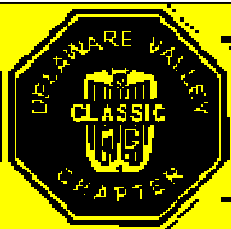


**It's The MG's
That First
Brought You To
The DVC - But
It's The Friend-
ships That Keep
You Coming Back!**



T•Talk



The Delaware Valley Classic MG Chapter

Volume 37 Issue 2

1970 - 2007 - Our 37th Year

July, August, September 2007

Inside this issue...

- Spring Tour Highlights
- Hope Lodge Post Party
- Highlands Tour report
- 3rd Qtr. Flyers

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

DVC Contributing Columnists

Points & Plugs —

Tom Rippert

From The Pits —

Lee Niner

Penny Farthings —

Geoff Wheatley

Exhaust Notes —

Chuck Goelz

Webmaster E-news —

Lew Phillips

British Beers —

Bob Dougherty

Summer DVC Treats

The DVC has a busy summer schedule lined up for you and your MG. July 7th is our annual family golf outing in Limerick followed by a picnic at Paul and Evonna Phillips house and yard. July 21st is our pool party and feast at the home of Jim and Marie



O'Brien. August 4th is the 3rd annual Pennypacker Mills British Car Day Car Show hosted by the DVC's Pit Crew. August 10th — 12th is the

7th biennial Triathlon hosted by British Marque News at Pocono Manor, PA. September 29th is a covered bridge tour followed by a wine and cheese party

at the home of Jim and Diane Sanders. There's plenty happening, so we'll see you at one of these events.



T-Talk's MG Girl of the Quarter — Julia Flax

Third Quarter DVC Events — See You There!

<p>July 7th</p> <p>Family Golf</p> <p>Limerick, PA</p>	<p>July 21st</p> <p>Pool Party</p> <p>Westchester, PA</p>
<p>August 4th</p> <p>Pennypacker Mills Car Show</p> <p>Schwenksville, PA</p>	<p>August 10th -12th</p> <p>British Marque News Triathlon</p> <p>Pocono Manor, PA</p>

Sept. 29th Covered Bridge Tour & Wine / Cheese Party, Bucks County

Points & Plugs — Tom Rippert



Hi DVC,

After a long winter, you think summer will never arrive, but it's here, finally, MG driving season! It's time for you to blow the dust off your MG and come to a DVC event. The only way to enjoy your MG is to actually drive it. It's no good for you or your car to let it sit in your garage. We have lots of "driving" events coming up over the next few months – check inside this newsletter for flyers. We have a family golf/picnic day, a pool party, a car show and a covered bridge tour. And don't forget the Triathlon the weekend of August 11/12. Please support the DVC'ers who host these events. They are volunteering to do something good for "your" MG club. I hope to see you soon.

Safety Fast, *Tom*

P.S. The Fall newsletter will be the last for our editor, Lee Niner.

We're looking for a volunteer to take over as T-Talk's editor. If you have an interest in this position, please give me a call.

Safety fast, Tom



From The Pits — Lee Niner



Hi all — It's officially summer and if you haven't got that MG of yours out and about to a DVC event them shame on you..

This quarter's MG Girl is Julia Flax. Julia's granddad, Ed Flax, sent this adorable picture of Julia in Ed's venerable TC. Julia is a delightful three and a half year old who it seems has inherited a love of Grandpa Ed's MGs, just like her dad Warren and her uncle Danny. She's been busy teaching her little brother Joshua how to handle the TC's RHD steering, dashboard switches and gearbox. So far she's mastered the map lights! Julia should be ready to drive T Series cars just about the time Grandpa switches to automatic gear boxes and something modern (like an MGB!). Don't forget to send me a

picture of your favorite MG girl.

I just saw a rubber bumper B out and about on RT 73 and RT 363. It was painted fire engine red with a super gloss clear coat. What made it stick out was that the bumpers were painted to match the body. Quite sharp. Does it belong to one of you? If so, send me a picture.

I informed the DVC board last April that with my present workload with NAMGAR, Liz and my travels to hither and yonder and lastly, yes I am attempting to write the "great American" novel that something has to give. Therefore, the Oct-Nov-Dec '07 edition of TTalk will be my last as your editor. So if you want to try your hand at editing a newsletter I strongly suggest that you contact

one of the DVC board members or give me a call if you have any technical questions.

I've received a number of news announcements regarding the re-launching of the MG marque in China this spring. As we would all really like to see a MG re-launched here in North America, do not look for it for several years to come if at all. Besides, our Chinese marketing guru's have stated that MG now stands for "Modern Gentleman". Oh well all things change with the times. That's why our MGs will always be "Morris Garages" safety fast MGs that are locked into the second half of the twentieth century.

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 summer 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

There were no new members the past quarter so we can't say — We can't wait to see you and your Prewar, T, Y, A, B, Midget, Magnette or Variant!



DVC Website & Electronic Bulletin Board

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

DVC Name Tags Just For You!

Yes they're still available! Wow, 190 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.

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

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

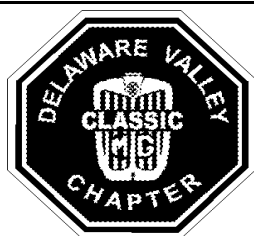
Did you know that we have an agreement with Triple-C Accessories @ 888-854-4081 to apply the DVC logo on all of their shirts, hats, sweaters, jackets, coats or blankets? Now is the time to order that particular DVC piece of regalia that you've been longing for or better yet to surprise your driving partner 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)

SPRING TECH SESSION AT MOTORCAR GARAGE

Early in the morning on April 14th, I started the MGB (first time since last fall), picked up my neighbor, Bill Boorse, and headed off to the Spring Tech Session at Pete Cosmides' Motorcar Garage in Maple Shade, NJ. The 1.5 hour drive over the Tacony bridge was uneventful, as the MGB ran great. We arrived at Motorcar Garage to see a few DVC'ers already milling around the parking lot.

Pete's place is very impressive. He has quite an array of cars parked outside and inside in the process of being worked on, or to be worked on. Pete invited everyone inside, as he gave a detailed description as to what is being done on each car – everything from a total restoration to a tune-up.

Once inside, Pete held an impromptu tech session on some of the problems he has encountered with these British cars. He then held a raffle, sending everyone home with something.



Motorcar Garage, Maple Shade, NJ

Thanks Pete for inviting us to your facility. It was a fun and informative day for all who attended.

In attendance were: Jerry Keller, Rocco Grillo, Ernie Feldgus, Chuck Goelz, Lynn Hughes, Ben Nolan, Dave Schwab (MGB), Peter Cornish (MGTD), Bill Boorse and Tom Rippert (MGB). Photo Credit: Jerry Keller

Tom



Our host — Peter Cosmides

DVC'ers stocking up on high octane.



DVC - 2007 - POOL PARTY

DATE: SATURDAY, JULY 21, 2007

PLACE: JIM & MARIE O'BRIEN'S HOME

TIME: 1:00 P.M.

801 LOCUST LANE E., WEST CHESTER, PA 19380

RSVP: JIM & MARIE O'BRIEN

Phone: 610-436-0234

Gather up your swim gear..... Bathing suit, towel, chair, sunscreen, flip flops – throw it in your MG and head on down to Jim and Marie O'Brien's beautiful backyard oasis for a DVC swim party! Please RSVP to Jim and Marie. This is a covered dish party, so please let them know what you'll be bringing. SEE YOU BY THE POOL!!

