

**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 3

1970 - 2007 - Our 37th Year

October, November, December 2007

Inside this issue...

- Family Golf
- Pennypacker Mills Car Show & P3 Party
- Triathlon Weekend (Teapot Recaptured by DVC!)
- Dr. DVC Returns

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

Fall Frolics In DVClan

Are you ready for some fall fun? The DVC has planned some really fun events this last quarter of 2007. Finger Lakes, wine tasting and great driving roads are all part of our tour

to Watkins Glen, NY. Fall foliage is part of the Hornsby Rallye this year. Then there's the Guy Fawkes bonfire to warm you up. Don't forget our one and only "meeting" where we plan

out our 2008 calendar. Lastly, our traditional Holiday Banquet takes place in December. Fall is a great time to drive an MG. Crisp temperatures and spectacular foliage. See you



T-Talk's MG Girl of the Quarter — Gudi Fischer

Fourth Quarter DVC Events — See You There!

<p>Oct 18th — 21st</p> <p>Fall Tour</p> <p>Watkins Glen, NY</p>	<p>October 28th</p> <p>Hornsby Rallye</p> <p>All Over Chester County</p>
<p>Nov 3rd</p> <p>Guy Fawkes Bonfire</p> <p>Perkiomenville, PA</p>	<p>Nov 18th</p> <p>Our One & Only Annual Meeting</p> <p>Warminster, PA</p>
<p>Dec 8th — Holiday Party — Southampton, PA</p>	

Points & Plugs — Tom Rippert



Hi DVC, It's hard to believe that MG driving season will soon be over. Summer is "officially" over, but that means Autumn is just around the corner — and what better time to drive your MG — so put the top down and enjoy the crisp, cool air. Don't put the MG away yet, we still have some great "driving" events before the first snow flurry hits the ground.

Dick Suffredini has organized a great tour to Watkins Glen the weekend of October 18 through 21. Jim O'Brien has planned another challenging Hornsby Rallye for Sunday, October 28th — the rallye will take us through beautiful countryside and we should still have beautiful Fall foliage to enjoy. Bill and Linda Boorse are hosting our Guy Fawkes bonfire this year on November 3rd. (remember, remember the 5th of November.....). Pat and Patty Cawthorne are hosting the annual membership meeting on No-

vember 18th. Please try to attend this meeting and bring your ideas for new events for the 2008 DVC calendar. If you can't make the meeting, please give me a call or send an email. I'd like to hear from you — we're always looking for new ideas and new people to host these events.

Let's not forget the Holiday Party on December 8th. Look for a separate mailing in November for this event. Please look in this issue of T-Talk for flyers to our Fall events — and I hope to see you at one, or all of them.

Dues are due on November 1st. The dues renewal notice along with an addressed envelope is included with this issue of T-Talk.

Safety fast, Tom

P.S. We are still looking for an Editor of T-Talk. This issue is Lee Niner's last. Please give it some serious thought and give me a call.



From The Pits — Lee Niner



Hi all — This has been a great MG season for Liz & I. We've done our share of daily drives on local MG roads.

This issue's "MG Girl of the Quarter" is Gude Fischer pictured in her and husband Wolfgang's BRG TD MKII. They live in Cape May County, NJ and really enjoy taking rides on those pine barren roads.

There's been a lot of chatter about the new Chinese owners of MG so I've included some "info" in this issue for you to digest.

By now some of you have attended one or more of our affiliated register's events and by all accounts they were truly memorable. The NEMGTR Fall GOF was at Cape May, NJ this year. If you've never attended one of these events then

next year is something to plan on. NAMGAR is holding GT 33 at Seven Springs, PA and NAMGBR is holding their convention at Valley Forge, PA.

Between the Pennypacker Mills British Car Day Car Show and Triathlon VII, last August was one heck of a busy month for the DVC. We had our most successful car show ever and we brought the Triathlon teapot home once again. Hope you've enjoyed this past summer as much as Lizzie & I have.

Thanks also go to many of our members who contributed articles for this issue of T-Talk.

This issue is my last as your editor. It's been a gas and it's been very interesting learning the nuances of assembling a club newsletter. My sincere thanks go to our contribut-

ing members whose columns regularly enhance this publication. One last giant thank you goes out to all of you for calling, Emailing or seeing me at events and commenting on the editorial aspects and content of T-Talk. What the heck, I sure as heck was not doing it for a salary so your comments kept my motor running for the last three years.

Looking forward to next year, how about volunteering to host an event. Remember, it's the drive that matters not necessarily the destination so give it some thought and plan out a "ride" for the DVC.

I'll be seeing you around, hopefully in a MG.

Drive 'em! Lee

PS. As always, mucho thanks go to Lizzie for assisting me these past three years with T-Talk. I appreciate her constant encouragement.

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!)

NEMG'T'R



NAMGBR



NAMGAR



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

Welcome Aboard New Members — We'd Like To Get To meet You & Your MG.

Ronald B. Joyce	911 S. Lewis	Royersford, PA	19468	610-489-7801	'45 TC
Ann & William McCurdie	723 Church Street	Royersford, PA	19468	610-948-8465	'69 MGB
Gregory S. Cope	4909 Bennington	Schwenksville,	19473	610-287-9782	'52 TD
Daniel & AnneShimberg	577 Red Fox Lane	Strafford, PA	19087	610-687-4055	'74 MGB
Pat & Bob Bodek	607 Sugartown	Malvern, PA	19355	610-296-236	'77 MGB



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, 193 have been sold to date. No, it's not to 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!

Where Have All The MGs Gone

Where Have All The MGs Gone---Europe Perhaps. Many MGs were brought "home" to the States by military servicemen. From my experience in European travels many are returning "home" to England and Europe.

Example, recently I had an inquiry from a guy in France about his TD. He was introduced to me by a fellow I met from England who has a 1953 TD that he purchased in England - yep, it was bought by a member of the U.S. Air Force and brought by him to the States in the 50s, went back to Chaffey, England in 1990 and my British friend purchased it in 1994 and drives all over Europe in it.

Now to our French friend. He has a 1952 TD, ivory with red interior, left hand drive and is living in Normandy, France. Yep, he bought it in France via Belgium after it was sold to Gullwing Motor Car, Inc., Long Island City, New York who received it from one of our own Delaware Valley Classic MG Chapter members - John Deck, who first lived in Pennsylvania and then New Jersey.

Greg and Janice Lake

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

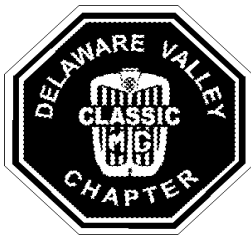
Did you know that we have an agreement with Triple-C Accessories @ 888-854-4081 to apply the DVC logo on all of their shirts, hats, sweaters, jackets, coats or blankets? Now is the time to order that particular DVC piece of regalia that you've been longing for or better yet to surprise your driving partner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

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)

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.

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



Young's Bitter

Traditional draught ales were produced on the site of the original Young's Brewery from 1581 - 2006. In 2006 Young's combined its brewing operations with Charles Wells, Bedford to create a major new national force in the brewing industry.

Young's Bitter shares the heritage of 175 years of brewing expertise. Today, Young's Bitter is the fastest growing standard cask ale in England and Wales and is a 'Top 10' standard cask ale brand (No.4 in London).

Young's have a long history of making superb quality Great British beers, from cask ales to specialty bottled beers, all brewed using the finest ingredients.

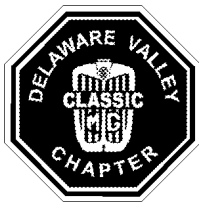
Bursting with taste, Young's Bitter is an easy to drink, refreshing ale with a fresh, fruity aroma that leaves a long, satisfying bitter finish. It is traditionally brewed to deliver a clean taste and is light and dry in flavour with a subtle taste of hops.

Young's Bitter is brewed by methods unchanged for generations, but holding to modern standards using only the highest quality traditional ingredients. Special varieties of British grown (East Anglia and Yorkshire) barley are selected to be transformed into malt, a process that starts by steeping the grain in water to encourage it to germinate, growing it for 4 to 5 days and then drying it in a kiln. Along with the Maris Otter & crystal malts, only Fuggle & Goldings hops are used in this very British Bitter.

Source: www.wellsandyoungs.co.uk/wellsandyoungs & www.youngs.co.uk/



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



Pit Crew Review Meeting



We're meeting on October 6th at 11 AM at the Salford Pub, 712 main Street in Harleysville to review our car show last August 4th. We'll also be taking an inventory of trophy's & supplies as well as finances. Lunch will also be fitted into the agenda. See you there! *The Pit Crew*



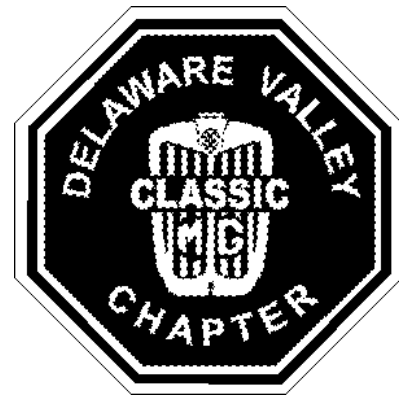
"REMEMBER, REMEMBER, THE 5TH OF NOVEMBER"



GUY FAWKES DAY PARTY

WHEN: Saturday, November 3, 2007

WHERE: Bill and Linda Boorse
201 Hendricks Road
Perkiomenville, PA 18074



PHONE: 215-234-8490

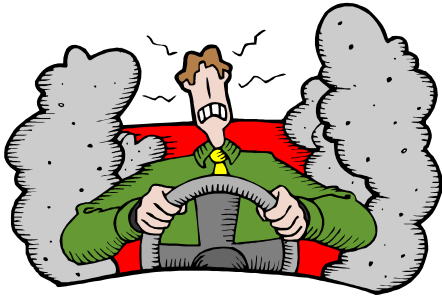
TIME: 7:00 p.m. Bonfire lighting at 7:30 p.m.

