, I give you the Global Positioning System (GPS). Linked to satellites (how cool is that?!) it can tell to within feet where you are. A system that was once relegated only to the military, it now can serve you. (Sir, right turn, sir, yes, sir!) There are several manufactures of GPSs. Tom-tom, Garmin, and Megellan come quickly to mind. For vehicles, they come in two basic types – built as part of your radio's head unit, or the more versatile (and MG friendly) portable unit. The portable units come with a suction cup mount that attaches to your windshield (or windscreen – depending on which car you are driving). Stick it on, plug it in (or use the internal battery) and you are on your way! Yes, it is that simple. If you want to get fancy, there are external antennas, and other fancy audio connections, but you can use it 'as is' with no problem at all.



But do they work? I answer that with a resounding yes! I've had a Tom-tom for about a year. It has not steered me wrong yet (ok, I have put in wrong addresses, but that is my fault – it still took me where I asked). It has shown me short-cuts I didn't know were an option and some routes I didn't realize were faster! And if there is a detour or you make a wrong turn, it will automatically recalculate an alternate or corrected route. Besides telling you how to get there, they even help tell you where 'there' is. Give it an area (a city, something near you or your destination, along the route...) and it will help you find just about anything – a restaurant, gas station, store, mountain trail, tavern... you name it! Almost all of them will even have the phone number for the place!

You're probably thinking that this is nice for a trip, but I know where I'm going on a daily basis. True, they are great for trips. But I use mine every day – even on the old, worn paths. Besides showing me where I am and the surrounding roads (which is cool in itself), it reminds me where to turn. Big deal, you say. But wait! It also has an indicator that tells me how much longer I should expect to be on the road and what time I will arrive (and let me tell you... it is pretty darn accurate!). I can tell at a glance from miles out if I will likely be 10 minutes early or a couple of minutes late.

I take mine along and turn it on everywhere I go. Oh, one of the best uses... I gave one to my youngest daughter, Kris (this month's cover girl!), when she moved out to California. I never have to worry that she is lost. Even better, I don't get the "I'm lost" phone calls at 3AM! It was worth every penny!

See you on the DVC's web site. Lew





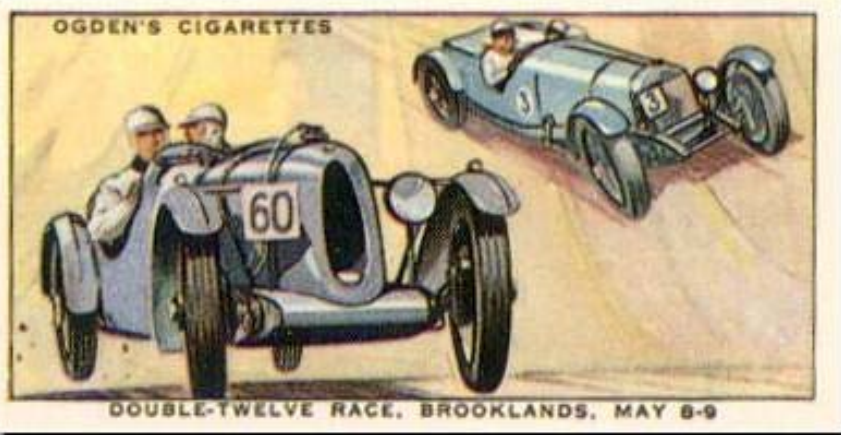
Geoff Wheatley's Penny Farthing Thoughts..... Early Racing Cars And A '38 MG Sales Manual

Early Racing Cars

The first attempt at racing cars against each other was in Europe. As early as 1892 road races were being held on country roads in France and Italy. In a few cases the results were deadly when the cars sheered off the road and/or

the watching crowds simply took up too much of the dirt road and the cars ran into the spectators. In the USA similar events were staged. The winner of the first automobile competitive event held in the US (1895) was Frank Duryea who in company with his brother Charles was the inventor of the Duryea Car, manufactured in Springfield Massachusetts. The average speed of this winning car was between seven to eight miles per hour. It was also the first event of this nature to be sponsored by a newspaper, the Chicago Times-Herald. The route was from Chicago to Evanston, Illinois. A few years later in 1901 a truly demanding race took place from New York City to Buffalo and the next year a similar run was organized. From New York to Boston (I think it would be ambitious to describe these endurance events as a racing special as the estimated average speeds were around twenty miles an hour). The famous White Steam Cars were successful in both these events the first featured four such cars and the second nine steamers. In 1905 the famous Gidden Tour to the White Mountains from New York with twenty five cars competing hit the headlines in New York City and later across the country when all competitors finished the run without a single breakdown. At almost the same time small local home grown race tracks were springing up all over the USA and with them were home made racing cars put together in a garden shed at weekends. One of the most utilized production vehicles modified for dirt track racing was the Model T Ford. Speedsters as they were, and still are called, sprang up all over the country. Some made in back yards others manufactured by skilled engine shops and specialist garages. A number of professional small time motor shops actually produced name brand Speedsters that were sold to would be racer drivers at premium prices. One of the most famous would be race drivers who drove T Type Specials was Noel Bullock of Ord, Nebraska. One of his many achievements was to win the famous Peak Hill Climb in 1922 driving his home made Ford Speedster against a special factory built car.

The famous World War One Air Ace Eddie Rickenbacker, drove his modified Duesenberg all over the USA winning various awards. He also purchased the Indianapolis Motor Speedway after the First World War and turned it into a premier world racing center. His various visits to the famous British Brooklands Race Track in the 1920s encouraged him to stage two and three day events at Indy. At Brooklands before 1914, the start of the First World War, most race events were like a day at the horse track with six or eight competitive events lasting for perhaps thirty minutes with a long pause between races. There was no mechanical reason for this, simply an idea that this was what the public wanted and this was the correct way to present competitive racing. In the very early days they even weighed the cars and had the drivers wear colored shirts just like horse racing. The Brooklands race track filled in the time between races with string bag air displays while in the USA live entertainment filled the bill with dancing girls and brass bands. The idea that you could capture an audience and have them return the next day to see the completion of an event never seemed to dawn on anyone either side of the Atlantic until late in 1928 when by chance a small specialized group of private racing car owners had the idea of creating a 1000 mile race on



A cigarette card featuring a "Double Twelve" race at Brooklands circa 1929 featuring an MG C Type.

when by chance a small specialized group of private racing car owners had the idea of creating a 1000 mile race on

Penny Farthings Continued. a single race track. Bill Thompson, the track manager at Indy and a close friend of Eddie Rickenbacker was visiting England to discuss the idea of an Anglo American event at Brooklands where Rickenbacker had competed several times in earlier years. The idea was to include a return competition at Indy again with British and American drivers. On paper it looked attractive especially as both Britain and the US were starting to make waves of success at various world motor racing events. However, the economics of such a venture were not attractive to most private drivers as the cost of transport to and from both countries was considerable not to mention the costs of support crews, spare parts and decent accommodation. All this for a couple of one day events with a single prize for the winner. As indicated earlier no one had ever staged a major competitive distance competition on a single race track. Trial runs yes such as how fast can one car go in twenty four hours or how far on a given amount of fuel etc. But a major competition like the European LeManns run over twenty four hours on open roads was doubtful and the authorities in both countries would certainly be reluctant to grant permission for fear of serious injury both to drivers and spectators (The French and Italians did not suffer from such restrictions!). Strange how fate seems to pop up at what in retrospect is/was the right time.



Two M Type MGs at Brooklands on the banking circa early 1930's

Whilst all the debate about a major Anglo American event was being discussed the British Junior Car Club, owners who had small converted production race cars of up to 1300 cc capacity approached the Board of Brooklands suggesting that a thousand mile competitive race be staged spread over two days. In reality this meant that each car had to complete 200 laps of the Brooklands track and, because of legal restrictions forbidding any competitive driving at night, cease at the first sign of dusk and repeat the procedure again the next day with the objective of completing a second 200 laps to complete the required 1000 miles. The smallest engine class was the baby 750 cc MGs the largest the 1295cc Riley's. No driver was allowed to touch, clean or even look at his car once it was locked away



Billy Cotton in a "C Type" being pushed into the pits prior to a race.

in a special paddock over night. Security Guards would patrol the storage area from dusk to when ever the race started its second day. To endorse their proposal the British Junior Club agreed to underwrite the whole venture win or lose on the financial returns. It is not clear what the final vote of the Board was on this proposal but be it suffice to say they agreed to a trail event for June 3rd and 4th 1932, the start of the motor racing season. Thompson must have reported the proposal to his boss as Rickenbacker indicated that he would attend and was immediately granted special membership of the Brooklands Club. Not an easy thing to obtain in those days! The race started at 10am with the first batch of small powered vehicles off to a brisk start followed at various intervals but each of the selected engine size groups with the big boys at 1300cc departing at around 10.30 am. As to be expected there were quite a number of cars that never lasted the day and were forced to drop out. It is also recorded that this was not only due to mechanical problems. Twelve or more hours circulating around

the same concrete track alone in a small tin box on wheels can put a strain on the best of drivers. The real threat was to lose concentration and take off over the rim of the banking to end up thirty feet below either in the river or

Penny Farthings Continued. worse in a suburban back garden! Now add the dust from the cement surface and the flying stones from the competitor a few yards in front of you. By dusk on the first day about 80% of the field was still in the race but, if you had not completed the allotted 200 laps the missing distance was added to your requirement the next day. As to be expected the large Talbot's took the team prize and a Riley with an all female crew won the individual event within in their class. Two American drivers competed and finished the race but it is not recorded what the owner of Indy actually thought about the event or if any plans were ever made to introduce a similar challenge on his track. However, it is interesting to note that soon after this two day events did start to take place at Indy and were successful both in terms of competitors and financial returns.