From Pennsylvania Turnpike

Take Valley Forge exit

Get on 202 South and continue to West Chester area

Take 2nd West Chester exit (PA Route 3/West Chester Pike)

End of exit ramp, left onto Route 3 towards West Chester

Right at first traffic light (McDonalds) on Montgomery Ave.

Left at next light onto Marshall Street

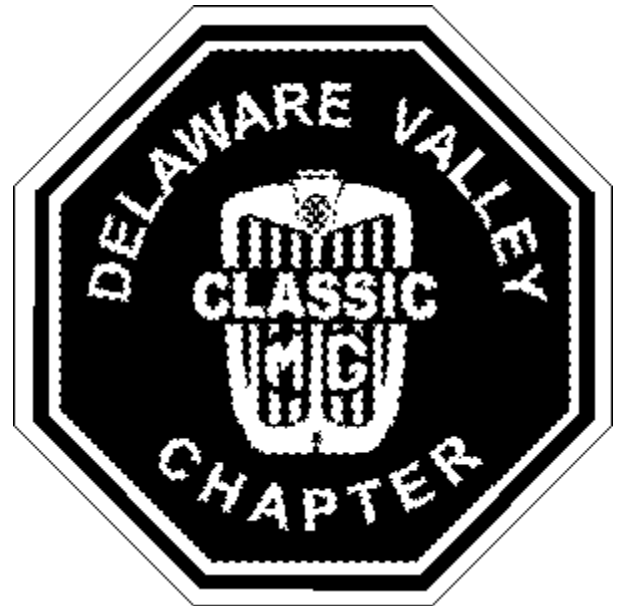
Right at first stop sign onto Church Street

Left onto Ashbridge Street

Second right onto Hoopes Park Lane. Look for MG signs.

Next right (100 ft.) onto Locust Lane

Straight ahead into O'Brien's driveway



From I-95

Take US322 exit and follow to West Chester area

Count traffic lights from US322-202

Do NOT take West Chester by-pass...go straight into town on High St.

Left onto Marshall St. at traffic light (this is #10 after 322-202)

Right at first stop sign onto Church Street

Left onto Ashbridge Street

Second right onto Hoopes Park Lane. Look for MG signs.

Next right (100 ft.) onto Locust Lane



THE DELAWARE VALLEY CLASSIC MG CHAPTER
Was Founded In 1970 And Is Proudly Affiliated With



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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.



Highlands Tour



The trip to the Highlands was a great success this June the 9th. After finding the Schwab residence, (the NJ contingent of Mark & Jan Scherbekow & Ben & Cyndi Nolan took a long cut and added another 45 minutes to their arrival driving by way of Coatesville), the navigators were warned as well as the drivers that a working odometer was a real good idea, or to team up with someone that had one, not all roads were marked and mileage was important. The teams left by 11:45am and headed for the hills. The first call was about Douglass Drive or was it Douglass Road by Tom & Devin Maddaloni



The start of the Highland's Tour — Driver's Meeting.



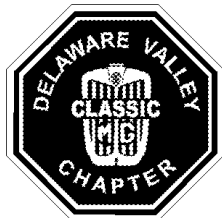
Union Jack's Inn with its London Taxi.

in their MGA) I explained that the planner may be dyslexic. The second call was from Dick & Sandy Suffredini to say that Union Jack's with their London Taxi was the perfect watering hole and the owners requested a larger car show than we provided this day. I told Dick that the longer that they all stayed there, that there would be less beer at the Schwab's when they arrived. They said they would be along. The first car in was Paul & Evonna Phillips in their Yellow midget (I guess the new brake cylinder really worked), and shortly the others followed. We all enjoyed a picnic on the front porch overlooking the beautiful Manatawny Valley that lasted almost until sundown. Attendees were: Lew Phillips MGB, Dick & Sandy Suffredini MGTD, Paul & Evonna Phillips MG midget, Jeff Rose MGA Twin Cam, Tom & Devin Maddaloni MGA, Lee Wesner MGA, Mark &



Front porch picnic at the end of the tour.

Dave



DVC Fall Tour

Watkins Glen, New York

October 18 - 21, 2007



What could be better than Watkins Glen in the fall ?

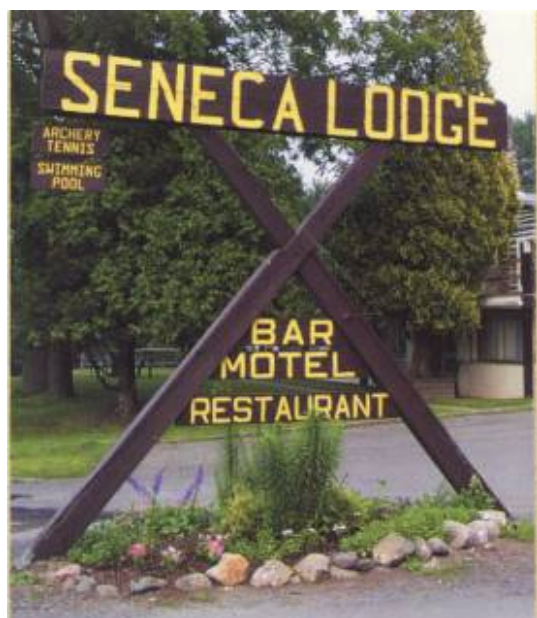
We have a lot planned for this four day weekend - fall foliage, old track, new track, wineries, museums, great diners and best of all — beautiful MG roads.

There are less than a dozen rooms held at the Seneca Lodge so call early and make your room reservations. Tell them your with the ***“Delaware Valley MG Club – Suffredini”***.

Seneca Lodge - 607-535-2014 3 nights — October 18, 19 & 20

Cost per night - \$67.00 plus taxes

Then call or e-mail Dick Suffredini @ 215-355-3053 — D.Suff@Juno.com & tell him your in, then watch for further information via snail mail or e-mail.



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

Holy Grail Ale

Now there's a beer that combines two of your passions. Monty Python's Holy Grail Ale is a delicious beer that the Knights of the Round Table would have been proud of. It is brewed by the Black-sheep Brewery in Yorkshire, England since 1999 to celebrate the 30th anniversary of Monty Python. Even though the label says this fine Ale is "tempered over burning witches," the Black Sheep Brewery prides itself on centuries old brewing traditions, which rarely includes burning witches. The ale is an effervescent, copper colored ale with a floral nose and a wonderful fruity hop finish.