Please bring a covered dish. Call Bill or Linda at 215-234-8490 to coordinate.

DIRECTIONS

Head towards Ripperts..... Bill and Linda live one block away at the corner of Hendricks Road and Colonial Road. Grey two-story house – look for “Tigger” on the tree in the front yard (I’m sure he’ll be appropriately dressed for Guy Fawkes Day).

If you need further directions, call Bill and Linda at 215-234-8490
or Tom and Jaimee at 610-287-9325.

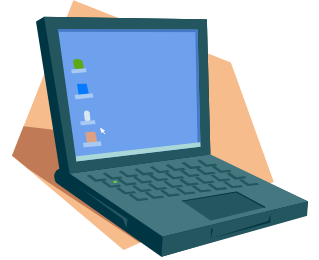


Exhaust Notes — DVC Registrar Chuck Goelz



Webmaster E-News — Lew Phillips

See you on the DVC's web site. Lew



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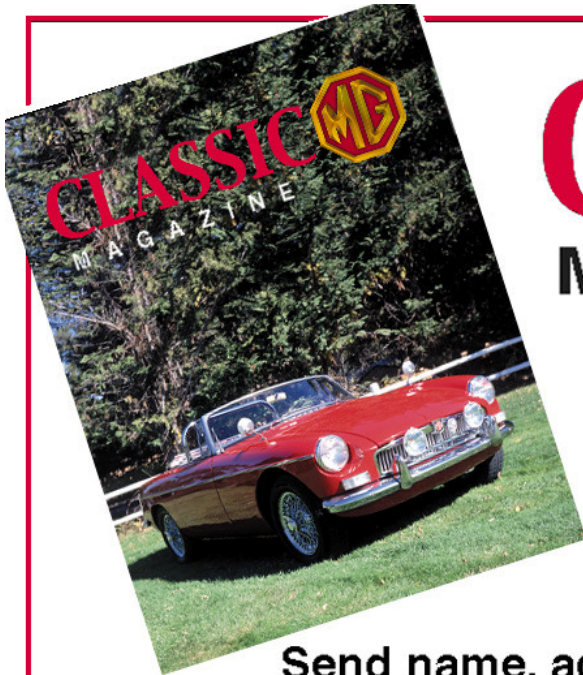
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Geoff Wheatley's Penny Farthing Thoughts....

MGB's At Abingdon

I think the first MG I ever sat in was a MGTA. My father who worked for MG for most of his life had taken me to an open day at the Abingdon factory where employees and their families could see where their husband or brothers worked, eat sticky buns and enjoy the delights of an English Garden Party. I also recall that the boss himself was there Billy Morris later to become Lord Nuffield (How do I know? He was in a picture that I still have although I don't think we had much to discuss as I was about six years old at the time). My father joined the Morris company around 1931 and was transferred to MG Abingdon a couple of years later. Apart from his war service he remained with MG until he retired in 1963. We lived a couple of miles from the MG factory and I recall that during the war years when the factory was switched over to war work one of the products that they produced was the Bomb Aimer nose for the Albemarle Bomber. These were comprised of plastic panels known as Perspex that was transparent and about half an inch thick. There was a scrap dump just outside the factory gates that you could creep under providing you were not oversize for your age and obtain a few samples of this wonder material that could be transferred into a multitude of attractive items such as rings and broaches. Adjacent to my school was an empty clothing factory where as soon as the war was declared all of the MG vehicle parts were stored ready for Abingdon to start production again as soon as the war ended. The general attitude of the average Brit was that the war would be over in a matter of months and life would return to normal once again. No one ever suspected that it would be five long years before the first post war MG rolled out of the factory in September 1945.



1945 MG TC



1957 MGA — First of a new line!

Because of my fathers association with MG especially before the war when the employees could be numbered in a couple of hundred and everyone knew each other, I met and grew up with various MG people. One was the senior designer for the MGB. The concept for this car came from the designs put forward by the Italian coachbuilders FRUA, who in 1958, based their concept on a MGA chassis and put forward a series of designs to replace the successful MGA (it is interesting to note that this car was in the development stage before the modified MGA 1600 went into production). The MGB was, by past standards, a completely new design and in consequence proved to be more expensive in production that had been anticipated. The tooling costs were high and it was recognized that the only way these costs could be recovered was through a long production run. As the famous TD had a production run of almost four years and the TF just over two followed by the MGA with an estimated five year run, the MGB was conceived for a seven year production run, a figure that had never been considered in the past. The normal maxi-

imum run was about five years and even then it was expected that the last year would show a declining market and a need for a new model. So MG Abingdon were certainly taking a risk with the MGB and their Lords and Masters, BMC looked at the project with some hesitation. The bean counters were certainly ready to cut a few corners and they did (More on that later). The prototype was known as the EX181 and was the first MG to be tested in a wind tunnel with some aero dynamic results. Looking at the MGA it is easy to think that this car would have the ideal air flow but as the results proved the MGB came out with a lower level of flow resistance.

Penny Farthing Thoughts Continued. However, it was also about 45 pounds heavier than the MGA. This prompted the engineers to reconsider the power unit. Originally, to try and keep costs down the 1622 cc MGA 1600 engine was to be used and there was a suggestion that the MGA Twin Cam might also be an option. After a few tests this idea was discarded which to my mind was a mistake remembering that a few years later a six and even an eight cylinder unit was utilized with some success. The 1622cc power unit was not that successful primarily due to the weight of the new MGB so the engine was stretched by boring it out to give the unit 95 bhp. As this engine was originally produced by Austin back in 1947 these changes were not a great improvement and the unit was on the limit of its production potential. Various changes were made to the engine core with new concave pistons and other modifications. This proved to be adequate although these modifications made the engine run hotter. No big problem in the British climate but a serious consideration in export markets such as the USA. To overcome this problem an oil cooler was fitted to all export models and never able to miss a few extra bucks it was also offered to the British owner at extra cost! Again to save money the gearbox was virtually identical to the MGA with no synchromesh on the first gear. I mentioned the bean counters earlier on and their effect on the eventual MGB. The car was planned to be larger than the existing model about two feet longer with a wider body however as this would involve extra costs on the production lines so this proposal was dropped. The interior was also originally designed to have leather seats and a expensive wood dash to compete with the Triumph range who offered both oak and teak. Instead a cheap metal dash was installed and was only changed when safety laws were introduced to stop passengers beating their brains out on the uncovered dash if the car got into an accident. At one stage to make the vehicle more attractive to the American market a power top was proposed however, this also bit the dust in company with an installed radio and a fresh air heater. Eventually such things as reclining seats and a useless heater became standard by the time the car had passed its expected life of seven years. Had BMC continued to exist and had the British government not interfered with the industry, an activity that it had continued since 1960 when it invested taxpayers money into car production and eventually ended up owning the production centers, a new MG could have been presented at the 1970/71 Earls Court Car Show. However, at the order of the government BMC was disbanded and British Leyland, who's only claim to fame was the production of trucks after a large investment of government money, took over control of both Morris (MG) and Austin (Triumph). By 1976 it was obvious that one of these two producers had to go and as we know MG lost out on the deal. The first MGB rolled out of Abingdon in June 1962 the last on the 22nd of October 1980. Eighteen years of production, virtually the longest production run in British motor history. There is much more to tell about Abingdon, its history and the development of the MGB including the MGBGT one of the most under rated vehicles of its time.