Those of you that have read my review of Brooklands will know the sad end to this once Mecca of motor racing. Thank Goodness America has taken better care of its motor history.

Two R Types rounding a turn at Brooklands circa — mid 1930's.

MG Salesman's Manual Circa 1938

A good friend of mine who resides "Down Under" and owns a few MGs sent me a copy of a most fascinating publication; *The MG Salesman's Manual* dated December 1938. Yes, even then the publicity department at either Cowley or Abingdon was on the ball providing excellent sales material to their dealers. The book was intended for the exclusive use of the salesman and was never intended to be seen by the general public. It contains a host of interesting information on the options available for all the current MG vehicles, which were: MG 1.5 Liter Open Four Seater.. MG 1.5 Liter Four Door Saloon... MG 1.5 Liter Folding Head Foursome. (Looks like a Tickford). Then a repeat of these vehicles in a Two Liter, (Six Cylinder), Version. There is also a 2.6 Liter mentioned but no information on body style etc. **ON THE FOLLOWING PAGE THE REAL INTERESTING STUFF IS FEATURED.** The Series T Drop Head Coup and the MG T Two Seater otherwise known as the new (1939) MG TB.

All the MG Two Liter cars feature the unique "Jackall" control. This is a built in device that operates a semi-automatic jacking system for use when the car has a flat tire. I have a MGYA that also incorporates this system; the car is lifted off the ground by four jacks that are built into the chassis of the vehicle. A hand operated pump works the hydraulic system. The car can have all four legs utilized or you can select the rear or front jacks depending on where the problem might be.

The compression ratio on all the featured cars is quoted as 6.5 to 1 except the 2.6 Liter where it was 7.25 to 1. There is also a lot of technical data on each car that I suspect was required reading but not very useful when it came to clinching a sale. However, the salesman had a total of forty items that could be purchased from MG all fitted at the factory of course for a modest fee. This is a substantial list but I will mention a few extras that certainly caught my eye and indicated that what some people call after market are in fact direct MG equipment. Bonnet Straps, Dipping Headlights, Fog Lamps, Hood Cover, Inspection Lamp, Reversing Lamp, Second Spare Wheel, Traficators, Radiator Shield, Philco Radio, Wood Fascia Dash, Brooklands Steering Wheel, Racing Wind Shield for the would be sports enthused driver and the also the useless Brooklands version which we often see fitted today on various T Type vehicles.

Penny Farthings Continued. Now for the most interesting feature of the factory options: Color, you could have your car in whatever color you wanted for a few bucks more. On top of that, metallic finish was also available but this was expensive compared with the normal finish. A metallic finish would cost around \$36.00 based on the 1939 exchange rate of four US dollars to the British pound. Also the new owner could have a two tone finish but not in metallic, not quite sure why but a professional painter told me that it may have been because the cellulose paints of the day took a long time to dry which would make a two tone finish difficult. The term "Chosen by the Owner", was featured with all the color options so much for all this talk about original factory colors from the arm-chair experts who have read two books on the MG and know everything! You could also have your own choice of upholstery finish in leather or what ever. The famous Connolly Rage was available but this was expensive and took several weeks to complete on your new car. Five colors were offered for the wheels of the vehicle but there was no information on what they might be except to say that the normal choice of black could be changed for one of the five available. As to be expected a charge of \$10 would be made for this feature. A footnote stated that the new owner should be informed that a delay in the delivery of the vehicle could result when these factory options were purchased.

The options list was compiled and registered as active from the end of 1938 and would apply for all the 1939 range of cars. It was obvious from the wording of the sales instruction material that these options had been around for a number of years especially with the larger and of course expensive Saloon cars like the S.A and the W.A. It should also be remembered that the annual Olympic Car Show took place each October so this Sales Brief would be useful when prospective buyers after visiting the show would descend on their local MG / Morris garage to talk with the sales people. The quoted price for the 1939 MG series, again based on the 1939 rate of exchange at four US Dollars to the pound was: Midget Two Seater \$880.00, Four Seater \$1120.00, Four Door Saloon \$1320.00 and the 1.5 Liter \$1556.00. No price quoted for the 2.0 Liter but the Folding Head Foursome was the most expensive at a cool \$1876.00.



Here's a Salesman's Manual circa 1930.

All factory options were not subject to any local sales tax but the basic vehicle was. This tax charge was not universal; it only applied to certain metropolitan areas where heavy traffic was considered to be a drain on the local revenue. Example: In Edinbrough Scotland a vehicle tax was applied to residents of the city and this was about \$1.25 a year, equal to the cost of a dog license at seven and six pence. Commercial vehicles paid about twice that amount. This led to the majority of commercial vehicles being registered outside of the city limits, as always there is a loop hole in any regulations! The fair city of Oxford just a few miles from Abingdon had a tax levy based on the damage that motor vehicles inflicted on the ancient buildings of the city. In the late 1930s the city attempted to reduce this damage by taking up the main downtown road system and fitting rubber blocks to reduce the vibration. This was not a great success as the ability to stop when it was raining caused the insurance rates to soar through the roof! I recall the period when these blocks were being laid I was a small boy of around seven at the time and remember being fascinated by the whole procedure. You could smell the hot rubber blocks a mile away from the city center and of course this modification caused major traffic congestion. Central London did not have a local tax on vehicles despite the fact that the whole road system was never designed for motor vehicles as is the case today. Manchester in the north attempted to raise extra money this way but the local business interests soon stopped this

Penny Farthings Continued. proposal on the grounds that it would hinder normal commercial activity. The annual road tax imposed on all vehicle owners was created to develop a new road system for the British Isles and Northern Ireland. In reality it was simply another means of collecting money. Less than twenty percent of this revenue was ever spent on improving the roads and city centers of the country.

If you wanted to build your own car the chassis was available for all the cars except the Midget. Prices ranged from \$860.00 to \$1200.00. This package included dash, with full equipment. Lamps, unpainted wings, spare wheel, petrol tank and standard bumper equipment, what ever that may mean? If you also wanted the exclusive “Jackall” system fitted to your Saloon 1.5 Liter vehicle you paid an extra \$25 to \$40. This seems inexpensive for such a useful system. It was not available for the Midget. It was standard on the 2.00 Liter Saloon and where required on the special larger Saloon.

There is a whole page devoted to the subject of performance. Quote: “As a matter of policy we do not quote any specific performance figures. We have also decided not to submit our cars to any road tests carried out by various motoring journalists, not only are some of these open to considerable criticism, but comparisons are often drawn between different makes of cars that can be totally misleading. These journals only take into consideration what a car will do,

not how it does it” End of quote. Now this is very interesting as up until that date the company had always pushed for good road reports in various motor publications including a favorable report in 1937 on the then almost new MGTA in a premier motor journal. Kimber was always looking for a friendly journalist to take to lunch in order to get free publicity. It would be fair to say that MG was built on this sort of activity and of course its race performance until Cowley decided to disband the Factory Race Crew and withdraw from all competitions after the reorganization of 1936 under new senior management. It is obvious that the utility policy imposed by this new management structure was to be strongly enforced for 1939 and the future. It is open knowledge that the strong relationship between Kimberly and Billy Morris had waned since the reorganization of the Morris Empire took place and Billy stepped down from the Managing Directors slot and simply became Chairman. On top of that MG was now simply part of the Morris Motors operation where as before it was a private company that belonged to Morris who ensured that it survived even when it was in the red from time to time.

The fitted tray for the tools in the saloon gets a special mention as a strong selling point. Also the open front wind-

BODY FINISHES				
Type	Exterior Finish	Upholstery	Wheels	Wings
Midget 2-seater	Fabric	1	1, with exterior	1
Midget Coupé	1, 2, 3, 4 Cellulose		2, 3, 4, or 3, with exterior 1	
	1, with roof and rear quarter, 3, 4, 6 or 7	3, 4, 6, or 5 with roof 7	To match roof and rear quarter	1
Six Mark I Speed Model	Fabric	3, 4, 6	3, 4, 6	3, 4, 6 (Blades only)
Six Mark I and II Two-Seater and Tourer	Cellulose	3, 4, 6	To match uphol.	1
Six Mark I and II Saloons	Cellulose		To match uphol.	
	1	3, 4, 5, 6	except uphol. finish 5,	1
Six Mark II Saloon de Luxe	Cellulose		when wheels 7	
	8, with roof and rear quarter 9	10	9	9
Wings to match external body finish in all cases except Midgets.				
1. Ebony Black.		6. Apple Green.		
2. Monitor Grey.		7. Cream.		
3. Pillarbox Red.		8. Moorland Grey.		
4. Cerulean Blue.		9. Rust Red.		
5. Tudor Brown.		10. Reddish Brown.		
Pneumatic Cushions are standard on all models.				
Issued by the Publicity Department of the M.G. Car Company Ltd., Pavlova Works, Abingdon-on-Thames.				