Black Sheep Brewery rose from the ashes of what had been the family firm of T & R Theakston Ltd of Masham. Bought out in the 70's by brewing giant Scottish & Newcastle, the independence of six generations of brewing tradition came to an end at Theakston's. Determined to brew once again in Masham, Paul Theakston began a quest to find and start another venture that



would pay homage to the family traditions of brewing great ale. It would have been much easier to acquire a new factory unit, install some shiny, stainless steel brewing plant and produce perfectly acceptable beer, however, Paul believed great ale is not just the product of the ingredients and the recipe, but also of the plant that brews it. Paul saw an opportunity to return to what his family had done best since 1827, making real beer in the time-honored fashion. Fate played a kind hand here as an old maltings building, once part of Lightfoot's Brewery (Masham's "other" brewery purchased for Theakston's by Paul's grandfather in 1919) became available. This landmark building had fallen in to disrepair as years of neglect as a semi-redundant grainstore had taken its toll. Despite its overburdening rat population, rundown fabric, Paul assembled a small team around him to build a traditional country brewery. Paul searched the length and breadth of Britain to find suitable plant and equipment. At times it became a race against the demolition contractor to whisk away vital and rare equipment before it became scrap. Paul Ambler



(Head Brewer and now also a Director) worked with Paul to restore and breathe new life into these bygone bits of brewing heritage. The brewing copper, mash tun and hop-back came as a matched set from the old Hartley's Brewery in Ulverston. The first three Yorkshire Stone Square fermenting vessels were refugees from Hardy and Hanson's brewery of Nottingham. The next three were literally snatched from under the ball of the demolition contractor who was leveling Darley's Brewery at Thorne, near Doncaster, to make

way for a supermarket! A taste of Holy Grail Ale will tell you it was a job well done. *Bob*

Black Sheep Brewery

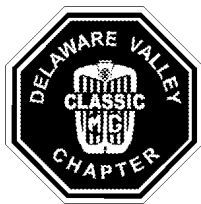
Masham

North Yorkshire

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



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

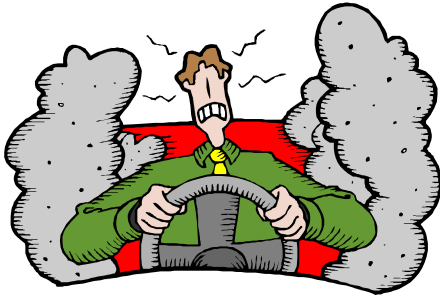


Pit Crew Planning Meeting #4



We're meeting on Saturday, July 29th at 11 am at the Salford Pub, 712 Main Street in Harleysville for our packet stuffing party and meeting and oh yeh, some lunch. See you





Exhaust Notes — DVC Registrar Chuck Goelz

Tool Definitions for Seriously Mechanically Challenged DVC Members

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly-stained heirloom piece you were drying.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned guitar calluses from fingers in about the time it takes you to say, "Yeoww"

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

SKILL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters. The most often the tool used by all women.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

WELDING GLOVES: Heavy duty leather gloves used to prolong the conduction of intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or socket you've been searching for, over the last 45 minutes.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

EIGHT-FOOT LONG YELLOW PINE 4 X 4: Used for levering an automobile upward off of a trapped hydraulic jack handle.

TWEEZERS: A tool for removing wood splinters and wire wheel wires.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool ten times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use.

Exhaust Notes Continued.

RADIAL ARM SAW: A large stationary power saw primarily used by most shops to scare neophytes into choosing another line of work.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

CRAFTSMAN 1/2 x 24-INCH SCREWDRIVER: A very large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

AVIATION METAL SNIPS: See hacksaw.

TROUBLE LIGHT: The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105 mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading. The accessory socket within the base, has been permanently rendered useless, unless requiring a source of 117 vac power to shock the mechanic senseless.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids, opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads. Women excel at using this tool.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts which were last over tightened 30 years ago by someone at Ford, and instantly rounds off their heads. Also used to quickly snap off lug nuts.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

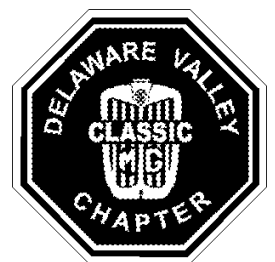
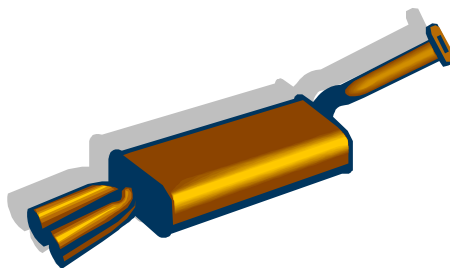
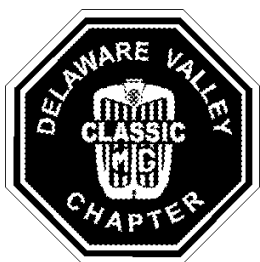
HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit. Women primarily use it to make gaping holes in walls when hanging pictures.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use. It is also useful for removing large chunks of human flesh from the user's hands.

DAMMIT TOOL: Any handy tool that you grab and throw across the garage while yelling "DAMMIT" at the top of your lungs. It is also, most often, the next tool that you will need.

Till next time. Chuck





PENNYPACKER POST PARTY

"P3"



DATE: Saturday, August 4, 2007

WHERE: Ripperts

63 Cepp Road

Perkiomenville, PA

Park in driveway or on
the street. Please do
not block mailbox.

TIME: Immediately following Pennypacker Mills British Car Show or 4:30 pm

RSVP: YES! To Tom & Jaimee by phone at

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

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

What to bring: Chairs/Covered Dish

Please join us for the "second annual" P3 Picnic! Relax and enjoy good food and conversation with fellow DVC'ers. After all the planning and preparations that go into the Pennypacker Mills car show, it will be nice to sit down and kick back a little.

Directions to Ripperts from Pennypacker Car Show

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

Pennypacker Mills British Car Day Post Party

Hosted by Tom & Jaimee Rippert

**Saturday, August 4th
after the Car Show**





John & Pat's back yard parking lot filled with MGs.

The side yard was filled with British sports cars with stray SUVs and a wanta-be British, Miata.

Attending DVC'ers: "A's" - Tom and Jaimee Rippert, Bill Boorse, Bob Wagner, "B's" - Lee and Liz Niner, Pat and Patty Cawthorne, "TD's" - Dick



Lew Phillips & Liz Niner beside the DVC Travel Banner



Who wants 2nds or was it 3rds?



Photo Credit: Dick Suffredini

JOHN & PAT HUNT'S POST HOPE LODGE PARTY

The weather was perfect English weather – sun, clouds, and a spot of rain. The ride home was a wet one for people traveling north. Mark, our son, did the grilling. The party started about 4:30 – 5:00 with the DVC'ers arrived, follow by the DVT'ers a half hour later.



and Sandy Suffredini, Walt King and Donna Bristol, John and Pat Hunt, "Midget's" – Wolfgang and Gudi Fischer, Paul and Evonna Phillips. Lew Phillips arrived with no MG. Attending DVT'ers: "Austin Healy" – Dave Hutchinson, "TR3" Clive Thorne Thorne, "Mini Pick Up" Maggie Thorne, "TR6" Steve and Sherri Klein. The wanta-be Miata owners – Joe and Carol Shaw from our DVC Miata Club. There was plenty of beer and wine and good food contributed by our members.

John & Pat

Bridges of Bucks County Tour, Wine Tasting and Picnic



September 29th, 2007
(Rain date September 30th)



**Where: Diane and Jim Sanders, 300 Twinbrook Rd.
Perkasie, PA 18944 - Telephone 215 453 1564**
Start: 10:00 to 11:00 A.M.