1963 MGB Roadster

As I mentioned earlier I was born in Abingdon and my Father worked for MG for most of his life. We lived a few miles from the factory and I do recall that these funny looking MG Vehicles passed our door virtually every day, except Sunday of course. When the war started the factory went over to war work and people like my Dad went off to do their bit, what ever that was! Those too old or too young to be drafted stayed on at the MG works assisted by a new brigade of workers on the assembly lines wearing head scarves and pants. For the first time in the history of the Morris Motors Empire women were employed to do assembly work and/or paint, clean and assemble war production parts. Abingdon was no exception and at the peak of wartime production about 300 women worked at MG doing virtually everything that men had done before the war (I was told by a senior staff member after the war that they often did a better job than the guys who were drafted for war service, but I would be foolish to labor that point!). When the first post war MGTC rolled out of the factory in September 1945 it was the first post war British car to be produced and Billy Morris was very proud of this fact. In total 39 cars were assembled between September and November 1945 with every one produced with various bits and pieces collected and stored since 1939 when the factory swung over to war production. I had number 19 produced on September 29th 1945, at least thirty percent of the car consisted of prewar items including the very unique radiator made by Morris Cowley with the words "Victory Model" stamped on the brass plate that also contained a production number 147 1945. Because of my Father's long association with MG when it was a small production company with only a couple of hundred employees in the 1930s I had the good fortune to meet many people including the crew who were directly concerned with the production of the MGB. Previously I covered the design and successful launch of this unique car and also indicated some of the problems with the MGB Mk I. Following quite quickly on the heels of this car was the MGB GT a car who's time had certainly come when it was launched in October 1965 at the Earls Court Motor Show. The

Penny farthing Thoughts Continued. sleek design of the car was welcomed by the motor media as well as the public and it was fitting that the design of the MGBGT was the result of another Italian design team, the "Pinifarina Company". What may come as a surprise to some readers is the fact that the company management wanted the GT to precede the launch of the MGB Roadster in 1962 but Market Research had indicated that the public were still attracted to an open style MG to follow the highly successful MGA. As far back as 1958 MG were looking at a GT style of vehicle and as early as 1953 dealer research had indicated there was a growing demand for a GT version. This had prompted the company to create the MGA Coupe with limited success. There was nothing wrong with the Coupe except that there was no real increase in carrying space, it was hot to drive in the summer and the small trunk was virtually taken up with the spare wheel! This was not quite what the public wanted in the way of a Grand Tourer (GT). Again I had one for a few years and it was a interesting machine if you were under five foot eight and had long legs. The inclusion of a A/C unit would have helped but that would require a completely new type of engine as I found out! Before the GT hit the British public a Belgian coach builder by the name of Jacques Coune designed the "Berlinette" MGB 1800. A rather attractive version of the current MGBGT. One could almost think that it was the inspiration but of course that was not true as the GT was on the drawing board almost ten years before. No one is quite sure how many "Berlinette" style vehicles were produced but I have seen a figure of around fifty give or take a few. There could be one or two still around but I can not confirm that. As mentioned earlier the MGBGT got rave reviews when it was launched. One paper boldly said "The Car of The Decade" another "The Car The People have Been Waiting For!" The real secret was that the price was right for a general purpose vehicle with a sports background. For just under a thousand pounds the car was yours however if you wanted a heater, seat belts, radio, or overdrive the price would hit around twelve hundred pounds. In today's exchange rate as I write this that about \$2500. The one drawback to owning the GT was its extra weight. The car was over 250 pounds heavier than the Roadster and the performance from a standing start was no that impressive. However, the car could hit a 100 mph once it was rolling and had the new 1800 power unit that was created to help the MGB Roadster that had been launched a few months earlier with what can only be described as a rather ancient design power train. The new five bearing engine that was fitted to the Roadster in late 1964 was the chosen unit for the GT. The total production of the GT was just over 125,000 including the exciting MGC that I have always had a yearning for and the MGBGT V8 that can make the hair stand up in the back of your head by just starting the car! They only produced 2591 of these vehicles and all in GT form. I wonder what a Roadster would have been like to drive on a country English road! The MGB was certainly the most successful car in terms of production numbers to ever come out of Abingdon designed to last for seven years it almost hit 18 before the factory was shut down for political reasons by the Thatcher government. The rest of the British motor industry was to follow suite thanks to poor management, short sighted investors who could only see this months bottom line, and trade unions who spent more time in disputes than in production. Now add a government who should have never got involved with the motor industry but it did way back in the 1950s and never knew what to do with it. It's new toy. I also think that the Thatcher government would have viewed the demise of the British Motor industry with a little more consideration if De Lorean had not taken the British government for a cool seventy seven million pounds in 1981 and departed holding the cash and leaving about 800 people unemployed and a modern factory built with tax payers money empty. The Iron Lady had a long memory!

SU Carbs & Aero Spirits — A Potent Combination

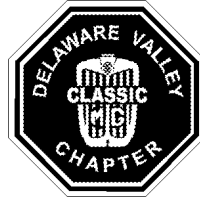
Looking back I recall that my first purchase of our famous Marque was a 1952 MGTD from the local dealer who just happened to have one that the original purchaser had ordered some six months earlier but for reasons best known to himself did not turn up with the ready within the two weeks allowed for collection. I know that there must have been others on the waiting list for this car but I got there first with the notes in my hand. I recall that it was about eight hundred quid or close as I had just acquired a boat left to me by a relative that I sold post haste for six hundred. The balance was my total savings over the past three years destined for a new Royal Enfield 350 Bullet that suddenly lost its charm with the windfall from the deceased Uncle George. Why me I asked? I have never been a keen boater in fact my only memory of the joys of the water was a punt on the Thames at Oxford with a pretty female companion and a bottle of Algerian wine, all you could get at a modest price in 1952. The MG was yellow, not my first choice but when the waiting list was anything up to nine months you did not have much say in terms of colour. At that time 90% of all MG production was scheduled for export most going to the USA. I think the production ratio was about 10% for the home market and the rest for export. John Thornley, the general manager at MG during this period said that they could build about two hundred MGTC cars for export and this allowed the company to obtain enough steel to make twenty Y. Type vehicles for the home market. When the TD came along it was much the same. Also there was a rather severe purchase tax. I think it was around 40% when I obtained my

Penny Farthing Thoughts Continued. TD. which added up to the eight hundred that I handed over. Petrol was rationed and the allowance was about three gallons a month, which you could easily use up in weekend jaunt with the good looking girl that you had met at the local Saturday night hop. Yes, there was a black market and I have no hesitation in saying that as and when; 'AS' being where you met the guy with the large petrol can. "When" being when you had enough money to pay the guy with the large petrol can! We never asked where the stuff had come from or what brand it might be. In reality most of the petrol around that time was a mixture called POOL PETROL no brand name and a dubious octane value. To stop the engine pinking up hill you simply adjusted the firing sequence a few degrees before TDC. This did rather slow down the performance but you did have the joy of an afternoons drive. On one fateful day a friend with a Singer of post war vintage, not sure of the model, turned up with a can of Aero Spirit. In reality I still don't know what the stuff was but we added it to the petrol tank of our cars and set off to explore the delights of the Oxford countryside. About three or four miles on the road the Singer suddenly gave a tremendous fart and the rear section of the exhaust came flying past the front windshield of my TD. Obviously I stopped, in fact I had little choice as my engine also made a few strange sounds followed by a loud bang under the bonnet. Inspection revealed that one of the carburetors had virtually designated or to be more precise the float chamber had separated from the rest of the body. With a little endeavor we replaced what was left of the Singer exhaust with good old fashioned bailing wire, (A must in any tool kit) and hitched a tow rope, (Another useful companion for the bailing wire) and set off home. Spare parts in 1951 were hard to obtain and a carburetor was properly the most difficult. The dealer promised a replacement in about three months give or take a few weeks! The scrap yards did not carry modern parts, the term modern being anything post 1945. The black market might be able to help providing I could rob a bank or perhaps two. Strange to recall there was no other serious damage to the TD apart from a brown scorch mark on the side of the bonnet. As the car had about 1500 miles on the clock it seemed a sad situation to park it away for the next few months while the spares dept. at Abingdon got round to supplying one replacement carburetor. Who ever say that there is not a MG Saint looking over all us owners needs to see a shrink. After two weeks of telephone calls and many visits to every garage within a twenty mile radius without success, I resigned myself to the trusty old bicycle that I had used as a school boy during the war. Good for the figure but not that useful when it came to the weekend trip into the country with the latest dance hall conquest! Around week four which was a holiday weekend the Abingdon factory held an open day which really means that family members of workers could come and see what their relatives were doing to help Britain back on her feet through export. Through my father I got an invitation to enjoy the tea and sandwiches provided by the factory canteen. Remember, certain foods were still rationed at this time so any free goodies were always welcome. A tour around the assembly lines, a visit to the paint shops, a peek at the half finished cars and a visit to the stores dept. There behind the wire mesh were boxes of new SU Carburetors smiling at me. All I needed was one or even a part of one, the float chamber. Returning to the assembly lines I noticed a bin full of discarded bits and bobs. There right on top was a SU in various pieces that looked like a truck had driven over it but the float chamber was intact. The tour guide was busy talking about how many cars they could push through each shift, and he meant Push Through," as the whole process was manual labour. Could I slip the broken SU under my jacket? No luck it was summer and I did not have a jacket. A broken SU would tend to stand out under a summer M&S shirt! Ask the man. The worst he could say was no. "Could I buy that broken SU" I heard myself say. "What?" "The broken SU in the bin" "Why"? I explained the situation but not mentioning the Aero fuel bit. "How much would you pay?" Now this was the delicate bit. If I said too little I would lose the moment, however my current bank balance was in my pocket and it did not stretch to more than a couple of quid. "How about a pound." "Done was the reply and an official paper bag with MG printed on the outside passed through the factory gate later that afternoon with me by its side. The purchase was completely in order, I paid the agreed price and was even given a receipt that stated that I had purchased an item of scrap for the sum of one pound sterling. The float chamber fitted like a glove and we were back on the road again in a matter of hours. From that moment on I never put any unknown substance into a fuel tank, not even scotch which I understand will fire up a MG! *Till next time. Cheers, Geoff*