1930 Salesman's Manual showing paint colors and associated colors for upholstery, wheels and wings. (from the collection of the Editor)

Penny Farthings Continued. screen and adjustable steering wheel. Also worth mentioning is the fitted tool tray for the Midget under the bonnet; this seems to be a standard feature as it is not mentioned as an option. There are four pages of the correct answers to specific questions, Example: "Does the MG Company alter their range of models every year?" Answer: "NO." Question: "What production methods are used at Abingdon?" Answer: "Individual production method!" (A touch of the double speak, double talk, there!) Question: "Is MG going to have an independent race team again?" Answer: "Extremely doubtful as there is no strong motive for such activity." The next question is truly interesting and obviously results from comments in the motor media on the need for better suspension on MG and Morris vehicles. Question: "Why is it that the MG Company does not feature independent suspension systems on their vehicles?" Answer: "The Company is of the opinion that development has not yet reached a stage where it is really practical." (It is interesting to note that at that time the majority of British and American cars featured some form of independent suspension at that time. It should also be noted that Issy Issigonis had already developed a very successful independent system that was eventually used on the TD and the MGY series in the Post war years. The reason why this system was not featured in the 1939 series was the reactionary attitude of Lord Nuffield who was against such new money wasting devices. It is similar to the attitude of Kimber



"Four of a Kind Beats a Full House" - P Type Airline Coupes at Gatlinburg, TN during MG 2007

ing line that should impress any would be purchaser.)

Obviously this was a useful tool for any salesperson and once again showed that the Morris people were well ahead of the game when it came to promotion. As early as 1931 Morris was utilizing movie promotional films and was, like his idol Henry Ford allocating advertising budgets to premier Advertising Agencies. He also paid his workers above the national wage rate as did Ford, and offered a "Pay as you Drive", system through his Morris Garage outlets. If you were a worker at one of his factories you could easily own a vehicle on attractive payment terms. Why?... Simple, the more Morris cars that were on the road the better the image of a popular vehicle. As a small boy I did wonder why my father and all of his working friends had a Morris car when the majority of other none Morris employees seemed to ride bikes. He told me years later that the company deducted ten shillings a week, (about two US dollars) to pay for his car which was sold to the employee at the dealer's wholesale price. It was also a good way to keep the employees that you needed.

The next time some expert tells you that they did not come in that color in 1939 refer him to me. As a popular American evangelist back in the 1950s said: "Its all in the good book" I guess he was right! Picture credits: Brooklands Museum, Dick Suffredini and Lee Niner. *Till next time, Cheers! Geoff*

towards hydraulic beaks in the mid thirties although his reluctance resulted from the idea that they could easily fail! When MG eventually came under the direct control of Morris Motors, Abingdon was forced to use the standard Morris hydraulic system and of course many standard items from the Morris range of vehicles as a cost cutting procedure. My last selected question and answer is informative. Question: "Why has the term Sports Car been dropped for the Midget?" (None of the advertising for the Midget featured the term from 1938.) Answer: "Because of the attitude of the insurance companies towards this type of car. In reality it is a sports vehicle but, unlike our competitors we no longer use that term in order to save our customers extra insurance payments." (A nice market-

MGs — Fun To Drive (Even in the Winter!)

Chuck Denlinger

One thing that I have noticed in the DVC is that members love to drive their cars. Some may drive around the neighborhood or to the store. Others like to escape to the country on a Sunday afternoon. While many more will set off to more distant destinations. But when we all get together it is not so much where we went as — how was the drive? Those who know me are aware of my saga trying to get on longer drives. Primarily a local driver, I have ventured out and gotten drowned *INSIDE* my MG along with other members. We laugh (and dry) it off. With a good push I get on my way. You know what? It's fun. My TD was purchased with the full expectation that it will be driven year



Pretty as a post card, Chuck's TD on a country road.



Over the river and through the woods.....

cattle farms. I pasted Amish buggies whose passengers also had blankets and frozen faces. Everything was ice, so I could not safely pull off the road for pictures as I had hoped. In the end I only got stuck once when I stopped to take the picture on the snow. I had to be pushed out, but then again, what are brothers for? Picture Credit: Chuck Denlinger.

*See you soon on an open road
in your MG. Chuck*



Chuck & his TD prior to him getting stuck!

Lee Wesner's MGA — It's A Part Of His Family

My first vision of an MG was a “coffin on four harps”, a TC parked on a shaded street in my home town of Port Carbon, Pennsylvania, probably in the summer of 1948. I was a ten-year-old driver's helper on a bakery delivery truck, distracted from my duties by the four-wheeled beauty. Fascinated by almost anything automotive, I was especially intrigued by the large wire wheels and the racy clamshell fenders. I soon became quite expert, (for a ten year old), at drawing those fenders and wheels, along with the open cockpit, and squarish look of MGs and similar autos. My drawings didn't represent any particular marque — they could have been Alvis's, Rileys, AC's, or anything with wires and a rakish look.

While in college in the late 1950's I enjoyed my first ride — about five blocks — in an MG. As I recall, it was a TD. My first new car after beginning my teaching career was a 1962 Oldsmobile F85 Cutlass Coupe — not an MG, but I ordered it with a four-speed manual transmission — this in an era when everyone was moving to automatic transmissions. Soon I was looking for a used MG. I couldn't afford the \$1500 people were asking for TC's in those days, but I eventually found something affordable.

I purchased my MGA in 1966 for \$495. It had 84,000 miles on it and was titled as a “1964 MGA”. I convinced the dealer that the latest year a 1500 could be was 1959, (I was already doing considerable research on the breed). And so my MGA was for several years titled as a '59, although I knew it was older. Around 1972 I was



Nathan (at the wheel) and Aaron in the MGA in 1983



Same two guys — same car — 2006

able to establish through the work of Anders Ditlev Clausager that the car is a late 1956 model, assembled September 10-11, 1956, and is among the first 10,000 built. About two months after I purchased the car I blew the throw out bearing in the clutch. And so the car spent its first winter in my possession stored in a barn while I bought and read enough books to teach me the oddities of British mechanicals. For example, the first thing one must do to remove the clutch from the MGA is remove the seats — you can guess the rest! In the spring of 1967 I repaired the clutch and in the process the MGA and I became quite intimate. After Sandy and I were married in 1968 the MGA became “my car” i.e. a daily driver, and she drove the Oldsmobile. For two summers in the early 1970's the MGA

Lee Wesner's MGA Continued. and I played “passing lane roulette” with eighteen wheelers on PA Route 100 between Boyertown and my graduate studies at West Chester State. It was soon after that I realized I was driving a collectible car into the ground, and I parked it back in the barn until I had a garage home for it at our present residence.

When I first purchased the car it was black, (original colour), with a 6-inch wide racing stripe down the middle from front bumper to rear. It looked like a skunk going down the road! I quickly removed the stripe and, in 1969, had the car painted its present red. Worn out upholstery which had long since lost its red color was replaced with black leather. I believe the MGA was probably used for hill climbs, as it had been stripped of interior door panels, kick panels, etc. It was not likely used for racing, as engine and mechanicals were pretty much original when I purchased it. Over the years I have gradually done minor restoration to the car. It now has approximately 125,000 miles on the odometer and is about as much a part of our family as our two sons, our Staffordshire Terrier, and our Doberman Pinscher. *Lee Wesner*

MGB Trivia Quiz

(Thanks to Ken Gittings of the California Bay Area MG Owners Club)

1. What was the date of Black Monday, the date it was announced Abingdon would close?
2. On what date were the final MGB bodies built?
3. Who manufactured the bodies and where? (B-specific)
4. Who owns the 500,000MGB, built in January 1980?
5. What was the final acreage of the Abingdon Works?
6. Apart from vehicle transporters, how did MGBs leave Abingdon?
7. When did actual road testing of every MGB cease due to roller testing at the Abingdon Works.
8. Where were MGB bodies painted after arriving from the manufacturer? (Again, B-specific)
9. MGBs were not fitted with alternators as standard equipment until 1967; however certain special MGBs were fitted with them prior to 1967. Why?
10. When was the first MGB built at Abingdon? What color was it?

10. May 22, 1962, Iris Blue and the chassis number was GHN3-102

9. Alternators were fitted to MGBs used by various police forces in England. These MGBs carried extra electrical equipment: hand spotlight, flashers, loudspeaker, horns, etc. and need alternators.

8. The British Motor cars Morris bodies plant at Quinton Road, Coventry.

7. The mid-1970's but no one knows the exact date! Prior to roller testing at the works, each and every MGB was normally tested over a two mile run. There was also a 4.8 mile route for evaluation of water temperature, axle noise, brakes, etc.

6. By railway train transporter cars from Abingdon Rail Station

5. 42 acres

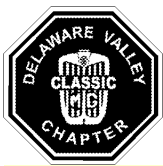
4. Howard Goldman, Chairman of Moss Motors

3. Pressed Steel Fisher Ltd, Stratton St. Margaret, Swindon.

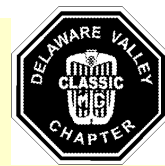
2. MGB-GT: October 1, 1980; MGB: October 2, 1980.