*Arrive at the Home of Diane and Jim to pick up your map and store any perishables. You will then embark on a ninety minute excursion of Bucks County which will take you over 7 covered bridges. Be sure to have a full tank of gas as you will be covering back roads with no gas stations. Through your tour you will have the opportunity to visit Historic Frenchtown where there are art galleries and antique shops in addition to stops for ice cream, coffee or whatever. If it's a nice day, you may turn into Lake Nockamixon State Park to view the sail boats on the Lake. Through the tour you will also pass several pub-type restaurants which Diane and I like to visit on our drives. You are invited to eventually return to our Home for wine tasting and a pot luck picnic. Dinner will be served around 2:00 P.M. but wine tasting and refreshments will be available whenever you arrive. **Please RSVP if participating by September 15th and let us know what you may be bringing. Just call 215 453-1564.***

Directions to 300 Twinbrook Rd.

From Doylestown

PA-313 North for 6.1 miles, Turn Left on Pa-113 (Wawa on left), go 1.7mi, turn Left on Blooming Glen Rd, go 0,6 mi, Turn Right on Twinbrook Rd., go 0.5 mi to 300 Twinbrook Rd. on Right.

From Souderton

PA-113 North for 4.7 miles, Turn Right at Callowhill Rd (first light after John Deere dealer), Go 0.7 miles, Turn Left at Twinbrook Rd., Go 0.5 miles to 300 Twinbrook Rd on left.

From Quakertown

Take PA-313 South for 7.miles, Turn L at PA-113 (Wawa on right),), go 1.7mi, turn Left on Blooming Glen Rd, go 0,6 mi, Turn Right on Twinbrook, go 0.5 mi to 300 Twinbrook Rd. on Right.

From Montgomeryville, PA

Take route PA-309 (Bethlehem Pike) North to Souderton exit, Turn Right on PA-113 North. Follow directions from Souderton.



Webmaster E-News — Lew Phillips

Help Through the Wires

You're sitting at your PC working very pleasantly, when up pops an error message. Every ten minutes, it pops up! Argh! What do you do? Call Junior and see if he can stop over and look at it? Oh yeah, he moved 500 miles away. Darn. OK, he can walk you through it by phone. Nah... last time took six hours. Call support and have them charge you for the six hours – no thanks! Ah ha! Your geek neighbor! See if he'll stop by. Oh yeah, haven't seen him around for days... Nuts! If only Junior could SEE my screen and RUN the thing, it'd be fixed in minutes.

Oh... so you're Junior or the geek of the neighborhood. Your wife answers the phone and tells you it's Uncle Willy... he busted something on his PC... AGAIN... Great, another evening spent running over there for five lousy clicks. Oh, to have Scotty beam me there for a couple of minutes.

Or maybe you are out on the road for work or on vacation. Oh, to be able to run home and check out that file you forgot to bring... or maybe grab a copy of it.



Never fear! Junior can sit (virtually that is) in front of Pop's PC and work on it! You can fix Uncle Willy's unit and still catch the game on your own couch! You can even run your own PC remotely when nobody is on the other end. There are several remote assist and access programs out there for just such situations. And the best news... a lot of them are free! Yes... FREE!



Let's start with those once in a blue moon calls for help. Newer versions of Windows have a program already on them called 'Remote Desktop'. It comes already packaged with your operating system. If you use MS Messenger to instant message, you can use its 'Request Remote Assistance' feature. Both use what is called .NET (dot-net) to verify you are you, but that is easy to set up. Once you have that running, help is all but sitting next to you.

Ah, but you want something sturdier and you don't like .NET. OK, you can grab a copy of Real VNC from the web and load it. Real VNC is a Virtual Network Controller. Once you have it loaded on both computers, you can take over control and fix problems remotely. The only drawback is that it is a "open source" program and not very easy to set up across the internet. It works well when it works, but can be a bear to get running and keep running.

So what else is there? Well, how about an easy to load program that's free and let's you quickly and easily control the other PC remotely – even if no one is there! Yes, you can politely tell Pop to take his stinking hands off the keys and just sit back. Or you can be on the other side of the country and remotely run your PC from your laptop. The program is called LogMeIn and it is available free for simple home use at www.LogMeIn.com. A quick and easy setup on both computers (simple enough to walk someone through by phone), and you are just a couple of clicks away from real remote support! What's more... let's say you have kids in college AND Pop to help (and Uncle Willy and the neighbor... <sigh>)... you can have virtually unlimited supported PCs! (If you really want to prove you are a geek, they even have a Pocket PC version!)

It works so well, I subscribed for a full version (at a very reasonable rate) and use it nearly every week. Take a look at it... then next time help is needed, it will be only a click away!

See you on the DVC's web site. Lew



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

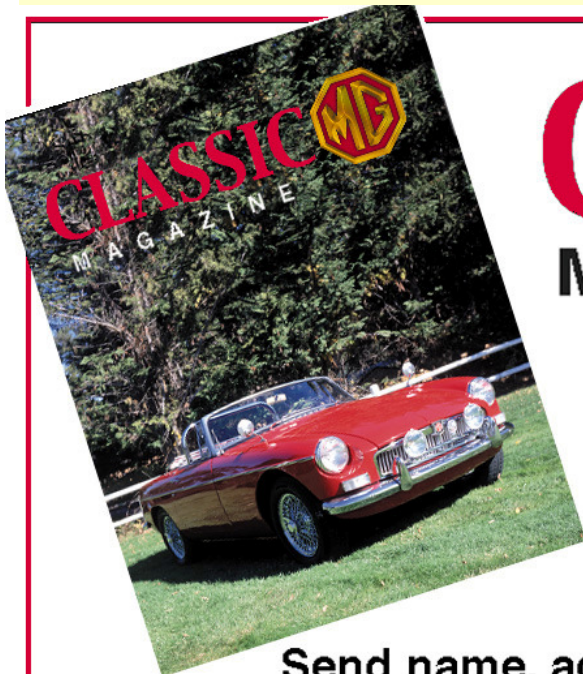
Form and cheque must be received by the 20th of the month prior to receive the next month's issue.

Triathlon VII

August 10 — 12, 2007

POCONO MANOR RESORT

21 DVC Teams Already signed up!



CLASSIC MAGAZINE



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- ☐ Two years – *Twelve* great issues \$50
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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: _____

DVC Triathlon VII Teams — July 1st Update!

These 27 daring DVC teams have already signed up for the Triathlon as of July 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, as of this writing, there's just a couple of slots left. Don't delay! See the Triathlon VII registration form in this issue of *TTalk* and sign up now. Be there — it's a happening — Photo opts. galore!

TEAM NO.2 - David & Gloria Schwab

TEAM NO.3 - Lee & Liz Niner

TEAM NO.6 - Dick & Sandy Suffredini

TEAM NO.9 - Lew Phillips

TEAM NO.10 - Tom & Jaimee Rippert

TEAM NO.11 - Mark & Jan Scherbekow

TEAM NO.15 - Jim & Ruth Bottomley

TEAM NO.16 - Wolfgang & Gudi Fischer

TEAM NO.17 - Chuck & Judy Goelz

TEAM NO.19 - John & Pat Hunt

TEAM NO.20 - Ben & Cyndi Nolan

TEAM NO.22 - Geoff & Dana Wheatley

TEAM NO.23 - Joe & Sharon Lamando

TEAM NO.25 - Chuck Denlinger & Donna Bristol

TEAM NO.26 - Paul & Evonna Phillips

TEAM NO.37 - Bill & Evelyn Webb

TEAM NO.40 - Jim & Diane Sanders

TEAM NO.43 - Roy & Sue Dougherty

TEAM NO.46 - Tim & Terry McCarthy

TEAM NO.65 - Dale & Stephanie Wright

TEAM NO.79 - Rocco & Louise Grillo

TEAM NO.81 - Bob & Terri Tiley

TEAM NO.85 - Larry & Connie Cordeiro

TEAM NO.86 - Tom & Anita Shanahan

TEAM NO.87 - Richard & Brenda Mooers

TEAM NO.88 - Jerry & Lee Keller

TEAM NO.93 - Gregory & Janice Lake

Dick Suffrendini will be in contact with our teams to let them know the "official" DVC travel plans and also to see who will be going up a day early on Thursday and who will be arriving on Friday. This year's Triathlon is being held at the Pocono Manor. If you can't join us for the weekend then cruise on up on Saturday and cheer us on!