Free Lucas Parts Reference Database

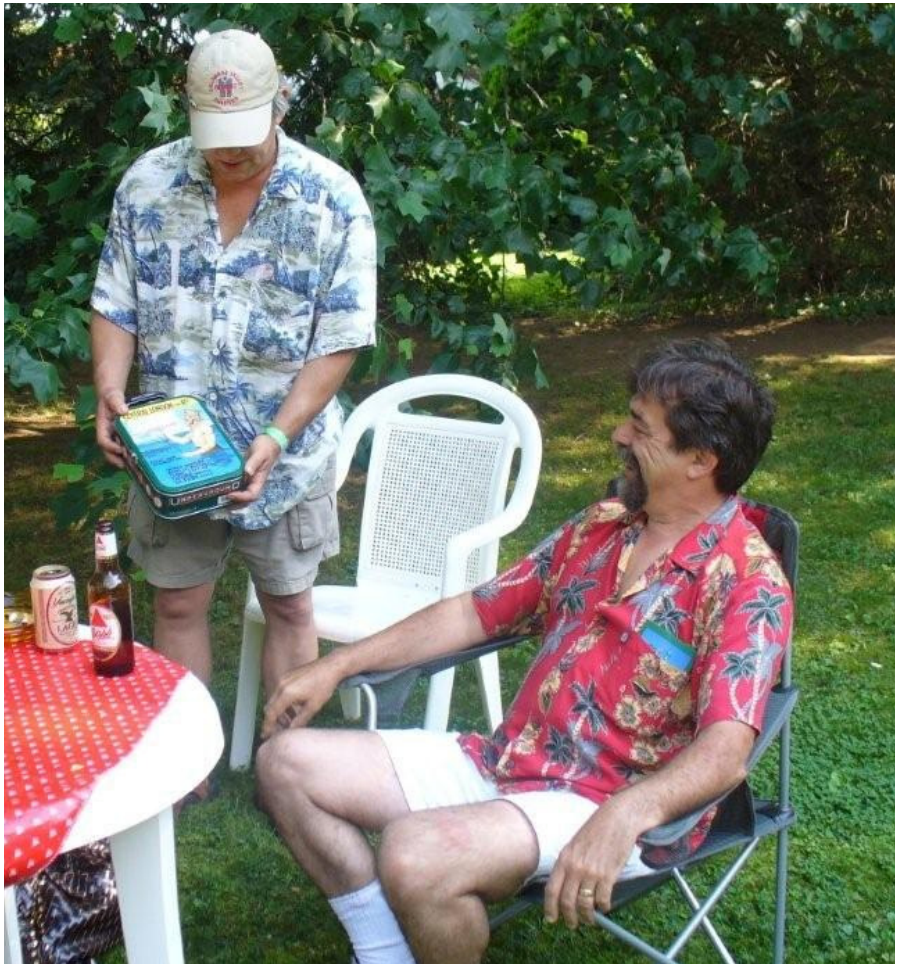
**Search Lucas part numbers by make / model at
www.BritParts.Avtell.com**

Family Golf Outing & Picnic



Mindful of the torrential rain last year, crossed fingers worked this time for the Family Golf Outing and Picnic on July 7th as the weather was simply beautiful. Lew Phillips and his lovely assistant, Kris, greeted all who aspired to conquer the various courses of Waltz's Golf Farm. The choice of the ball color may have been the hardest decision made by players but, as the pairings teed off, the angle of shots also took careful consideration. Lunch time provided the opportunity to compare scores and to crow a bit of one's prowess with a club.

Next on the agenda the grueling test of odometers took place as the three competitors received their instructions for the 3rd annual P&P Non-Rallye. Lyn and Bobbie Hughes were first off soon to be followed by Chuck Denlinger with Caleb Phillips as navigator. The Sarley family were soon in hot pursuit after dealing with some ignition gremlins. The course soon proved to be a formable opponent for the Denlinger/Phillips team as they suffered clutch ills. Paul and Lee were dispatched to see if help could be rendered but unfortunately the non-rallye ended there for them. Thank goodness for AAA as their tow truck soon arrived to take Chuck and the car back to his home. But, in a true DVC never-say-die spirit, Chuck drove all the way back for the picnic.



Paul Phillips presents Lynn Hughes the coveted "Lunch Box" Award for finishing first in the Non-Rallye.

This year's battle for the Non-Rallye title was hotly contested by the above entrants. A 1974 Midget was used to set the official mileage and the Hughes team's Explorer came within 2/10 of a mile under the correct distance of 10.4 miles. While Chuck and Caleb did drop out the officials do allow guesses. Caleb, just by looking over the directions, arrived at an amazing answer of 10.1. The Sarley's ignition woes perhaps carried over to their odometer as they ended up short with 8.8. The Hughes received, as the crowd roared their approval, what has become the traditional Non-Rallye prize of a Midget picnic basket; a metal British lunch box.

With the award ceremony out of the way, all settled down to continue what DVC'ers are best known for; eating, drinking and conversing. It is those ingredients that make any of the club gatherings a success.

Showing off their skill at Waltz's were Jerry and Lee Keller (Toyota), Rocky and Louise Grillo (MGB), Larry and Connie Cordeiro (MGBGT) and Lew and Kris Phillips (Subaru). Those both golfing and picnicking were Lyn and Bobbie Hughes(Ford Explorer), Chuck Denlinger (TD), Dave, Nancy and son, Matt Sarley (MGC), Paul(Midget) and Evonna (Midget) Phillips and Caleb and Logan Phillips with friend, Brian Bradfield (Dodge Neon). Lee and Liz Niner (TD) joined in later at the Phillips house. Thanks to all for coming out. *Paul & Evonna*

Behind The Green Door

As some of you know, my BRG '52 TD had a badly fitting passenger door. None of my attempts to put a band-aid on the problem stemmed the bleeding. And at our recent Dr. DVC session at Jerry Keller's house, Dave Schwab, Mike Engard and others struggled heroically to solve the problem. Nuts, bolts and washers and shims went flying, but nothing seemed to work. So, last week I slunk over to Cloverleaf Auto Restorations in Malvern



**Dr. DVC, Mike Engard & Paul Phillips
methodically "adjusting" Peter Cornish's RH door of his TD.**

to see what they would say or do. Cloverleaf agreed with Mike and Dave that the filler used (on the outside of the body tub), made the outer dimensions too close to the hinge to allow the door to shut without crowding the body of the car (thus the cracks around the hinge). They suspected, as we did, that some serious body work might be needed. Since Cloverleaf does restorations, but not painting, I went to the body shop I've used for my wife's Toyota to ask what their painting costs would be after the serious body surgery was completed. Lo and behold, the owner proudly showed me his gleaming MGB which he had beautifully restored. While an MGB body is nothing like an

MGTD body, he said he probably could solve the door problem without invasive surgery. He was so confident, I crossed my fingers, glanced toward the heavens, and said he could give it a try. (Gulp!) Two hours later, he called to say the door was fixed. Two hours! Of course, I was very skeptical, but sure enough, it worked perfectly. The door worked like new. The next day, he touched up the paint where it had worn, chipped and cracked around the hinges. My total bill was only \$250. I almost kissed him. I know Mike's Ragtops and Roadsters shop could have done the same thing, but I was sure glad to get this problem solved closer to home. If there is a God, he drives a BRG '52 TD. If he doesn't, he can have a ride in mine without worrying that the door will fly open. Thanks again to all of you for your efforts and patience. *Regards, Peter Cornish*

**For Sale: 1958
Austin-Healey
100-6 (BN6).**

Previous owner disassembled car in 1970s. Not running, but engine turns freely when starter is hooked to a jumper battery. Missing front splash apron, door-top trim, heater, and air cleaners; otherwise appears complete.



Chassis quite solid, except ends of outriggers poor. Usual rust-through on lower front fenders, in floor at base of firewall, and battery box. Once hit in rear, so some damage to left rear corner of gas tank. Includes approx. \$1,200 of new parts purchased in mid-'80s, e.g. wiring harness, side curtain set, outside door handles. Asking \$5,700. Car located in Tunkhannock, PA (25 mi. west of Scranton). Contact Sarah Carr or Durland Edwards, (570) 836-0889, brit-fan1@epix.net.

Letters To The Editor

Dear Lee,

Thanks for the nice job in the most recent issue of T-Talk (July-August-September '07), and of course for the photo and write up on my delightful granddaughter Julia - MG Girl of the quarter.

Dee and I enjoyed a long weekend in the TC for the Kingston, Ontario GOF. It was a good time with lots of old and new friends on hand along with a 400 mile trip each way. We shared New York State back roads for a leisurely trip on the way up with John & Cookie Friedler (NYConn Chapter) and their YT. We used a couple of little ferries to get across to Canada, avoiding the long lines at the I-81 border crossing.

DVC members that we visited with at the Gathering included Tom & Anita Shanahan and Hank Rippert, Also, Jim & Shirley Mink, Bill & Lonnie Moore and Ken & Charlotte Blamble were in attendance. Everyone seemed to have a good time, with a great venue in a historic St. Lawrence Riverfront town. The program included a dinner cruise on the river on Thursday, the Shannonville Motorsports Park for MG Racers and wanna be's (like me) on Friday, along with a great waterfront park venue for the Saturday car show.