1. September 10, 1979.

Answers



37th Anniversary Party



The DVC celebrated its 37th anniversary at a luncheon party held last Saturday, March 24th at the Inn Flight Steak & Seafood Grille on RT. 309 in Colmar, PA. A great location for an informal gathering of DVC members to rejoice both that spring has arrived and to usher in the DVC's 37th year of serving MG enthusiasts through out the Delaware Valley. Lots of pictures of both members and their MGs had everybody remembering when and where they were taken. There were lots of hors d'oeuvres as well as various liquid libations to start off with. Lunch followed later in our own section of the restaurant which was pub grub type meals.

Our host for the event was Tom Rippert, current Chapter Events Chairman. As is the custom on each anniversary party, Tom requested last year's recipient of "The Book" to come forward and pass it on to the next deserving DVC member. So Paul Phillips presented this spiritually enriching epistle to none other than Chuck Denlinger. The tradition of "The Book" goes back to the very beginnings of our chapter. Whence it came from is a lost secret and where it will end up is but another of life's mysteries. Paul made Chuck take a solemn oath of secrecy and to swear that he would only discuss the contents of the "The Book" with previous recipients. Chuck was also honor bound not to remove the brown paper string bound cover until he was alone in his bedroom at home (or in a motel). He is the keeper of "The Book"



Passing of "The Book". Paul Phillips ever so carefully transfers "The Book" over to Chuck Denlinger.



Dick Suffredini presenting the "Romantic Weekend" 'O'ward to Jan & Mark Scherbekow.

until next year's anniversary party. May Chuck become a better person and may the world or at least the Delaware Valley become a better place to live as he uncovers the secrets and mysteries of "The Book".

Next, those two wild and crazy guys Little Tommy Rippert and Dickman Suffredini presented their less than somewhat prestigious 'O'wards to several totally unsuspecting members. These 'O'wards are an annual presentation to carefully selected DVC members who during the past year have managed to distinguish themselves by either doing something in an MG that was either less than intelligent or more than ignorant. These 'O'wards are called that simply because when a member receives one they are inclined to shout "Oh S__!"

The first presentation, "The Flintstone CB" 'O'ward was a pair of tin cans connected with a string and was presented to Lee & Liz Niner for continually having totally inaudible CB's. Mark & Jan Scherbekow were next bestowed with the "Romantic Weekend" 'O'ward which

Anniversary Party Continued.

which was a picture of Jan with a spoon affixed to her nose and Mark wearing a sexy boa as a testimonial to them always having great romantic weekends. David Schwab was presented the "Blowout" 'O'ward which was a tire pressure gauge in honor of his systematically blowing up several old tires last year. Roy Dougherty was next presented the "Befuddled Rolling Tech Session" 'O'ward which consisted of used spare parts for constantly stopping and fixing his MGB during last year's spring tour. Sandy Suffredini was presented the "Oops I Lost The Room Key" 'O'ward for always hounding her hubby about losing their room keys in their DVC travels which was a golden key affixed to a ribbon necklace. Lastly, Tom Rippert received the "Tommy's Potty Stool" 'O'ward for having to suffer the indignity of having to stand on a stool to go to the bathroom at last year's holiday ban-



**Roy & Sue Dougherty proudly displaying their
"Befuddled Rolling Tech Session" 'O'ward.**



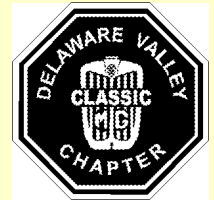
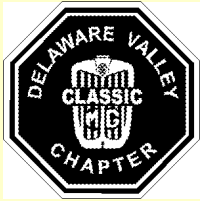
**Tom Rippert presenting Sandy Suffredini the
"Oops I Lost The Room Key" 'O'ward.**



**Dickie presenting Tommy the
"Tommy's Potty Stool"**

quet which was a personalized portable stool. In attendance and even more happy that they did not receive "The Book" or get an 'O'ward were: Donna Bristol, Ernie & Barb Feldgus, Wolfgang & Gudi Fischer, Chuck & Judy Goelz, Louise Grillo, Walt King, John & Pat Hunt, Jerry & Lee Keller, Greg Lake & Janice Wakefield, Ben Nolan, Lew Phillips, Logan Phillips, Bob & Mary Tiley and Bill & Evelyn Webb. Missed due to illness were Rocco Grillo, Cyndi Nolan and Evonna Phillips. Thanks go to Jaimee Rippert for arranging the festivities and for somewhat controlling Tommy's remarks! Watch out for next year, any less than intelligent moves that you make are being duly recorded by Dickie & Tommy and sure as S__!, you'll be in line for one of their 'O'wards. Photo Credit: Dick & sandy Suffredini. *You just had to be there! Lee*

Spring 2007 DVC Spring Fling Weekender



Hop in your MG and meet up with some fellow DVC'ers for a fabulous weekend getaway to Tilghman Island on the Eastern Shore of Maryland's Chesapeake Bay.

Date: May 11th — 13th at Knapp's Narrows Marina & Inn, Tilghman, MD 21671

Rooms: First Floor: 4 Rooms — Queen rate: \$120 or Double rate: \$130 per night.

Second Floor: 8 Rooms — Queen rate: \$145 or Double rate: \$155 per night.

Reservations: 800-322-5181 or 410-886-2720 — 12 rooms under "DVC".

These rooms are on a first come — first serve basis. Check out the water views from your room at www.knappsnarrowsmarina.com

Questions: Call Jan or Mark at 856-451-1527 or Cyndi or Ben at 856-358-2645.

The DVC once again returns to St. Michaels. Picture yourself seated at the Crab Claw Restaurant or taking a cruise on the Chesapeake Bay. Your weekend will fly by as you experience spectacular water views, wonderful restaurants and interesting pubs, great shopping opportunities plus all kinds of MG roads. Best of all you will be with the DVC and your MG! Don't Wait — Reserve Now!

British Car Week 2007

10 Years of Celebrating British Cars

1997 - 2007

May 26 - June 3

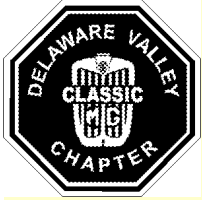


This years British Car Week will take place during May 26 through June 3. Be sure to mark your 2007 calendars! While you're at it, be sure to notify your British car clubs so they can participate by helping us spread the word about British Car Week and classic British car awareness. If you're new to British Car Week, here's a little bit of history. The idea came about during the early Spring of 1997 after reading an article written by Road & Track columnist, Peter Egan (Side Glances), in the March, 1997 issue of Road & Track Magazine, titled "Seldom seen cars." Peter writes in his article about his trip to the dentist's office, which spawned a conversation about cars. While sitting in the dentist chair with his mouth full of gauze, the doctor commented that he hadn't seen a Porsche 356 on the road in years.

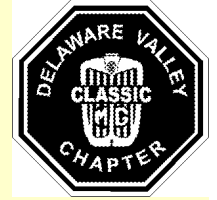
During the remainder of his time in the dentist's chair he couldn't speak, so Peter had plenty of time to sit with his eyes closed and ponder about that comment. So he asked himself the same question.... "When was the last time I saw a Porsche 356 on the road?" He recalled quite a few at organized car events, vintage races at Elkhart Lake, Mid Ohio, and Monterey, but noted that once he got more than 25 miles away from those landmark events, most of the old cars seemed to evaporate into thin air. The exception was Southern California, where he used to live, where on any Saturday or Sunday, he could hang around by the Pacific Coast Highway or Mulholland Drive and watch the traffic go by. He would see one of almost everything in a given hour's time, from Cobras, Speedsters, '32 high-boy roadsters, to MGAs, TCs, E-Types, and Woodie wagons. Porsche 356 coupes? They were everywhere! Peter continues to tell us in his story that the last time he spotted a 356 Porsche on the road was in 1976.

As a response to Mr. Peter Egan's story, birth came to British Car Week during that very same Spring of 1997. This very first successful British Car Week began as an earnest attempt to help create interest among enthusiastic British car owners, who would pull together to help generate awareness of older model British cars in their home town environment. Car owners and entire clubs came together to make it a success. Since then, British Car Week has been an ongoing, annual opportunity for all classic car owners to get together with other classic car owners in their community, regardless of geographical origins, and share stories, answer questions, and display their cars among those who rarely get a chance to learn about and appreciate them. Whether it's a church parking lot, town square, local restaurant, pub, park, shopping mall, or car rally, the intent is to get these cars out of their hiding places and into public view. There's no mistaking, historic British cars are a special breed of automobiles that have played an important role of shaping automobile design as we know it today.

Even though they have characteristics that are not easily replicated, car manufacturers of today are constantly struggling to create the same kind of excitement that British car designers of the past were able to accomplish so naturally. With each passing year, their history, design features, racing pedigree, and even their idiosyncrasies become increasingly appreciated. This appreciation is especially true for those who experience these cars for the very first time. Once bitten by the British car hobby bug, they get a certain unmistakable look on their face any time they're within eyesight, gleaming from head to toe with boy-like enthusiasm. Of course, if these cars are tucked away in a dark corner of a garage, this will never happen. So if you're the owner of a British car, grab your goggles and driving gloves, and be sure to top off your dashpots! It's time to have some fun! If you're not the owner of a British car...maybe it's time you join us! See you on the road.... *Scott G. Helms*



HOPE LODGE POST PARTY



(Pssst...It's time to show off all that pewter
that you just won with your fellow DCV'ers
and our special guests from the
DVT Car Show Staff)

DATE: Saturday, May 26, 2007

PLACE: Home of John & Pat Hunt

TIME: Immediately following

35 W. Wissahickon Avenue

"The Brits At Hope Lodge"

Flourtown, PA 19031

Car Show or approx. 4:00 P.M.