Important DVC Watkins Glen Fall Weekend Announcement. The dates have been changed to 10/18 through 10/21. See the flyer in this issue of *TTalk*.

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



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



Geoff Wheatley's Penny Farthing Thoughts..... Jaguar's 75th Anniversary and William Morris & MG

As Its 75 years since the first Jaguar hit the showrooms you might find this interesting.....

In 1931 a small manufacturing company in Blackpool, England that made sidecars for motor cycles, a means of transport popular at that time, decided to design a car. In reality the owner of the Swallow Sidecar Company, William Lyons wanted a car that would impress his customers and yet cost little more than any popular family vehicle. The end result was the Jaguar SS1 a sleek looking vehicle featuring the long low hood associated with the Monte Carlo style of continental car. Under the imposing hood was a two liter side valve engine supplied by the Standard Motor Company who made engines for almost every British manufacturer except Rolls Royce, Ford and Morris. With a tail wind the SS1 Might hit seventy miles per hour, however, by 1933 a two point five power unit was featured that gave the car an extra five miles an hour for top speed. In reality performance was secondary to the sheer grace and charm of the Jaguar and its showroom price of just over three hundred pounds. Similar looking vehicles that might have gone a little faster cost at least 50% more. Remembering that these were the years of the depression when money was tight even in the market for these quality cars, Jaguar had the edge on any competitor. Years later Lyons was described by a leading motor publication as the man who could build cars that looked more expensive than they were which in turn gave them extra showroom appeal. This was true right through the post war period of Jaguar production. Incredible attractive styling coupled with a performance equal to almost any other vehicle on the road at an attractive price. Even in the heyday of Jaguar between 1950 and 1970 Lyons kept the price range within the pocket of the average motorist yet the vehicles set a standard in style and design that many other manufacturers could never follow. The early Jaguar SS range was never a fast car unless the purchaser requested that a special power unit be installed which could be accommodated at the Jaguar factory for a few pounds more! One such modification was the use of the Standard OHV two and a half liter high compression engine that could push the performance up another ten mph. In 1936 at the Brooklands Race track the stunning SS90 recorded a true 90 mph followed in 1938 with the famous SS 100 that justified its index by recording a true 100 mph. To add to the attraction of speed the SS 100 sold for only three hundred and ninety five pounds, again about half the cost of any other car in that performance class. The only rival that Jaguar had within its price market was the MG VA and SA which were also well styled cars. However, if you look at the sales figures for the two marque's Jaguar out sold MG every year between 1936 and 1939. MG had one advantage over Jaguar, their small sports cars had an impressive record on the race track while Jaguar had to wait till the 1950s to achieve that endorsement. Without question the dramatic style and engineering design of the Jaguar in the post war years set a standard that few could rival. When the XK 120 hit the London Motor Show in November 1949 orders in excess of the following years production were placed during the two weeks of the show. One American importer wanted to take the complete production of the following three months and another offered to pay in advance for as many cars as Jaguar could produce and ship to the USA. When the XK140 won the Monte Carlo a few years later the same story applied and to top it off another Jaguar set a new world speed record to complete the picture. The famous E Type was styled on this performance and again set a new image for a sports car that virtually anyone



Postwar Jaguar XK120 Roadster

Penny Farthing Thoughts Continued. could purchase without going into bankruptcy for life! All this from one mans desire back in 1931 to build a car that looked expensive but was not!

Billy Morris, Morris Garage & MG

Most people who own a MG will know that the MG badge on the front of their car represents "Morris Garage". However many of such owners are not aware what "Morris Garage" was and why it existed. Billy Morris who started the Morris Motor Company in a garden shed in the rear of his parents' home, was, by any standards a shrewd business man who saw the development of the motor vehicle as a mass market product not simply a toy for the rich and famous. He left school at the age of twelve and was apprenticed to a bicycle repair shop in Oxford, England. Bicycles were the most popular means of independent transport at that time, both in Europe and America. They were as popular as the computer is in today's world. When Morris finished his apprenticeship at the age of sixteen America. They were as popular as the computer is in today's world. When Morris finished his apprenticeship at the age of sixteen he asked the owner of the business for a twenty-five cent raise. He was refused so he left and started his own business building and selling bicycles at home. Through some arrangement that was never made clear he used the front room of his parents house as his sales area. The moved to the upstairs floor. Within three years he had moved to other premises and was also producing motor cycles employing twenty-six men by the time he reached the age of twenty-one. He was a great admirer of Henry Ford and visited Ford early in his career. They became good friends, a friendship that lasted many decades. Ford introduced him to several American suppliers. This gave Morris a distinct advantage over his UK competitors. In return he agreed to feature selected American vehicles in his new showroom being built in central Oxford. He also took Ford's idea of assembly line production and adopted it to meet British requirements. Ford was the first manufactured to deal directly with the public rather than through agents. This gave the manufacturer flexibility on production and more important control over the price of the car. Morris liked this idea and on returning to England he ended all existing contracts with agents and started his own distribution center called "Morris Garage". In reality it was his original new building with a different name and more show space. He also sold other manufacturer's cars including certain other quality American products.



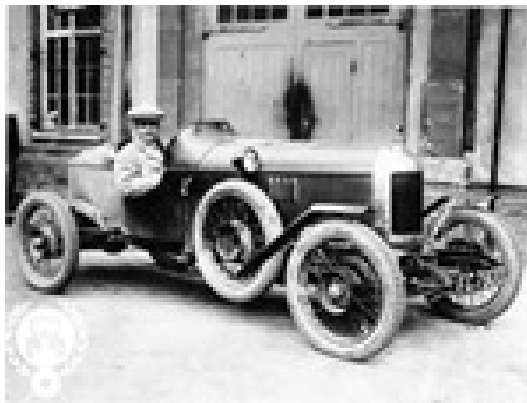
City of Oxford Coat of Arms

I recall as a small boy looking into the windows of this establishment standing on the door step which consisted of a large stone slab about tan by six feet with a picture of an ox crossing a ford imprinted on the top surface in red and blue. This is the coat of arms of the city of Oxford which was taken from a Saxon engraving of around 850 AD. The challenge to any small boy was to jump from the head of the ox to the tip of his tail in one go. When the showrooms were closed in the 1970 this famous front step was thrown on the local scrap heap along with many other artifacts that some of us would give their life savings to have today. By chance a local scrap merchant saw the strep and despite the fact that it was broken during the demolition, purchased it for about twenty US dollars and then presented it to the MG Owners Club who had it repaired. It now greets MG owners at their club headquarters.