Hope to see you guys soon. Best regards, *Ed Flax*

Dear Lee, Here's a photo and an amusing article for TTalk. The Characters are Ming Jue... they mean "Modern Gentleman". That's the Chinese effort to maintain MG as standing for something. I have been trying to find out where to place an order for one. *Jenny Keller*





THE GREAT LEAK FORWARD

THE CHINESE BUY HISTORIC AND, OH, OCCASIONALLY RELIABLE MG.

BY JAY LAMM

» When China's Nanjing Automobile Group Corporation announced plans to buy MG in 2005, angry crowds chanting "Yangtze, go home!" formed outside MG headquarters in Abingdon, England. Alas, the British carmaker had been forced decades earlier to abandon the ramshackle plant, so the purchase by the Chinese sailed through.

The buyout sent shock waves through a nation that had already seen cherished marques Jaguar, Bentley, Sterling, and Lotus sold to America, Germany, and Malaysia (or maybe it was Indonesia, it's tough to keep straight), respectively. So why has MG, the most British of automobile brands, been acquired by the Red Chinese? Two reasons, explains Nanjing's V-P for communications, Salli Proof. First, MG Rover's powertrain division offered much-needed manufacturing capacity. Second, she said, "Oh, sure—like England never took anything from China!" A list was handed out to reporters of things missing since 1805: vases, rugs, jade paperweights, opium paraphernalia, ivory furniture, and other knickknacks.

After getting an exclusive first drive in

the offspring of this shotgun wedding, the all-new 2008 MG Long March, we're happy to report that those fearing the end of British carmaking needn't worry—indeed, we're confident the marque will still be an opiate of the driving masses. The name "Long March," of course, refers both to the chaotic 1934–35 retreat of Communist forces and the later consolidation of power by Mao Tse-tung's cadres over the antirevolutionary, Western-leaning Chiang Kai-shek. It also refers to the formidable hike that awaits all MG owners who try driving long distances. Based on the most recent MG TF, the Long March is mildly redesigned with narrower headlights, optional pagoda roof, and Supplemental Active Restraint System (SARS).

For power, the means of production is a 2.5-liter gang of four making 28,275 BDARCORFP (Brake Disgraced Anti-Revolutionary Cadres on Re-Education Farm Power) at 6800 CRPM (Cultural Revolutions per Minute). Lubrication is by the sweat of the masses, and sequential-shutoff injection ensures that each cylinder receives fuel according to its needs and generates

power according to its abilities. As Nanjing eschews rubber cam belts, the top end has nothing to lose but its chains. Balance shafts were rejected as decadent and counterrevolutionary.

Behind the wheel, an extra-tall rear-end ratio makes the Long March able to Trotsky all day at 80 mph; the flip side is a tendency toward Stalin in traffic. A Great Wall of torque is available at low revs—power flows from the barrel of a Garrett T56 turbocharger. Despite this, we'd describe the acceleration as wonton.

Aesthetically, we found the styling unpleasantly Gorki and gave the interior low Marx for its use of concrete trim. For '08, the Long March will be offered in Lenin Yellow, Mao Tse-Tungsten, and Deng Xiao Pink; Jiang Zemint or Sun Yat-Sienna are the only interior choices.

In the interests of full disclosure, we'd be remiss without mentioning the swag-laden welcoming bash Nanjing threw our way during the press launch: a first course of dashpot stickers, weak throttle-return-spring rolls, foil-wrapped fuses, and BBQ spare rings, followed by such lavish entrées as lemon-law chicken, pinking duck, General Tow's chicken, leaky chow mein seal, and moo goo gai misshapen pan gasket. Our hosts assured us that "duck feel no pain." This was so filling we could hardly finish our misfortune cookies. Seeking the opinion of the average Chinese citizen on the British brand's rebirth, we asked the banquet chef if he enjoyed driving the new MG. He relied with a qualified affirmative: "It beats woking." ●

DVC - HORNSBY RALLYE



DATE: SUNDAY, OCTOBER 28, 2007

(Please note this is a date change from the DVC Calendar)

START: GATEWAY SHOPPING CENTER

TIME: 12:00 NOON – FIRST CAR OFF AT 1:00 P.M.

FEE: \$10.00 PER CAR

RSVP: JIM & MARIE O'BRIEN

Phone: 610-436-0234

There couldn't be a better time of year for a rallye. Gas up the MG and head to the Gateway Shopping Center on Route 202 in Devon to enjoy one of Jim O'Brien's legendary rallyes, driving approximately 2 hours through beautiful Chester and Lancaster counties. The coveted Hornsby Cup goes to the first MG 'T-Series' car to finish. Trophies for 1st, 2nd and 3rd place cars will be awarded.

Annual Planning Meeting

Place: 268 Bloomfield Ave.

Warminster, PA.

Date: November 18, 2007

Time: 1PM



Come one come all to the annual meeting to plan our event schedule for the coming year. The meeting will be held at the home of Pat and Patty Cawthorne in the thriving metropolis of Warminster. We are looking to hear your ideas on new events or freshen up some of the old ones. There is always a need for volunteers to lead the way to some remote destination or host one of the local events. Light refreshments and beverages will be served.

Directions: Best to use Mapquest but for those that don't have access, a couple of ways are given. You can always get personalized directions by giving us a call at 215-672-5289.

From Willow Grove exit of turnpike: Go north on 611 to Blair Mill Rd. (2nd light) and turn right. Go straight until County Line Rd. (Blair Mill dead ends into County Line). Turn right on County Line and left at York Rd. (1st light). Go about a half mile and turn left on to 9th Ave. (Small brick gas station on left with a red and white sign at top of pole) Bloomfield is the third street on the right, and we are the first house on the left. Look for Jeeps and MG's in the driveway.

From New Hope: Go South on 202 to 263. Follow 263 West until after you cross 132. Go about a half mile and turn right on to 9th Ave. (Small brick gas station on right with a red and white sign at top of pole) Bloomfield is the third street on the right, and we are the first house on the left. Look for Jeeps and MG's in the driveway.

Pennypacker Mills British Car Day Car Show



DVC's Pennypacker Mills British Car Show — "Field of Dreams" - MG Section

The DVC's Pit Crew hosted the third annual Pennypacker Mills British Car Day Car Show last Saturday, August 4th at Pennypacker Mills Historic Estate in Schwenksville, PA. A beautiful sunny day allowed seventy-five British vehicles to be displayed on a hill top vista which provided a picturesque setting. A favorable gentle breeze and plenty of shade provided spectators with a respite from the show field after voting and during the trophy presentations. Car show participants came from as far away as Long Island, NY, Annapolis and Baltimore, MD and western PA besides the Delaware Valley locations of PA, DE & NJ. Several hundred spectators and visitors added to the aura of the show field.

After several planning meetings at the Salford Pub during the preceding months and a packet stuffing session the Sunday before the show, Pit Crew members Bill Boorse (MGB), Chuck Daniels (MGA Twin Cam), Chuck Denlinger (TD), Lyn Hughes, John Hunt (TD), Lee Niner, Paul Phillips, Tom Rippert (TD), Jeff Rose (MGA Twin Cam), David Schwab (TD) and Bob Wagner (MGA 1600 Coupe) met the previous day (Friday) at 4 PM and laid out the show field and erected the registration and head quarter's fly's. The Lower Frederick Ambulance Corps was also setting up their mobile canteen for food & beverage service for the numerous expected visitors and car owners..

Saturday saw Pit Crew member Lew Phillips arriving at 7 AM to set up the public address system and the remainder of the Pit Crew arrived at 8:30 to prepare the registration area and erect direction signage out on Routes 73 and 29. Although the show field does not officially open until 10 AM, there were vehicles lined up at 7:30 AM to enter the show field. Additional Pit Crew members Linda Boorse (MGA Coupe), Pat Hunt, Liz Niner (MGB), Evonna Phillips (Midget) and Dick & Sandy Suffredini (TD) arrived and pitched in and assisted. Jaimee Rippert (MGB) collected P3 party edibles from attendees and then headed back home to prepare for the Post Pennypacker Party. Additional DVC'ers attending were Bruce Allen (TB), Pat & Patty Cawthorne (MGB), Richard & Janice Comely (TD), Ernie Feldgus, Bobbie Hughes, Pat Neilson (TD MKII), Rich Moors (MGA 1600), Bob Moreland (TD), Ben & Cyndi Nolan (TD), Robin Rose, Mark & Jan Scherbekow (MGB), Dale & Stephanie Wright (Daimler SP250) and Frank Young (MGB). It

Pennypacker Mills Continued. was also nice to see DVC founding chairman and NEMGTR director Hank Rippert visiting from Charlottesville, SC. Our newest member Gregory Cope came to the show to see the cars and decided to join on the spot.

Our setup this year was the best ever (it only took three different tries in three years!). Our registration area was humming right along with the DVC registration "babes" assigning car numbers and collecting money (who is going to give these attractive girls any trouble anyway!). The show field was laid out so that the 17 car classes were displayed at their best for both visitors and the voting attendees. We even gave out chilled bottled water along with the welcome packets as cars registered and it was appreciated as some vehicles and their owners had been on the road for three plus hours. Dash plaques were also included in the packets as well as free event T shirts to the first 40 pre registered cars.

Our voting process utilizing tear off ballots received rave reviews from the attendees as well as our streamlined vote counting process. Your humble scribe acted as master of ceremonies during the awards presentations and Tom Rippert presented the trophies to the winners. Dick Sufredini took the pictures for this article. The feedback from attendees was that they very much preferred this year's awards presentation over the previous two years.