Rain or Shine

Please RSVP to John & Pat

215-233-0215 Cell: 215-582-7226

(Even if you can't make the show — please come to the party)

DIRECTIONS

From PA Turnpike (Fort Washington)

Upon exiting exchange, proceed straight ahead to Pennsylvania Ave, slight right dogleg (NOT Rt. 309) to dead-end at Bethlehem Pike. Turn left on Bethlehem Pike and proceed about 5 miles, through Flourtown to Wissahickon Ave. Turn right onto Wissahickon for one short block to stop sign at Rose Lane. After stop sign, take first driveway to right after 100 ft. hedge.

Note: When exiting the car show – make a left on Bethlehem Pike.

Going South on Route 73

At Bethlehem Pike, turn right and follow directions above. (Bent Elbow Tavern on left at intersection of 73 and Bethlehem Pike).

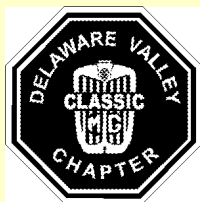
From Norristown Area

Take Germantown Pike south to Chestnut Hill College, turn left onto Northwestern Ave. Northwestern becomes Wissahickon at Stenton Ave. Proceed straight ahead to 35 W. Wissahickon. Stop sign at Rose Lane is directly in front of my driveway, look left and that is where you go!

If you need any other directions, please call John at the above numbers.

CAR SHOW DETAILS - Look for the Car Show Flyer in TTalk

See you at the show and later back at our house. Pat & John

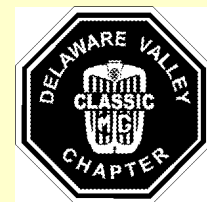


TECH SESSION

AT

MOTORCAR GARAGE

Maple Shade, NJ



DATE: Saturday, April 14, 2007

TIME: 10:00 a.m.

PLACE: Motorcar Garage

42 North Pine Avenue

Maple Shade, NJ 08052

CONTACT: Peter Cosmides

PHONE: 856-667-6657

Peter Cosmides, British Car Specialist, has invited us to his facility in Maple Shade, 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.

DIRECTIONS

From I-95, take exit 26 toward Rt.90/Betsy Ross Bridge. Merge onto Betsy Ross Bridge E crossing into New Jersey. Betsy Ross Bridge E becomes NJ-90 E. NJ-90E becomes NJ-73 S. Make a soft right onto N. Stiles Avenue from Rt. 73. Turn left onto E. Front Street. E. Front Street becomes N. Pine Ave.



See you there, Pete

Pit Crew Meeting

Hosted by the Delaware Valley

Classic MG Chapter



The kick off Pit Crew Meeting for the 2007 Pennypacker Mills British Car Day Car show was held on Saturday, March 10th at 11:30 am in the Salford Pub in Harleysville, PA. Major areas of discussion were: show field layout, registration, photo and T-shirt sales and wards presentation. It was collectively decided that this year's goal for Pit Crew members will be "quality service for all car show attendees". This translates into providing as fine a car show experience for attendees as possible as well as the numerous spectators.

The first general area to be discussed was the entry, photo and registration process. It was agreed that the entrance to the car show and the photo was as streamlined and efficient as possible. Last year's attendees complimented Pit crew members on the ease of getting to registration. This year registration will be under a large canopy just prior to entering the show field. There will be two lanes: pre-registered cars and cars that have to be registered. The pre-registered cars will be through registration in less than thirty seconds. Drivers of cars that need to register will drive to the registration canopy and will be given a clipboard and pen to complete the entry form. The car show entrance fee of \$20 will be collected and the car and driver will be off to enter the show field. This process will take less than two minutes. The Pit Crew all agreed that this registration



Photo scene that will be used for the car show (notice the piles of residual snow - guaranteed not to be there next August 4th on car show day!).

format will meet its goal of quality service to car show participants.

Pit Crew Meeting Continued. The car show field was next discussed. It was generally agreed that a revised car show field layout will be required to make the car show experience a more enjoyable event for attendees and spectators. This year's show field will be laid out from the center with various classes radiating out that center. This insures effortless walking distances, speedier voting and closer proximity to food, beverages and rest rooms. To provide even more service to our participants, a canopy under which the car show information booth, PA system control, picture and T-shirt sales and trophy display will be situated at the very center of the show field. It will also serve as a gathering place for attendees. This car show layout concept will also meet the Pit Crew's goal of quality service.

The concept of taking a photo of each attendee and their car was also discussed. In order to provide the best service, a photo of each car taken in front of the Pennypacker Mills Mansion will be made available within one hour after it is taken. The photo production will be done at the car show field center canopy as will be the sales. Information about the pictures will be in the car show packets given to each participant as well as signage at registration and the central canopy located on the car show field.

Car show trophies will continue to be beer mugs etched with the car show logo and decals will be used for the date. The awards presentation will remain the same as last year's, the presenters will walk over to each winner's car to award the appropriate trophy. But this year there will be more interaction between the presenters and the winners with the winners being asked how long they've had their car or where they're from, etc. A wireless microphone will allow for the entire presentation to be heard by attendees and spectators who do not wish to follow the presenters around to the various car classes.

Attending the meeting were: Bill Boorse, Chuck Daniels, Chuck Goelz, Lyn Hughes, John Hunt, Lee & Liz Niner, Paul & Evonna Phillips, Lew Phillips, David Schwab, Brian Straub and Bob Wagner. Regrets were sent by Chuck Denlinger, Jaime Rippert, Jeff Rose and Dick & Sandy Suffredini

The Pit Crew is energized and is looking forward toward the car show. The next Pit Crew Meeting will be on Sat-



This large canopy will be relocated to the registration area and will have a central table with a "Registration" aisle on the left side and a Pre-registered aisle

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

Don't delay — Subscribe today!

British Marque Car Club News
c/o Enthusiast Publications, LLC

5 Old Nasonville Road

Harrisville, RI 02830 U.S.A.

**PARTICIPATION CLUB
SUBSCRIPTION FORM**

Club Name: The Delaware Valley Classic MG Chapter (DVC)

Member's Name _____

Address _____

City _____ State _____ Zip Code _____

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

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

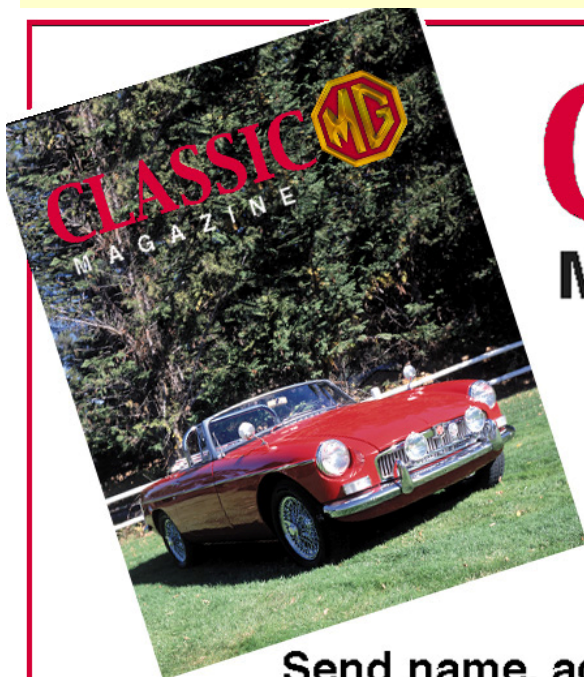
Form and cheque must be received by the 20th of the month prior to receive the next month's issue.