The First World War created a demand for motor vehicles and manufacturers like Morris and of course Ford who now had a UK factory, simply grew in size each year. When the war ended Morris had built a large production plant outside of Oxford in the village of Cowley to support his war effort. The same applied to Ford who also expanded his UK production plant. However both Ford and Morris almost lost everything due to an unforeseen situation. The general feeling of the allied governments was that the war would not end until 1919 or even 1920. In America the forecast was even longer after an economic evaluation was made of the exhausted state of both Britain and France. The allied manufacturing plants were encouraged to continue peak production through 1918 and into 1919. When Germany collapsed in the fall of 1918 and the war came to a sudden end Morris and Ford had at least six months of production waiting to be shipped to the war zones. Governments in those days did not pay in advance. It was considered your duty to provide credit to the war effort. The Ford company shipped most of their war production back to the Ford plants in America and somehow managed to absorb the loss. However Henry Ford directed his UK operation to send about 15% of their war production to the white Russians fighting the Bolsheviks in Russia. It was a gift from

Penny Farthing Thoughts Continued. a devoted capitalist. However the vast majority of these vehicles never saw action as they were not designed for the Russian climate and simply froze before they could be unloaded. Morris was not that political and never sold his vehicles at production cost to anyone who had the money to buy and survived. But other UK producers went to the wall. The war boom was over and companies who had mortgaged their future in the war production went bust. Until 1925 the Morris Garage operation carried a number of other brand names sold on a commission basis. A visit to the showrooms would enable you to view the latest American Hudson Super Six or the less expensive Hudson Essex. You might also find a couple of Dodge vehicles in company with a British Hillman, Sunbeam or Daimler. The ever popular bull nose Morris and the Morris Oxford would be on show in company with a luxury Wolseley. The latter being one of the manufacturers who went under in 1919. Morris purchased the company in auction, an auction that became the basis of intense rivalry between Herbert Austin and Billy Morris that continued until Austin passed away in 1968. Herbert Austin had been the general manager of the new Wolseley Carriage Company when it started in 1899. He considered it his personal creation almost like a first born child. In 1906 he resigned his position as general manager to start his own company which in time would become the competitive rival to the Morris empire especially in the competitive small car market that boomed in Britain after the First World War. Austin never forgave Morris for buying Wolseley before he could raise the money to bid for the company and often referred to Morris as "that back street upstart". I do not think Morris was upset by this as his wealth simply grew year by year and he continued to buy companies that could supply his production needs. Like Ford he was one of the few manufacturers who produced his own engines, bodies and wheels. Most of the other car companies purchased from independent suppliers and consequently were at the mercy of the market when sales increased or declined.

In 1926 a new direction was adopted at "Morris Garages"; the new general manager, Cecil Kimber who was certainly the god father if not the father of the MG sports car, persuaded Morris to concentrate on only selling Morris products. The profit was better and it established the location as the showcase of the Morris empire. Until Kimber joined the Morris Company, Billy had his main office on the second floor of the show rooms and was available to discuss and converse with his customers. Never a born salesman, Morris tended to be serious and his interests practical. In his youth he had wanted to study medicine and only started his bicycle business to raise enough money to attend medical school. His lack of formal education blocked this desire instead he was destined to become one of the wealthiest men in the world giving millions of dollars to both Oxford University and its world famous hospital. He built the world's first woman's college named after his wife, Kathleen. Followed by Nuffield College, the first international establishment of the college. I had the pleasure of attending Nuffield College and even met Lord Nuffield at a college garden party a couple of years before he died in 1963. Needless to say I was impressed with the man. At that time his total wealth was estimated at around eight billion 1960 US dollars. Sad to say the government took most of it in death duties. He left no children and gave at least half of his fortune away. Kimber, his new general manager must have been a good choice as within eighteen months Morris had vacated his upstairs office and moved to the production plant at Cowley. He installed a new office and a small apartment where he spent most of his working and private life (this may be why there were no heirs to the Morris fortune) as his wife preferred to reside at their country home "Nuffield", the name that Morris chose when he became a lord of the realm). Kathleen entertained quite lavishly with weekend parties while Morris played around with his toys back at the factory usually making a nuisance of himself with the production staff by changing designs or stopping production to inspect a certain procedure. In short a micromanager for sure! The Morris Garage complex consisted of a main showroom with various minor display centers in and around Oxfordshire. It also had its own workshop and eventually a crew of about ten workers. In the early days Kimber had to borrow workers from Cowley when he wanted to put together a special car for a special customer. This was seen by Cowley as an infringement on their domain and it was only because Kimber had a sound relationship with Morris that this type of backroom construction ever took place. Old Number one, the first MG made, was produced under these circumstances with three men borrowed from Cowley. To be honest they were hijacked from the Morris Works on the grounds that the "Boss" wanted Kimber to create a car that could be entered in a London to Lands End national event to obtain publicity. The fact that Kimber actually won this event with this car was a surprise to all concerned, and I suspect even Kimber himself! Morris Garages were one of the largest advertisers in the UK. In 1921 they spent in excess of \$30,000 which resulted in a turnover in sales in excess of two million 1922 dollars. Morris took a leaf out of his mentor Henry Ford who also spent large sums on promotional advertising. Morris believed in