Registration Babes — Sandy, Evonna, Lizzie & Pat

Dvc'ers winning trophies this year were: Bruce Allen's '39 MG TB (1st Place, Class X, Pre '56 MGs); Bob Moreland's '50 TD (3rd Place, Class X, Pre '56 MGs); Linda Boorse's '57 MGA Coupe (2nd Place, Class XI, MGAs) and Frank Young's '75 MGB (2nd Place, Class XIII, MGB — Rubber Bumper). Congratulations!



Bruce Allen's Class X — Pre '56 MGs 1st Place BRG '39 TB.

Pub for lunch! That cold beer at the post party sure tasted good as we discussed the day's events and caught up with each other. Other DVC'ers showing up at the après car show party were Linda Daniels and Louise Story (MGB). Whether we were tire kicking in the garage, kibitzing on the porch or winding down in the house, everybody was glad that the sun was behind the trees and the food and beer were plentiful. Nothing beats a DVC chip in party. Thanks go to Tom & Jaimee for allowing us to once again use their home for our P3 party. *Lee*

The coveted Best of Show Award went to Charles Daily from Holland, PA for his beautiful and excellently prepared '56 Jaguar Mark IX Saloon. The Ladies Choice award went to Walt Lubun from Newark, DE for his '67 Austin Healy MKIII. The sort of coveted Diamond in the Rough Award went to George Burton from Douglasville, PA for his '73 MGB GT. The Philly MG Club won the Club Award for most attendees.

Knockdown of equipment took less than 1/2 hour with the Pit Crew's efficiency or was it that they just wanted to get on over to the Rippert's house and start partying. Mucho thanks go to the DVC Pit Crew for their time and energy throughout the year or was it that they just like to meet at the Salford

PENNPACKER MILLS MEMORIES



Best of Show — '56 Jaguar Mark IX
Saloon Owner: Charles Daily



Ladies' Choice — '67 Austin Healy
3000 MK III. Owner: Walt Lubin



Diamond In The Rough — '73 MGB GT
Owner: George Burton (Kristi Liebel
pictured by car holding the trophy)



A beautifully restored '50's Land Rover.



Field of Dreams— 2007 Pennypacker Mills Car Show

P3 – Party 2007



Just over 30 DVC'ers gathered back at the Rippert's to cool down after a hot day on the show field. The driveway looked like a mini-car show in itself, with all the MG's nicely lined up in a row. A prospective new member with a newly acquired TD Mark II (purchased on E-Bay) was quite happy to meet up with the DVC at the car show and later at Rippert's

Where's all the owners? Drinking beer! Where did you think they were?

home to talk MG's.

Most everyone hung out on the back porch – trying to keep cool – while munching on goodies and having cool drinks. Some of the “guys” hung out in the garage (by the keg), kicking tires and going over the events of the day. After a pot-luck dinner (the DVC has wonderful cooks) – people slowly started for home. Like I said, it was a long hot day in the sun.

Attendees at P3 were: Bill & Linda Boorse, Donna Bristol & Walt King, Pat & Patty Cawthorne, Chuck & Linda Daniels, Chuck Denlinger, John & Pat Hunt, Rich Mooers, Lee & Liz Niner, Ben & Cyndi Nolan, Paul & Evonna Phillips, Lew Phillips, Henry & Hank Rippert, Tom & Jaimee Rippert, Jeff Rose, Mark & Jan Scherbekow, Dave Schwab,

Louise Story, Dick & Sandy Suffredini, Dale & Stephanie Wright, and Cliff, M.J., Alyssa & Alexa Webb (Ripperts neighbors). Gloria Schwab regretfully couldn't make it because she was in Tennessee with her Father, who is recovering from an operation. Picture credit: Dick Suffredini. *Jaimee*



Dr. DVC assisting Tom & Dick with certifying the octane level of P3 fuel.

DVC Recaptures The Dorothy Wiggin Teapot Award At The Triathlon For A Record Third Time



The weekend of August 10th – 12th was a monumental in the annals of the DVC. Our club was awarded the prestigious Dorothy Wiggins Teapot Award at the Triathlon held at the Pocono Manor Resort on Pocono Manor, PA. After competing



DVC's "Official Team Photo". Their smiles say it all! Congrats to the winners.

in a hill climb, road rallye and car show, the DVC amassed more team points than any other club at this once every two year event and were rewarded with the two year bragging rights that go along with the teapot trophy.

Twenty-six DVC teams arrived on Friday in somewhat "moist" condition after traveling through an unseasonably chilly and rainy front as they headed into the Pocono's. Some teams traveled in groups while other teams chose to travel alone. The unofficial DVC distance awards were given to: Dale & Stephanie Wright (Daimler SP250) who drove up from Baltimore, MD and were awarded Second Place and Jeff & Jan Zorn (Mini) drove in from Farmington Hills, MI. and were awarded First Place. Honorable mentions included Mark & Jan Scherbekow (MGB), Ben & Cyndi Nolan (TD) and Wolfgang & Gudi Fisher (TD) who drove in from South Jersey and Rich & Brenda Mooers (Magnetite) from Long Island, Jim & Ruth Bottomley from Poughkeepsie and Geoff & Dana Wheatley from Clinton, NY. Now that's club spirit. Other teams arriving on Friday were: Larry Connie Cordeiro (MGB GT), Chuck Denlinger with brother Bob (TD), Roy & Sue Dougherty (TD), Chuck & Judy Goelz (MGB), John & Pat Hunt (TD), John & Jane Jennings (Jaguar XKE), Jerry & Lee Keller, Gregory & Janice Lake (TD), Tim & Terry McCarthy (TD), Rocco & Louise Grillo (MGB), Bob & Terri Tiley (TD), Lee & Liz Niner (MGA 1600), Lew Phillips (MGB), Paul & Evonna Phillips (Midget), Tom & Annita Shanahan (TD), Bill and Evelyn Webb (MGB).



Our hard won award — The Dorothy Wiggin Teapot Club Award

The DVC Hospitality Room was a very large and lavish suite donated by British Marquee News and was set up and run-

Triathlon Continued. ning by late afternoon by Tom & Jaimee Rippert (MGA) and Dick & Sandy Suffredini (TD).



Sandy & Barb offer car show participants a “Taste of Philly and the DVC”.



Jan & Jeff Zorn's "MalTED Milk Shake Shop". DVC'ers Geoff Wheatley & John Jennings and one of those pirates from the Cape Cod British Car Club being served.

Each team supplied copious amounts of snacks and of course there were plenty liquid refreshments to quench and warm up our chilly bodies. Onward to dinner where we met the other non DVC teams. After some brief introductions we were treated to a nice buffet dinner. Later, it was back to the DVC Hospitality Room where plotted our strategy for Saturday's events. Well actually we did a lot of talking and arrived at no strategy at all, typical of any DVC event.

Saturday dawned absolutely beautiful. After a giant breakfast teams began departing for the hill climb at 8 AM. This year's hill climb was an interesting blend of really neat hair-pin turns combined with a TSD formula that was extremely hard to do due to so many speed limit changes. Next it was immediately onto the road rallye portion. This diabolical rallye was set up with a series of questions that managed to baffle many of the teams. Between following the instructions,

Triathlon Continued. trying to answer questions and coping with tight turns and beautiful scenery, both driver and navigator had a lot to do. We all survived OK as there were no divorce petitions filed. Between the hill climb and road rallye we spent three plus hours traversing the Pocono's. A real bonus to the rallye was a trip through the tunnel at Pocono Raceway where we were allowed to go for our next to last check point. Lunch back at the hotel was next on our grueling schedule. An outdoor barbeque provided a much needed break.



The infamous DVC Hospitality Room in full swing on Friday evening or was it Saturday evening?

The final event was the car show and it was held at the Pocono Manor Golf Course. A very nice setting for the only car show in the world where the cars play second fiddle to the judges and the bribes of the participants. Our three judges appropriately attired in English barrister robes awarded points based on how much of a bribe they received. It's OK as all bribes of a financial nature are donated to a local charity and other bribes of a more personal nature are well let's just say that a bribe is a bribe! The DVC had a "Taste of Philly & the Delaware Valley" tent featuring soft pretzels and Tastycakes. Seems as though Jeff Rose got up at "O" dark thirty, bought the soft pretzels and Tastycakes and then drove up to Pocono Manor. He even managed to participate in the hill climb and rallye by navigating for Dave Schwab (TD). The Zorn's also set up their "Malt Shop" next door and featured milk shakes to participants made with two vintage 'shake' machines. There were plenty of DVC'ers who were not registered as teams who visited us at the car show: Sarah Carr & Durl Edwards, Pat Cawthorne (MGB), Richard & Janice Comely (TD), Ray & Faith Decesare (TD), Ernie & Barbara Feldgus and Earl Wanklin. It was nice seeing them and their support was appreciated as competition was fierce between the DVC and those pirates from the Cape Cod British Car Club on the show field.



There's those Judges doing what they do best — accepting bribes!