Triathlon VII

August 10 — 12, 2007

POCONO MANOR RESORT

21 DVC Teams Already signed up!



CLASSIC MAGAZINE



- ☐ One year – *Six* great issues \$26
(Canada \$30, Overseas \$36 U.S. dollars)
- ☐ Two years – *Twelve* great issues \$50
(Canada \$58, Overseas \$68 U.S. dollars)
- ☐ Sample issue \$6 U.S. dollars

Send name, address and check or MC/Visa
information to P.O. 2308, Huntersville, N.C. 28070

Fax 704-948-1746

subscribe@ClassicMGMagazine.com

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: _____

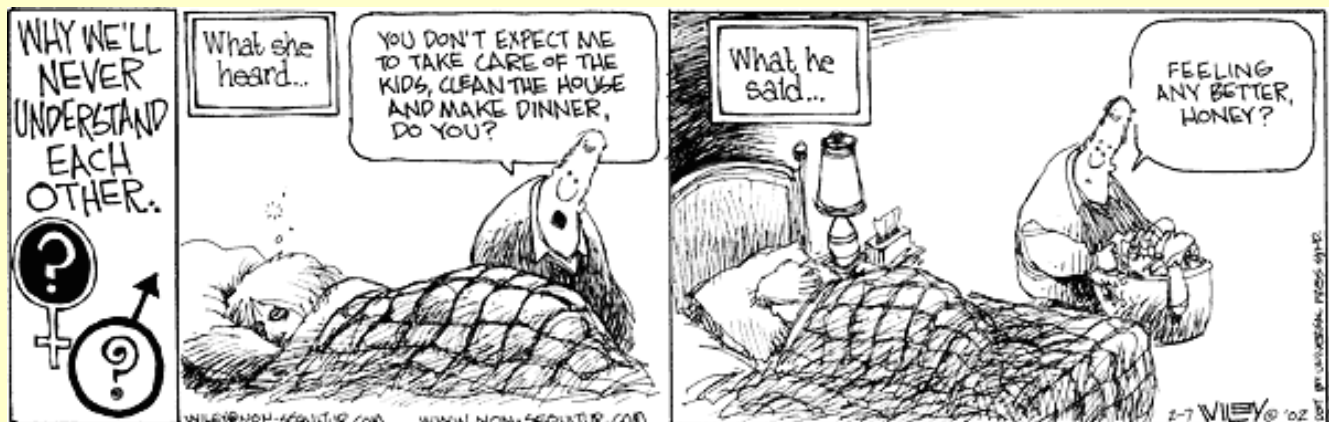
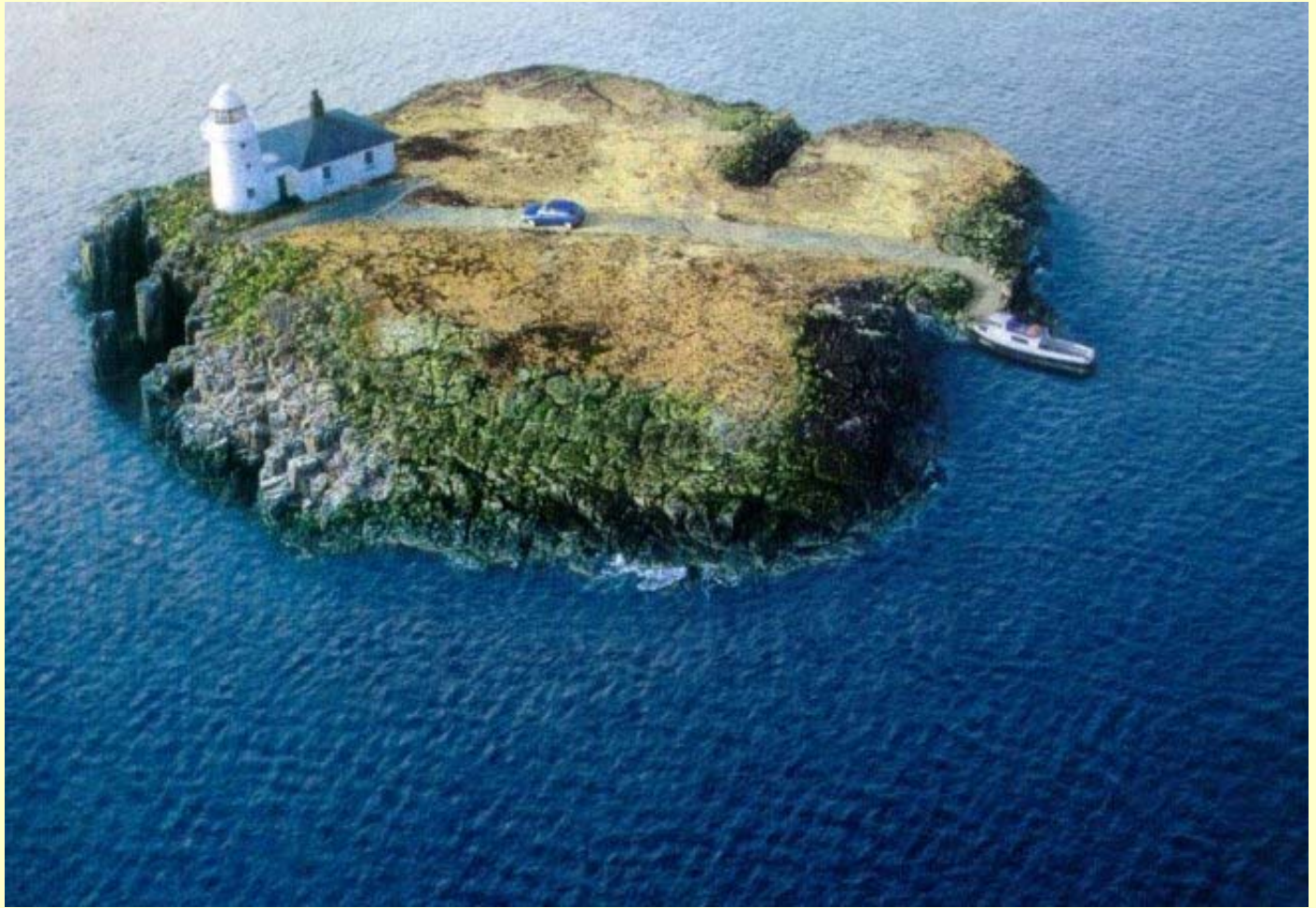
Automobile For Sale — 1985 Blue Volkswagen

Driven only 50 miles. Only first gear and reverse ever used.

Never driven hard. Original tires, original brakes, original fuel and oil. Owner wishing to sell due to employment layoff.

(Actual ad from an Irish newspaper)

Now why couldn't it have been an MG!



General Announcements From Other British Marques or Vendors of Interest To DVC Members

Triumph Rescue proudly announces our recent acquisition of British Wiring Inc., suppliers of wiring harnesses, wire, and terminals. Our goal is to provide the British motoring industry with quality materials in a timely manner at a reasonable price. At Triumph Rescue, we intend to continue serving our customers with the personal touch we're known for. As we tool up, we look forward to meeting your British car and motorcycle needs **beginning April 2, 2007!**

Matt Bakes, 617 Walnut St, P.O. Box 185, Bally, PA 1950

Toll-free – 866-461-9050 Fax – 610-845-3518

www.BritishWiring.com BritishWiring@Ameritech.net

Thanks, Matt



2007 Vintage Triumph Register National Convention

July 17—21, 2007 the Vintage Triumph Register will hold their National Convention at the Sheraton Park Ridge Hotel in Valley Forge, PA. VTR's Chief Judge, Darrel Floyd, anticipates a large turnout as it has been many years since VTR has met in the Mid-Atlantic Region! The host club, Delaware Valley Triumphs will present "Triumphs Forge Ahead" to celebrate the 50th anniversary of the TR3A. Join your fellow Triumph enthusiasts and visit www.VTR2007.com today to obtain complete convention information. Please make your reservation soon to stay at the host hotel as we are planning for record attendance.

Thanks, Dave Samtmann, DVT's

British Car Week 2007

10 Years of Celebrating British Cars

1997 - 2007

May 26 - June 3

DVC Triathlon VII Teams

These 21 daring DVC teams have already signed up for the Triathlon as of April 1st. They will represent our club in the pursuit of the coveted Dorothy Wiggins Memorial Teapot Trophy and bragging rights for the next two years. They will take part in a rallye, hill climb and a "dirty car show" plus the DVC's infamous party room. Sound like fun? Well there's still time to join them. Don't delay! See the Triathlon registration form in this issue of *TTalk* and sign up now.

TEAM NO.2 - David & Gloria Schwab

TEAM NO.20 - Ben & Cyndi Nolan

TEAM NO.3 - Lee & Liz Niner

TEAM NO.21 - Jeffrey & Robin Rose

TEAM NO.6 - Dick & Sandy Suffredini

TEAM NO.22 - Geoff & Dana Wheatley

TEAM NO.9 - Lew Phillips

TEAM NO.23 - Joe & Sharon Lamando

TEAM NO.10 - Tom & Jaimee Rippert

TEAM NO.25 - Chuck Denlinger & Donna Bristol

TEAM NO.11 - Mark & Jan Scherbekow

TEAM NO.26 - Paul & Evonna Phillips

TEAM NO.15 - Jim & Ruth Bottomley

TEAM NO.37 - Bill & Evelyn Webb

TEAM NO.16 - Wolfgang & Gudi Fischer

TEAM NO.40 - Jim & Diane Sanders

TEAM NO.17 - Chuck & Judy Goelz

TEAM NO.43 - Roy & Sue Dougherty

TEAM NO.19 - John & Pat Hunt

TEAM NO.46 - Tim & Terry McCarthy

TEAM NO.65 - Dale & Stephanie Wright

Important DVC Watkins Glen Fall Weekend Announcement

The dates have been changed to 10/18 through 10/21

Call or Email Dick Suffredini for specifics and then watch for the flyer in the July edition of *TTalk* as this popular DVC event will surely book up early.