Cecil Kimber in Old Number 1

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Penny Farthing Thoughts Continued. advertising and made several short promotional films to advertise his cars long before any competitor even thought of this promotional activity. I have one that was produced in the 1920's...silent of course. The competition saw sales as simply a display operation. Put the cars in the showroom and the public would do the rest. Morris believed that you had to get them into the showroom first and did this with advertisements and any other promotional activity that he could devise. When Morris started his humble cycle shop the first thing he did was build a bicycle and enter it in the national races that were popular around the turn of the 1900's. He became a regular competitor and even managed to win a couple of national wards. The same policy applied when he started to make motor cycles. He became a competitive rider and even supported a three man team driving Morris motor cycles with his name plastered all over the crew. Kimber was also competitive; he was an active rallye driver and certainly made a name for himself in hill climbing events winning the British Cup no less than three times in various vehicles. All this despite the fact that he was disabled due to a motor cycle accident in his youth. In today's terms they were both excellent marketing people selling an equally excellent product. When the market was booming Morris reduced his prices while his competitors increased theirs to make a quick buck. When sales were low Morris maintained his workforce and stockpiled his workforce while others laid off workers and reduced production. If things got really bad as they did in 1924/25 when there were more cars than buyers Morris sold his vehicles at cost plus 5% and turned over his production every three months. This short depression may have been one of the deciding factors in dropping other vehicles sold in his showrooms on commission and concentrating on only Morris vehicles. We do know that as early as December 1923 The Issis Newspaper in Oxford featured an advertisement for the Super Sports Morris and the letters "MG" were featured in the advertisement for the first time. A similar version was featured in the "Morris Owner" in 1924. These are the first recorded uses of the now famous octagon and the letters "MG". By 1926 the words "MG SPORTS" Was being promoted by Morris Garages for a number of vehicles that were made in various small workshops under Kimber's direction that were totally separate from the main Morris factories. The fact that Kimber had one a national award in a Morris MG certainly enhanced the image and this rather special car still exists today in the Heritage Center in Britain. It came to America a few year's ago and was quite an attraction. By 1928 the demand for MG sports cars had reached a point where a permanent factory was required and the small village of Abingdon was chosen mainly because in the prewar days there had been a tanning factory in Abingdon that was now vacant and, as was usually the case with Billy Morris, the price was right. Abingdon however was not in Oxfordshire it was in the adjacent county of Berkshire. The final decision to move out of Oxfordshire may well have been influenced by certain local government restrictions applied in cooperation with the University of Oxford. The governors were becoming increasingly concerned with the damage being done to the ancient university buildings, some of which were over a thousand years old, by the commercial trucks that were thundering down the 15th century streets often damaging those fragile structures. In cooperation with the county government a financial levy was applied to all commercial operations within the county's boundaries which covered an area of ten square miles from the city center. This virtually stopped all commercial activity within the city and forced several small manufacturers to make a hasty retreat to more friendly locations. The four small MG production centers must have felt the impact of this financial burden and obviously looked for another location. Abingdon was chosen as a location just outside of the Oxfordshire County boundary and therefore exempt from any financial levy. What's more the Abingdon Council welcomed such industry and this certainly made it easy to relocate MG production in 1928. A total of forty-five men and three women were employed at the new MG Company by December 1929. Most were acquired from Morris Cowley despite protests from the Cowley management. My father at the age of 25 being one of them. A few years later I joined the Wheatley family in Abingdon although to be honest I can't recall the actual moment or any MGs being around at the time! Returning to the damage concern by the governors of the university around 1938 the city of Oxford attempted to reduce the effect of traffic vibration by fitting rubber road blocks in the streets of the city. I remember at the tender age of around five or six this mammoth operation of tearing up the road surface that had been around for at least one hundred fifty years, and replacing it with rubber blocks. The end result was interesting. Yes the blocks did stop some of the vibration but when it rained the vehicles lost traction as rubber met rubber on a wet surface....need I say more! In 1948 the whole system was removed and a bypass was built to redirect trucks around the city. As a result the old buildings are still standing. For the first two years of operation the MG factory produced an average of about twenty-five cars a week so any additional production space was utilized by the Wolseley team. My father recalls that about a dozen men worked on these vehicles usually about two weeks every month. While the MG was a cheap vehicle selling for one hundred ten pounds, the Wolseley cost twice that figure. However, the Depression had started to hit Britain so demand was limited. Morris Motors introduced a hundred pound family car in 1931 and Austin, the principle competitor, the ninety-nine pound Austin Seven the next year. Ford UK featured a ninety pounds two door sedan but if you wanted a spare wheel, speedometer and windscreen wipers it was one hundred three pounds. As the average wage in the UK at the time was two pounds for a sixty hour week it took a long time to acquire a car. Billy Morris offered his workers a purchase plan that enabled them to buy at just over cost and have payments deducted from their weekly pay packet. He said this was

Penny Farthing Thoughts Continued. the best form of advertising you could get as the workers were happy and the name “Morris” was being promoted everyday on the highway. I know that the first car my father owned was purchased this way and I had the task of cleaning it every weekend to get my allowance. Needless to say I wish I had it now! In 1936 Morris decided that he would sell MG to the Morris Motor Company of which he was the Chairman. Obviously it was a tax move especially as Mg had never made a profit since it moved to Abingdon. Sales were reasonable but as each model was virtually hand made often to the requirements of the customer. They were not money makers when compared with the other Morris vehicles that sold in the hundreds. This introduced a complete change of policy at Abingdon. Morris Motors were now in control of the company and the first thing they did was to lay off half the work staff and stop any individual vehicles being made to customer’s specifications. All the component parts now had to be produced by Morris Motors including engines, no more fancy high compression units, no design office, no factory racing teams that cost money every time they hit the race track. Kimber was demoted from general manager to production manager and when he protested was threatened with dismissal. Billy Morris conveniently took a world cruise whilst all this was going on so Kimber was alone and had to accept the situation.



1936 MGTA

The 1936 MGTA was the first product under this system with an engine originally produced for a Morris family sedan. This power unit was designed to cruise along the highway at fifty miles an hour not raced on dirt tracks or cross country rallies as was the usual purpose of the original MGs. The front fenders now considered the hallmark of the MG T Series came off the successful Morris commercial van. No more fancy wood or leather seats unless the customer wanted to pay extra for such things and some did, only to find that the performance of this new MG was, to say the least, disappointing. The engines usually gave up after being driven at speeds associated with the MG marquee. Gearboxes disintegrated when attempting sporting contests like hill climbs or road rallies. In short MG lost its hold on the market in a matter of months and in consequence lost even more money than before the take over. In order to try and keep the production lines going Kimber in co-operation with the design team at Morris started to make large luxury vehicles with the MG symbol on the radiator. These cars were and still are a sheer delight to see. Beautiful in every aspect with wonderful power units

especially made to the cars requirements. Known today as the WA and VA series. There are still a few around and can be seen at various British car events. By 1938 it was obvious that the once popular MG sports car was on its way out as demand simply vanished as other sports cars like BSA and of course Morgan became the choice of the sports car market. In the fall of 1937 Morris stepped back into the picture and once again took control of the company. Kimber was reinstated to general manager and a new MG sports car was planned for the 1938 Earls Court Auto Show in London. It had a special OHV power unit that was capable of eighty miles per hour on the test track. It still looked like the car assembled from Morris parts but by now the public had become used to long fenders and the slab tank on the rear of the car. The car was an instant success and orders were taken for over a hundred during the duration of the show. In reality only four hundred and twenty-seven were ever produced. The outbreak of war in September 1939 brought all private production to a halt as the Morris factories over to war production. Today, a MG TB is the most sought after car in the range. To my knowledge there are about twenty-five that still survive and fetch a good price in the classic market. I hate to say this but you could buy one in 1939 at an exchange rate of four US dollars to the pound for around seven hundred bucks. When the war started Billy Morris was sixty-one but wanted to do something for his country. He was far to old to enlist although it is recorded that he did offer his services in 1940. He decided to form his own army of individuals who were not fit enough to join the regular services but were still able to undertake such tasks as driving vehicles, manning searchlights, supplying and servicing stores, etc. About 4,000 individuals volunteered to be part of Billy’s private army including 120 women who were known as “Billy’s Girls”. He personally spent about fifty million dollars (1940 dollars of course) on creating this private arm of the regular services and was officially given the rank of full colonel by the War Department. His uniform and photo still can be seen at the Heritage Center in the UK. As he was about six foot four in his stocking feet it is quite an imposing picture. In 1945 the war ended and Morris was determined to get his factories back into peace time production before any other British car company.