The cocktail hour and dinner banquet was that night. A really nice twist to the affair was that the rallye masters had a slide show that featured pictorial answers to all that morning's rallye questions. A very nice touch. Following that we were treated to pictures of all of us participating in the day's activities. Once again, a very nice touch. After dinner, we all sat in suspense as we waited for what seemed an eternity for the announcement of the team prize. Finally, Faith Lamphrey & Bruce Vild, owners and publishers of British Marque Car Club News announced that the DVC had in deed won the Dorothy Wiggin Teapot Award. It was a truly a moment to remember. Wow, was their some celebrating back at the DVC Hospitality Room later. A great event and a great award. Now, how do we keep it in 2009? We're going to need your help. Start saving \$5/week because you're going to be at Triathlon VIII. Photo Credit: Dick Suffredini &

Jeff Zorn. *Lee*

A New "Yawker's" Personal Perspectives On The Triathlon

This is the third review I have produced for the biannual Triathlon, the first was Triathlon III back in August 1999, followed by 2003, 2005 and now 2007. When I mentioned this to a fellow participant at Triathlon VII he asked me which one was the best? The answer was simple; they all were! Some idiot once said "You can't go home", well

all I can say is he never attended a "British Marque Triathlon Bash". Sure the first anything is always memorable like the first date or the first kiss but you can never say that was the best! Again like the first British car you ever owned, memorable of course especially when it broke down on some



The site of Triathlon VII — The Pocono Manor Hotel

deserted lane in the middle of nowhere but after repeated experiences of the same nature the joy of ownership simply blends into one great memory, like that first date or kiss etc! Triathlon Seven was no exception to this rule. The location was "The Inn "At Pocono Manor" in PA, a truly classic resort situated in over 1500 acres of forest and mountains (more on the mountains later when we get to the infamous "Hill Climb that is part of the Triathlon schedule!). The hotel was originally built in 1902 as a retreat for the rich and famous of the day, you will find similar locations in the Catskills of New York State, and of course the multi million dollar homes at Newport RI. The secret of their success was simple, income tax at five cents on the dollar and a stock market that could sell anything. By the time this resort was famous ,Henry Ford was opening his second factory and William Morris in the UK had made his first million! It was our intention to drive a very recently restored Triumph TR6 to the event, in fact this was going to be its first adventure on the highways of New York and Pennsylvania. The more than adequate boot, (compared to our TD and MGA), was packed with the needs of a weekend in the country, with the map and directions studied and the top lowered we were ready to take off into the not so blue yonder as the rain clouds gathered. No problem just get the top up which took twice as long as expected due to the fact that I had no idea what I was doing! Start up again and proceed another few miles before the wipers decided call it a day in protest I suspect against the increasing downpour. So back to the homestead, transfer the contents of the boot, get a set of dry towels to sit on and use a modern comfortable and dry car to make the journey (let me hasten to add that it was still British!). Like all previous Triathlon events the organization on arrival was excellent. All the information for the weekend was ready, with instructions on each challenge required to complete the course. Over the years it has been the policy of the organizers to give each participant a shirt with the date and logo for each event. Last time

New Yorker's Triathlon Perspectives Continued. my shirt was red which was/is quite attractive but tends to clash with my eyes after a night discussing the delights of owning one or more British cars with fellow owners. This year the shirt was a deep shade of blue which had a more enjoyable even soothing effect first thing in the



The entrance to the DVC's infamous Hospitality Room. Hey, what happens behind this door stays behind this door!

morning!
The Wel-
come Buf-
fet that
evening
was quite a
challenge
especially
if you had
any inten-
tion of
maintain-
ing that
spring diet
that you
started in
May but
are still
waiting for
some posi-
tive re-
sults. The
two bars
adjacent to
the evening
meal also
contributed
to this con-
flict of in-
tentions
but after
the third
cocktail I
decided that
the full fig-

ure look suited me in my mature years and went off for seconds! It is the custom at these events for certain clubs attending to have what is loosely called a hospitality room. In reality this location is the headquarters for planning the strategy to beat the competition and win the cherished award, "The Dorothy Wiggin Tea Pot". This custom was maintained at Triathlon Seven with a vengeance and this humble scribe ensured that he was aware of each location not because I hadn't any devious motives but simply to confirm that the liquid refreshments were up to the high standards set in the past. Our team number was twenty two which meant that we were due to take off for the first stage of the competition at 8.27 AM on the dot. By some unique miracle my team companion was up and ready well within the required time and we even managed breakfast in fairly leisurely style (try this at home on a normal weekend and see what happens!). By 8.30 AM we were on our way to the required Hill Climb, part one of the three events required to achieve your coveted designation as a survivor. Apart from completing the climb you were required to count the triangle signs scattered along the road to indicate various items of information that you would normally ignore! The distance to the commencement of the climb was about five miles on what can only be called English style country roads built for British Sports cars. It certainly reminded me of my youth in the old country when I owned a 1932 Morris Ten convertible that I purchased for twenty dollars from a fellow college inmate who had completed his studies and was off to make his fortune. For three years this magnificent example of British engineering provided me with transport as a poverty stricken student and as I recall never required an oil change or any other such luxury. It automatically changed its own oil about every hundred miles so all you had to do was buy Nearly New replacement oil from any garage that had an oil pit and keep the engine topped up. On memory the going rate was about fifty cents a gallon but you had to bring your own can! The hill climb started at an intersection where the normal narrow shaded country road turned right but we turned left to face a one in four

New Yorker's Triathlon Perspectives Continued. or even three paved track. The instruction sheet indicated that we were entering Big Pocono State Park but as it was unmarked one can't be sure how reliable this information might be! Not only was it narrow, it was also surrounded by high trees so that your forward vision was limited and any activity to the right are left virtually undetectable. On top of that the speed requirements varied from a dashing forty to a required fifteen miles an hour. As the car was being timed with calculations of these speed limits gear changing was frequent! The car in front managed a steady ten miles an hour which left me with the problem of simply moving forward without ending up in his rear fuel tank! However, at the top you handed in your official form whilst trying to chat up the recoding official with a big smile and compliments on their dedication. Regretfully the offer of free booze from a secreted container is a touch difficult at 9.15 AM in the morning without the other competitors complaining. The view from 2,133 feet above sea level is dramatic and well worth the drive until you remember that you have yet to return to solid ground. No matter as my teacher used to say "What goes up must eventually come down" and we did. The next challenge in this reenactment of the ancient Greek culture is the Rallye. A devised means of creating such personal experiences as divorce, physical damage from a fellow team companion or even abandonment on the road side by a distraught navigator (this last one I have personally experienced, and to make the point she also took all the maps and information sheets, a relationship that regretfully did not flourish into full bloom!). In total there were 34 questions relating to various places or locations that you would pass whilst driving the rally route. There were also a few bonus items but I can not comment on these as we never found what the hell they were. As a veteran Rallye Masochist I do have a few words of advice for any novice to this sadistic activity. Do not, repeat do not take your prospective fiancée or even special girl/boy friend on these activities. Your relationship could easily come to an abrupt end around question ten through to fifteen. Wives/ husbands can also get a touch upset but you have the advantage of the marriage vows that should ensure that the anger/frustration will pass in the fullness of time! For the novice let me set a typical situation; you are at question number six on a narrow country road with three large trucks or similar on your tail because you are driving at fifteen miles an hour trying to find the gate with the blue top and green panel beside the weeping willow in the country garden. Your navigating companion suddenly cry's STOP we have just passed the gate with the blue top etc. The guy behind in the large pickup truck who has been cursing you for the last mile flashes his lights to pass while the other two behind him sound their horns in symphony with his frustration. However, your navigator companion is completely unaware of this drama taking place in your rear mirror raises her/his voice to make sure you stop and turn the car around to see the gate with the blue whatever and read the name of the house which question number six required. Your response to the demand to stop and turn round is not appreciated with the result that question number six and even seven and eight remain blank! We completed as much as we could which is usually the case fully aware that once again wonder and fame in the world of international Rallying has passed us by, but at least after all these years of training we are still speaking! During the Rallye we discovered an interesting fact about Pennsylvania. One of the questions was: "Who can't buy fireworks in this state?" We thought it had to be children but we were wrong. It is any Pennsylvania Resident. This notice is located outside of a Fireworks Retail establishment. I had the idea of popping in and buying a few boxes then selling them to the locals for an extra few bucks to enhance the bank balance but my better half objected! The final challenge is the Car Show where all of the 87 cars that turned up for the weekend will be on parade to be judged by the Editor's



Geoff & Dana at 2,133 feet above sea level.

New Yorker's Triathlon Perspectives Continued. strangest trio of individuals ever to don an English wig and gown. At best they can only be described as delinquent, make that mature delinquent. As they move from car to car handfuls of money seems to pass from the owners hands into the pockets of these people. In addition in open view of the assembled population free booze and even cigars are openly provided to bribe these individuals. This has been going on ever since the first Triathlon and the collected bribes are eventually presented to a local worthy charity. Each year a different trio of Judges are selected and without doubt they always do a wonderful job extracting money from who ever. This year was even more interesting as one judge climbed into a car where a rather attractive female was seated, perhaps as an additional bribe and proceeded to charm the dear girl. A few minutes later one of the wig and gowned judges was seen to be dancing with another attractive female but I am not sure if this was in any way part of the bribe culture and I did not have the courage to enquire further! In addition there were various other attractions located around the display. One of the truly popular stalls was "Jan's Mini Malted Mobile Milk Bar" where for a small donation you could obtain a milk malt shake with a touch of Baileys Irish cream for a few cents extra.