Battery Basics

From A Central Jersey Chapter of the MG Car Club Tech Session

Greg Prehodka

A little history first. Early cars didn't have – or need - batteries, except for the few electric cars on the market. Engines were hand started with cranks, and generally not driven at night. Ignition was by magneto. But with the advent of the electric self starter, a power source was needed to drive the starter to start the engine. So, batteries were added to cars primarily to power the starters. They were lead-acid batteries, and surprisingly, not all that much different from today's batteries, which are still lead-acid, but with refinements in their materials and manufacturing technologies. Fast forward to about 1950. Most batteries in domestic cars are of the six volt type, but now manufacturers are changing over to 12 volt batteries and electrical systems. They did this to get more power to the starter (as automobiles were getting higher compression engines which were harder to start) and also to reduce the electrical wire size (the higher the voltage, the smaller the wire). The next significant change affecting batteries was not to the battery, but to the charging system. Up through the early 60's most cars had (direct current) generators. One of the characteristics of a DC generator is that it puts out very little power at slow speeds. So, when cars would come to an idle - *especially if lights, wipers, fans, etc., were on* - the electrical system would suck down battery power to help run things, discharging it somewhat. Speed up and the generator would re-charge the battery. Well, cycle life is what kills a battery, and this constant cycling kept typical battery life to about 3 or 4 years. Introduce the “**Alternator**” (*technically a “generator”, generating alternating current*). This new charger put out “alternating current”, which was then changed into direct current for the car's use (*through a rectifier*). But *at slow speeds it put out enough power to run all of the car's accessories!* The only job the battery now had was to start the car! Battery life got extended years longer, and they often lasted 7 to 8 years in normal use.

A “Basic” lead-acid battery cell is technically about 2.2 volts (as determined by the electro-chemical potential of the materials in play). Your “12 volt battery” is actually six 2.2 volt cells put together in series to make a nominal “12 volt battery”. Without going into the nitty-gritty chemistry of it, the critical active ingredients in it are: **Pure lead, sponge lead, lead sulphate, and sulfuric acid**. A chemical reaction goes on back & forth inside it during charging and discharging. The input of electrical energy into it (charging) drives the reaction one way. When a **load** is hooked up to a charged battery (like the starter motor), the chemical reaction reverses, producing electrical energy from the chemical reaction. Why lead acid batteries instead of other types of batteries – CHEAP, powerful, rechargeable, and reliable! Simple maintenance of your battery can keep it working for many years. Neglect can cut its life short, and possibly leave you stranded - or with other problems.

Here Are Some Tips on Battery Maintenance

Explosion: During the charging process, some of the water inside the cells gets broken down into hydrogen and oxygen and accumulates at the top inside of the battery, and gets vented out through the battery cap. Avoid sparks around the top of a battery, as the gases inside can explode the battery top with acid and battery pieces flying everywhere – possibly into your face and eyes. *I've seen it happen!*

Cleaning: Keep your battery *clean!* Sulfuric acid is totally water soluble. Take the battery out, and wash it down thoroughly with water - I do it outside with a hose. (some like to use baking soda to neutralize the acid, but if any gets into the battery it can neutralize your battery also!) Wipe it clean (of any grease, oil, or yuck). Clean out the battery compartment (baking soda can be used here, but is not necessary), wire brush/scrub it, wash it out with water, let it dry thoroughly, and paint it (a few coats) if needed. Be sure your battery hold down mechanism is in good shape – you don't need a battery bouncing around - for obvious reasons. Clean the battery post and connectors to a bright silver (cleaning tools can be purchased in a auto parts store, or just use sandpaper). If any battery connectors or wires are in bad shape, replace them. Once clean and dry, apply a sealing salve to the battery post and connecting straps (I use wheel bearing grease) and hook them up. This salve acts like a seal and will help prevent battery acid fumes from attacking the connections, and creating “**lead sulphate**” (*or copper sulphate if copper is used*) – that white powdery stuff – which is a great insulator – NOT a conductor – and often a cause of electrical conduction problems. Also, if the top of your battery is dirty and becomes damp, it can create an electrical short circuit across the top of the battery, making it slowly go dead! (*Side note: get sulfuric on your clothes, and it will eat away at them! I lost the seat of my pants once like this cause I sat in the wrong place!*)

Ground Strap: Your electrical battery connection is only as good as the battery's ground strap to your (engine or chassis). Check and clean and coat the connector end on that too. I've seen people replace good bat-

Battery Basics Continued.

Topping-Up: Most of the batteries we use have vent caps on the top (*other varieties include sealed for life, and jell filled*). One cap for each cell. Water (from the acid) is lost in the charging process (breaking it down into hydrogen and oxygen gas) and occasionally batteries need to be “Topped up” with water to replace what is lost. (generally tap water can be used if the water is not “Hard” (full of minerals), but other good sources include: uncontaminated rain water (leave a clean bucket outside), water from a dehumidifier, or if you are a purist, distilled water). If you let the acid level get below the tops of the plates, you will lose battery capacity, and possibly could ruin the plates. The top of a battery cell needs some air space to allow for gassing during charging, and for the expansion of the acid and active materials while charging. That is why there is air space in the top of the battery cells. And this is why cells must **NEVER be filled to the top of the battery!** If you do, **the battery will overflow acid while charging**, ruining who knows what! The acid level should be kept above the plates, and generally up to the bottom of the vent well as you look into the cell. Check your battery manufacturer’s instructions if you are not sure about topping up the battery with water. And since the battery has acid, be sure to wear safety glasses or a face protector when working on them. If you get any acid on yourself, wash with water immediately.

Other Related Items To Consider

Winter storage: Batteries need some minor attention during inactivity (like over the winter when you don’t drive your car). First make sure it is clean as noted above before the period of inactivity. If you want to be extra safe, disconnect the ground strap to guarantee nothing can be draining the battery. Then, in some form or way, it needs to be **kept charged up**. Batteries will slowly discharge by themselves if just left alone for long periods (that’s normal), and then will go bad if in the discharged state long enough. I just put my battery charger on my MG about once a month during inactive periods. But there are also a variety of “Trickle chargers” on the market that you can hook up, and just leave on the battery to maintain its charge. If a battery does get fully discharged during the winter, and it gets very cold, the weak acid can now freeze, and crack the battery case – another reason for keeping it charged.

Jump Starting: Hook the positive jumper cable between the battery positive posts of the two vehicles first. (*the positive post is slightly larger in diameter than the negative post, and often is color coded red.*) Then hook the negative cable (Black) **to the charged battery first**, and then to some ground point on the vehicle to be jumped, **OTHER THAN THE NEGATIVE BATTERY POST!** It will most likely spark when you hook it to ground on the dead vehicle, and you don’t want that spark by the battery (Possible explosion). Try starting the dead vehicle. If there isn’t enough power to start it, let the good vehicle run about 10 to 15 minutes with the cables hooked up to put a charge on the dead battery, and they try again (now you’re using both batteries). A good set of jumper cables here can make a difference. Invest in good heavy-duty ones.

Selecting a battery: Most places selling batteries will have charts guiding you to selecting the proper battery for your vehicle. Generally there are three recommendations: light duty, standard duty, and heavy duty. They will be rated at so many amps of cranking power at 70 degrees F. In Florida, light duty is fine. In North Dakota, you better get heavy duty. Mid-Atlantic states probably standard is OK. I usually pay the few extra bucks for the heavy duty. Also, check the clear dimensions of your battery compartment **before buying a battery**. Nothing is more frustrating than buying a battery and finding out it will NOT FIT in your battery compartment, or it interferes with something. Also note the relative location of the positive and negative post to the wires they must hook up to (if you post are on the wrong side, your wires might not reach!)

Master Disconnect Switch: This is a handy switch you can buy and hook your battery ground cable up to. Your ground cable hooks to one side of it, and the other side hooks to the chassis or engine ground point. This allows you to easily electrically disconnect the battery from the car’s electrical system by a turn of a switch, for working on the car, storage, or even as an anti-theft action.

Battery Hydrometer: This is not an item most of us will have, but most garages will have it. Sulfuric acid is heavier than water. The heavier it is, the stronger the acid is. The stronger the acid, the more charge the battery has (to a point). A fully charged battery has acid that is about 1.260 times heavier than water. A discharged battery has acid that is only about 1.100 time heavier than water - or less. You can check this battery acid density (specific gravity) with a “Battery Hydrometer” (available at auto parts stores). It sucks up some of the acid from a cell, and you read the “specific gravity” of the acid on a float inside the hydrometer. This can serve two important functions. First, identifying the “state of charge” of the battery, and second, identifying if you have a bad cell – when only one cell has low gravity (specific gravity in all cells should be about the same). Wear face and hand protection when using this item.

Additives: There are many gimmicks on the market to “recharge” your battery if it goes dead or is worn out. The only thing you should ever add to a battery is water! Don’t get sucked into one of these scams. *Gregg*

Old Gas Stations

Old American gas stations from all around the country. Some are abandoned, some are restored and many are still in use. Photos by Keith Reimers



A real MG gas station (octagonal of course!) located somewhere in the mid-west. Hmm, wonder if gas is 25 cents / gallon? Check out what appears to be water barrel and a lubricant container

"Broad Brook Garage" complete with two modern gas pumps. Check out the "Cooper Tires" sign on the lower side of the structure. Wonder if it has rest rooms!



It's the perfect summer event
for the whole family! It's on
Saturday, July 7, 2007 at 11AM-??