The first MG rolled out of the Abingdon factory on September 17th 1945 just one month after the war ended. By October all of his production plants were in full operation while no competitors had produced a 1945 vehicle for the private market. As can be expected all the cars produced between 1945 and the close of 1946 were simply repro-

Penny Farthing Thoughts Continued.

ductions of prewar styles with a little touch of flair like headlights molded into fenders which was the selling point of the post war Morris and Austin sedans. Ford introduced his first UK post war vehicle in the spring of 1946. The Ford Pilot which was almost a duplicate of a 1938 Ford family sedan sold in the USA. The only difference was the steering wheel which was on the other side and the only color available was black with no chrome fittings. The MG post war style was the MG TC which was simply a MG TB with a four inch wide extension to the body to accommodate customers who expected some degree of physical comfort in their post war car. About 10,000 of these were produced and around 2000 were sold in the USA from 1948 to 1949. In 1950 a completely new MG sports car was introduced, made for the US market and featuring such things as independent suspension, brakes that actually stopped the car and electrics that were reasonably reliable or to be more honest as reliable as any Lucas product could be! Over 26,000 of these cars were produced between 1950 and 1953. That's more cars than the MG factory produced in all of its prewar years. On top of that MG started to make a profit much to the delight of Billy Morris or to be more correct, Lord Nuffield as he was now known. The TD was followed by a stop gap car, the MG TF which was made to fill a production delay between the end of the MG TD and the introduction of the MGA which was based on the 1951 Lemans MG entry. The MGA is a truly modern style that still looks attractive today. The final MG to come to Abingdon was the MGB which lasted for seventeen years before the Thatcher government closed the factory in 1980. This in turn was the start of the demise of the British motor industry which no longer exists but the dedication to the various breeds continues as any British gathering clearly shows on both sides of the Atlantic and around the world. If you doubt this may I suggest that you go to some country where no one speaks English, smile and say "MG" with an accompaniment of a vocal imitation of a motor car. I will bet you that the audience will smile and make similar noises and greet you like an old friend! Picture credit: Various Internet sites. *Cheers till next time, Geoff*



Last MGTC off the line.



DVC Spring Tour *Marina Mayhem or (Crustacean Caravan Revisited)*



Craby is as Crabby does!

later due to the use of an outdated ferry schedule. Rested, the group motored to Saint Michaels to satisfy their crustacean cravings at the Crab Claw Restaurant. We hope those soft shelled crabs were worth the price, Bob and Terri!

Dick and Sandy left early Saturday morning and drove to Ephrata to attend a 90th birthday party for Dick's aunt. After a continental breakfast at the Inn, the rest of us were free to explore the area. Many DVCers chose to visit the Maritime Museum, Jan & Mark took a boat tour and Bob & Terri took the ferry to Oxford. All of us had the opportunity to shop and have lunch in Saint Michaels (always the bargain hunter, Bob Tile found a discounted metal crab made from valve guides, nails, and rocker arms).

We returned to our hotel later in the afternoon for a "happy hour" on the deck. Pat and Patti provided us with delicious red wine and the Fischer's brought some strawberries. Wolfgang and Gudie also spent part of the afternoon romping among the buttercups and taking pictures. What were they really doing? No one knows, but they returned smiling and covered in yellow buttercup dust! Dick and Sandy returned from their marathon drive shortly before dinner.



Lets see, we'll have crabs followed by more crabs!

We ate dinner on Saturday evening at the Bay "100" restaurant which was located right at the marina. Sam and

Spring Tour Continued. Anna Jane's entire clan joined us for dinner. It was wonderful visiting with their boys and meeting their wives and grandchildren. While we waited for our meals, entertainment was provided by our hostess for the weekend - Jan. Always eager to show off her God given talents, she demonstrated and then attempted to teach the art of "spooning." No one spoons like Jan, but Bob, Terri, Ben, and Mark all managed to balance a utensil on their noses! How many different ways can a napkin be worn on your head? With more time remaining, Jan, Cyndi and Terri staged a napkin fashion show. With Cyndi as Rambo, Terri switching between a peasant girl and a rap singer, and Jan as a French painter, all eyes in the eatery were on them. Imagine what would have happened if they had been drinking!!!



The fine art of "spooning"!

Karaoke at the Bay 100 was cut short by a rain storm (too bad, Ben) but a few DVC'ers remained after dinner for dancing. Bob, Terri, Ben, Cyndi, Tommy, and Gudie danced in the rain until a very large man (who had been drinking) put the moves on Gudie. Snubbed, the perp then attempted to hit on Tommy!! Oh my! The group then decided to return to the hotel for some much needed sleep.

Sunday was another picture perfect day – just right for a leisurely drive home after breakfast. As usual a good time was had by all. We thank Jan and Mark for putting together a wonderful weekend. Picture credits: Cyndi Nolan and Dick Suffredini. *Cyndi Nolan*

Restored Gas Pump Globes



An Australian Car Tale — Chuck Denlinger

Like so many other DVC'ers this year, I took sometime to travel. One of my stops was Two Wells, Australia. It's a small town north of Adelaide, South Australia. My friends, Lynne and Malcolm, are the happy owners of three vintage VW beetles. Among them is a mint car show award winning 1956 model. Knowing this and having a TD, when their friend Bob stopped by we quickly got into some car talking. It seems Bob is quite a restoration expert. To the point he even has a spray booth set up in his garage. And here we find the star of the story. In the process of restoration is a rare Australian gem, a 1964 Zeta. One of only 343 sold by Lightburn & Co, Ltd. Somewhat in parts, the monster of an engine is visible with the bonnet off. All 324cc of the Villiers twin frontwheel drive power plant. According to an internet site, due the way the transmission was set up, it could do 60mph in reverse. The same site (on Loser Cars episode 6) claims the salesman would never take the whole family for a test drive because he couldn't be sure to make it back. To its credit, out of 151 cars to start a 7000 mile trial, it was on one of about a dozen to finish. But it appears to be doomed despite this testimony. Oh, did I mention that Lightburn was well known for making washing machines. On their brochure they proudly state "Manufacturers and Distributors of Alfa Romeo and Zeta cars, concrete mixers, electric rideabouts, industrial jacks, spin dryers, washing machines, & wheelbarrows. Good luck, Bob. Try not to hit 'rinse' instead of reverse. (Thanks to Bob for the original brochures) Picture Credit: Bob (from Australia!) and Chuck).



Bob with his '64 Zeta — "Safety Last!"

G'Day, Chuck



British Car Club of Delaware's 2007 Annual Car Show

is again being held in conjunction with Delaware City's CanalFest on September 15th (rain or shine). Location: Battery Park, Delaware City, DE. Directions: go to our Web Site at www.BCCDelaware.com. Pre-Registration: \$15.00 (includes free event T-Shirt), Day of Show \$20.00. To Pre-Register (before September 14th) complete form below and mail with check payable to "BCCD" (do not send cash) to the Event Registrar: Sharon Kalinowski, 800 Woodland Ave, Wilmington, DE 19808.

Car Show classes determined by Pre-Registration Entries, Separately Judged Premier Class, (Classified as any of last years 1st place winners from all Categories). Cars on Display Field and Registration is 8:30 AM until 11:00 AM Popular Voting until 1:00 PM Premier Class Judging 12:30 to 1:30PM Awards presented at 3:00 PM

CanalFest



Car Show

Registration form (use separate form for each vehicle)

Owner Name: _____ Telephone: _____

Street: _____ City: _____ State: _____ Zip: _____

Vehicle
make: _____ Model: _____ Year: _____

Waiver of Liability (must be signed to enter show)

Neither I, or my heirs will hold the British Car Club of Delaware (its' officers or members), nor the town of Delaware City liable for any damage to me or my vehicle while engaged in, or traveling to, or from this event.

Signature: _____ email(optional) _____

Gathering of the Faithful MK 82

Sept. 19 — 23, 2007

Cape May, NJ

MG's In Victoria

See Sacred Octagon for Details



THE ROAD IS NEVER LONG
BETWEEN FRIENDS.



From Cluttering
2005