It's The DVC's Annual Family Golf Outing, Rallye & Picnic

RSPV by 6/25 to paulandevonna@verizon.net

(610-792-1158)



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

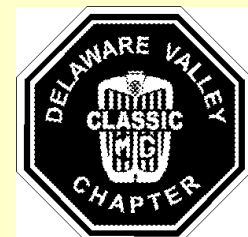
- Special featured parking area right out front! Show off your wheels.
- Reserved picnic table area (in the shade)
- DVC Party Pass - \$12 person gets you a round of golf and lunch (miniature golf at either the Castle or Farm course, a Par-3 chip and put, or a small bucket for the driving range; a hot dog or hamburger, chips, and unlimited soda)

Then we're off on a Rallye around the Springford area en route to a....

Picnic at Paul and Evonna Phillips house @ (257 Old State Rd, Royersford, PA 19468) **Come join us for a swinging time!!!**

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

See you on the 7th, Paul, Evonna & Lew



Ridge Pike, Limerick, PA 610-489-5133

No Left Turns!



This is a wonderful piece by Michael Gartner, editor of newspapers large and small and president of NBC News. In 1997, he won the Pulitzer Prize for editorial writing. Well worth reading. And a few good laughs are guaranteed. Even if you've read it before, you'll enjoy reading it again.

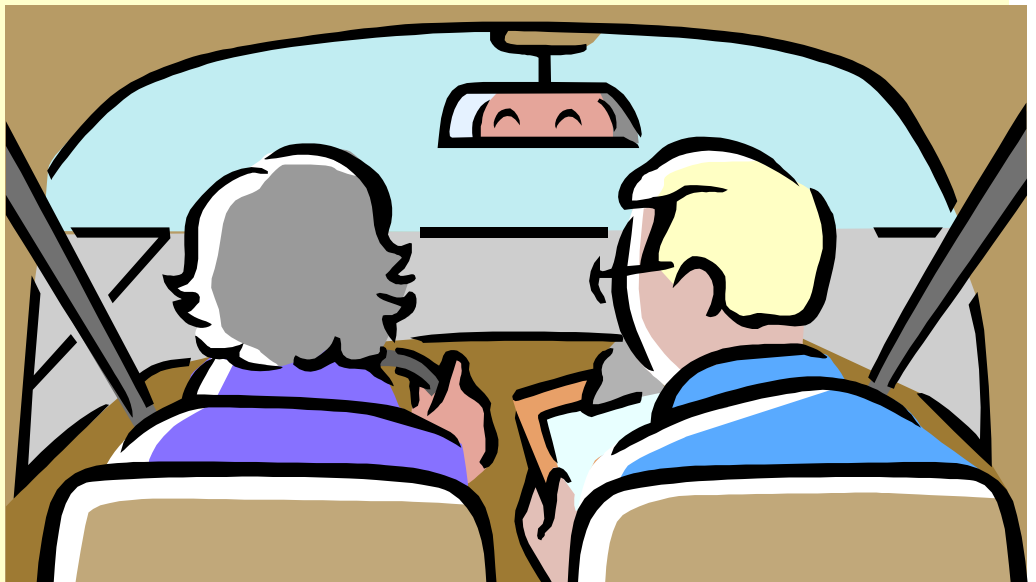
My father never drove a car. Well, that's not quite right. I should say I never saw him drive a car. He quit driving in 1927, when he was 25 years old, and the last car he drove was a 1926 Whippet. "In those days," he told me when he was in his 90s, "to drive a car

you had to do things with your hands and do things with your feet and look every which way and I decided you could walk through life and enjoy it or drive through life and miss it." At which point my mother, a sometimes salty Irishwoman, chimed in: "Oh, bull----!" she said. "He hit a horse." "Well," my father said, "there was that, too." So my brother and I grew up in a household without a car.

The neighbors all had cars -- the Kollingses next door had a green 1941 Dodge, the VanLaningshams across the street a gray 1936 Plymouth, the Hopsons two doors down a black 1941 Ford -- but we had none. My father, a newspaperman in Des Moines, would take the streetcar to work and, often as not, walk the 3 miles home. If he took the streetcar home, my mother and brother and I would walk the three blocks to the streetcar stop, meet him and walk home together. My brother, David, was born in 1935, and I was born in 1938, and sometimes, at dinner, we'd ask how come all the neighbors had cars but we had none. "No one in the family drives," my mother would explain, and that was that. But, sometimes, my father would say, "But as soon as one of you boys turns 16, we'll get one." It was as if he wasn't sure which one of us would turn 16 first. But, sure enough, my brother turned 16 before I did, so in 1951 my parents bought a used 1950 Chevrolet from a friend who ran the parts department at a Chevy dealership downtown. It was a four-door, white model, stick shift, fender skirts, loaded with everything, and, since my parents didn't drive, it more or less became my brother's car.

Having a car but not being able to drive didn't bother my father, but it didn't make sense to my mother. So in 1952, when she was 43 years old, she asked a friend to teach her to drive. She learned in a nearby cemetery, the place where I learned to drive the following year and where a generation later I took my two sons to practice driving. The cemetery probably was my father's idea. "Who can your mother hurt in the cemetery?" I remember him saying once. For the next 45 years or so, until she was 90, my mother was the driver in the family. Neither she nor my father had any sense of direction, but he loaded up on maps -- though they seldom left the city limits -- and appointed himself navigator. It seemed to work.

Still, they both continued to walk a lot. My mother was a devout Catholic, and my father an equally devout agnostic, an arrangement that didn't seem to bother either of them through their 75 years of marriage. (Yes, 75 years, and they were deeply in love the entire time.) He retired when he was 70, and nearly every morning for the next 20 years or so, he would walk with her the mile to St. Augustin's Church. She would walk down and sit in the front pew, and he would wait in the back until he saw which of the parish's two priests was on duty that morning.



No Left Turns! Continued. If it was the pastor, my father then would go out and take a 2-mile walk, meeting my mother at the end of the service and walking her home. If it was the assistant pastor, he'd take just a 1-mile walk and then head back to the church. He called the priests "Father Fast" and "Father Slow."

After he retired, my father almost always accompanied my mother whenever she drove anywhere, even if he had no reason to go along. If she were going to the beauty parlor, he'd sit in the car and read, or go take a stroll or, if it was summer, have her keep the engine running so he could listen to the Cubs game on the radio. In the evening, then, when I'd stop by, he'd explain: "The Cubs lost again. The millionaire on second base made a bad throw to the millionaire on first base, so the multimillionaire on third base scored. If she were going to the grocery store, he would go along to carry the bags out -- and to make sure she loaded up on ice cream. As I said, he was always the navigator, and once, when he was 95 and she was 88 and still driving, he said to me, "Do you want to know the secret of a long life?" "I guess so," I said, knowing it probably would be something bizarre. "No left turns," he said. "What?" I asked. "No left turns," he repeated. "Several years ago, your mother and I read an article that said most accidents that old people are in happen when they turn left in front of oncoming traffic. As you get older, your eyesight worsens, and you can lose your depth perception, it said. So your mother and I decided never again to make a left turn." "What?" I said again. "No left turns," he said. "Think about it. Three rights are the same as a left, and that's a lot safer. So we always make three rights." "You're kidding!" I said, and I turned to my mother for support. "No," she said, "your father is right. We make three rights. It works." But then she added: "Except when your father loses count." I was driving at the time, and I almost drove off the road as I started laughing. "Loses count?" I asked. "Yes," my father admitted, "that sometimes happens. But it's not a problem. You just make seven rights, and you're okay again." I couldn't resist. "Do you ever go for 11?" I asked. "No," he said. "If we miss it at seven, we just come home and call it a bad day. Besides, nothing in life is so important it can't be put off another day or another week."

"My mother was never in an accident, but one evening she handed me her car keys and said she had decided to quit driving. That was in 1999, when she was 90. She lived four more years, until 2003. My father died the next year, at 102. They both died in the bungalow they had moved into in 1937 and bought a few years later for \$3,000. (Sixty years later, my brother and I paid \$8,000 to have a shower put in the tiny bathroom -- the house had never had one. My father would have died then and there if he knew the shower cost nearly three times what he paid for the house.) He continued to walk daily -- he had me get him a treadmill when he was 101 because he was afraid he'd fall on the icy sidewalks but wanted to keep exercising -- and he was of sound mind and sound body until the moment he died. One September afternoon in 2004, he and my son went with me when I had to give a talk in a neighboring town, and it was clear to all three of us that he was wearing out, though we had the usual wider ranging conversation about politics and newspapers and things in the news. A few weeks earlier, he had told my son, "You know, Mike, the first hundred years are a lot easier than the second hundred. " At one point in our drive that Saturday, he said, "You know, I'm probably not going to live much longer. "You're probably right," I said. "Why would you say that?" He countered, somewhat irritated. "Because you're 102 years old," I said. "Yes," he said, "you're right." He stayed in bed all the next day. That night, I suggested to my son and daughter that we sit up with him through the night. He appreciated it, he said, though at one point, apparently seeing us look gloomy, he said: "I would like to make an announcement. No one in this room is dead yet. "An hour or so later, he spoke his last words: "I want you to know," he said, clearly and lucidly, "that I am in no pain. I am very comfortable. And I have had as happy a life as anyone on this earth could ever have." A short time later, he died. I miss him a lot, and I think about him a lot. I've wondered now and then how it was that my family and I were so lucky that he lived so long.

I can't figure out if it was because he walked through life, Or because he quit taking left turns. *Michael*