There was a continuous lineup for this delight especially as the weather was hovering around 85 degrees in the shade (I understand they raised over a hundred bucks for the charity fund). On another display adjacent to a MGTC were free Smarties with the words "Vote for the TC" printed on every candy (guess the owner has good eyesight but I hope they used a non toxic pen!). Another stall were giving away soft pretzels and other goodies. Parading around the whole display were various individuals dressed as Pirates, both the male and female variety. Every so often a large sword or similar weapon would be waved in your face with the threat of even more drastic activities with that instrument if you did not vote for what ever! (there was a people's choice box located on the display field). The Pirates were members of the club of the same name from Cape Cod, more on this later! That evening at the Awards Presentation dinner the champions of the day duly received there just rewards. As always it was a fun evening with no one taking anything too seriously which is the secret of its success. The vast majority of the people attending simply come for a fun weekend and to talk cars with other owners. There is no cut throat competition for silver cups or plaques, no Best in Show trailer queens, simply because every car entered is certainly a Best In Show vehicle to its owner and usually to every one else. This is not to say that the quality of the cars are in any way inferior, quite the opposite, they are usually beautiful and well maintained in every sense of the word. But, and this is the secret of the success, a \$75,000 E Type Jaguar or what ever will be parked next to a MG Midget and no one will care. We are simply British car owners enjoying a fun filled weekend. You can wear your black tie or your jeans to the Awards Dinner and no one will even notice much less say anything. Faith and Bruce must be doing something right as this has been going strong for the past fourteen years and I guarantee that as I write this owners are already booking for 2009. You will recall that I mentioned the Pirates who are a large British Car Club based in Cape Cod. Another large club who support this event is the Delaware Valley Classic Car Club. As I previously mentioned there is a special award given for the club who achieves the most points and the Cape Cod Club has won it twice. The Delaware Valley Devils have also won it twice so this year it was certainly a touch of friendly competition between these two groups. In the end Delaware Valley took the prize for the next two years but I have no doubt that we will see the situation change again in 2009. The final contribution to the Charity box was well over a thousand dollars which will go to a local youth program. What a great way to support a worthy



The extremely competitive Cape Cod British Car Club Pirates en masse.

New Yawker's Triathlon Perspectives Continued. cause! One final comment, ever since this event started each owner has had their picture taken in company with their car at each gathering. At the awards dinner Bruce and Faith recognized the dedicated work that our photographer, Bill has done over the years, a recognition well deserved. I have four of his pictures on my study wall and look forward to the fifth in 2009. A sincere thanks to all the staff of the British Marque for yet another great and enjoyable weekend. If any of you reading this have never been to a Triathlon do your self a big favor and book for the next one, you won't regret it. Photo Credit: Jeff Zorn.

Cheers, Geoff Wheatley from New Yawk

Trip to Triathlon...or Dr. DVC does it again!!!

“So you have a problem with your right rear disc brake, OK my associates & I will fix it for you, after all we need you and your car at the Triathlon! Every point counts for our club.”

This was our first trip with the celebrated (for good reason) mainstays of the Dr. DVC community, and they were put to the test. It's hard to conjure up enough praise and thanks for the crew who, in the rain in Mt. Bedford, convinced Steph and me that they could make the Daimler right rear disk brake safe enough to use for the rest of the trip to the Triathlon. And they were right –as long as we didn't try to stop in a reverse direction.

Then the Triathlon organizers lived up to their billing and by the time we were ready for the Friday night dinner buffet, a 7/16th fine thread bolt was in the caliper and we were ready to go. And by the way, everyone needs one of those low profile electric jacks like Rocco carries in his B. That sucker sure takes the work out of getting a wheel off the ground.

And what a fun event the Triathlon was!!! From the warmth of the hospitality in the DVC suite to the stories around the breakfast table to the thrill of winning the Teapot, this was a memorable, fun weekend for us. While we were only able to place in the middle of the pack, we shared the pride in being a part of the Number One club and being able to contribute. I know we'll be there for the 2009 event, and certainly hope many of you will be too.

A final thanks to the “go home” caravan for letting us make the trip south with Lew's yellow B in our rear view mirror. Photo Credit: Stephany Wright.

Steph & Dale Wright

*1963 Daimler
SP250*



Dale Wright with his “Dr. DVC’d” Daimler SP250 after the hill climb.



DVC Participant's Thoughts On Triathlon VII

We asked for feedback via Email on the Triathlon and here is what participants Emailed back to us.....

Cordeiro: *We had a super time once again. It never seems to matter how many months may pass before we make it from Delaware to a gathering of our DVC friends. The welcome is always warm and like we have never been away. Hoy! Hoy! Hoy! The teapot is back!*

Dougherty: *Both Sue and I had a great time. It was the first time in over a year that I was able to drive an MG any distance. While it was draining, I really enjoyed myself. The events were well thought out, food was better than average and the weather couldn't have been better. Another fabulous event, cudso to the British Marque.*

Grillo: *I had a great time, the problem with me was the accommodations were too long to walk and too high to climb.*

Hunt: *The weekend was seamless. The Triathlon – flying up hill and dale was fun for us novices. We were under the care of our lead MG, Judy and Chuck Goelz, whose rally expertise, math skills and stay-the-course were so appreciated. Now we know what to expect. On to New England. Perhaps our theme could be Ben Franklin (Tom would make a good one) and our version of the Boston Tea Party, since we have the pot – Philly-style.*

Keller: *Had a great time, but would have been a little better if our TD had been ready. But driving with Rocky in his “B” was fun. We were delighted by Dickmann’s wonderful photo of our YB, presented to us at the hospitality room. It was just like old times, only even better. Many thanks to Dick & Sandy, Tom & Jaimee, and the rest that made it possible to snatch the teapot back from them rat-b pirates!! Now we’re looking forward to the Glen!!*

Lake: *The newlyweds, Greg & Janice, survived the road rallye with no thoughts of divorce, and, at the “car show” to the “judges” amusement their TD was decked out in wedding white bearing a sign “Just Married Help.” Wolfgang and Greg’s repair of Dale’s brakes in the rain on the road will require packing umbrellas the next trip. More new timers should attend the next rallye as they scored higher than the old timers. And, where oh where is that hospital-ity suite key....hopefully tied to Tommy’s beer bottle. Hotel was good, rallye better and company best.*

Lew Phillips: *A FANTASTIC weekend! Good drive, good food, good fun, with good friends! This was my first Triathlon, but I will be back!!*

Paul & Evonna Phillips: *Since we never were to a Triathlon, we weren’t sure what to expect. Much to our delight we had a great time.*

Schwab: *I had another great adventure with my TD. It started vapor lock almost out of the gate. With the help and support of Chuck and Chuck and Paul, we made it to the mountain. The next day my navigator, Jeff, arrived and we made it up the hill climb and made 10 points. The rallye was a great run until just before Pocono raceway when the vapors locked again. We made it back to the mountain again. At the car show, I had one of the judges really admire my car and “I like cars like this, and wouldn’t change a thing.” I even got some points too. Vapor lock followed me home, but my trusty escort Paul and his lovely assistant made sure I made it into my garage again. After Friday’s trip the weather could not have been better. The room and food were great, and I only wish my mate could have enjoyed it with me. I now have a better extended fuel line to help me with my travels. This was the longest trip I made with the TD since I bought it, and it was a pleasant surprise to find out it would not leave me stranded. Thanks to all who convinced me to go to this great event. Looking forward to the next one.*

Suffredini: *As always we had a wonderful time at Triathlon. Faith and Bruce are always very well organized and very accommodating, and of course winning the teapot back from Cape Cod was the best!*

Zorn: *It was great! The DVC reception room was the best with Dick’s penthouse and Tommie’s gold shorts as hi-lites. The events were well organized and lots of fun and made for a memorable time. Congrats to DVC on retaking the Dorothy Wiggins Teapot Award!*

I’m sure you can tell from these responses that Triathlon VII was great fun. So keep in mind, in 2009 – we get to do it again! Thanks to Dick Suffredini for promoting Triathlon VII for the past two years at every DVC event – it worked – we had 26 cars! Also for organizing the DVC Taste of Philly tent, the drive up to the Poconos, and cell phone contact lists. *Jaimee & Tom*

DR. DVC STRIKES AGAIN!!

Hello, Dr. DVC speaking. "So Jerry you have a topless TD and you need some assistance with installing a top. No problem. My able bodied assistants and I will gladly assist you. The payment for our services will be the usual — beer & lunch!"

On Saturday, June 30th, at 10 am, Dr. DVC and a good-sized bunch of assistants converged on the home of Jerry & Lee Keller in Green Lane, PA to install a new bonnet on the Kellers' nearly-completed 1953 MGTD. The "patient" was all decked-out in red (paint, not blood) and everything seemed to be ready in the Keller operating room.... ..uhhh, garage.

The surgical team was headed by Dr. Bob "Zoomer" Tiley, ably assisted by Drs. Dick Suffredini, and Tom Rippert... with interns Rocky Grillo, Dave



Schwab, Lew Phillips, Chuck Goelz, John Hunt, Chuck Denlinger, and Mike Engard. Jerry paced nervously, wringing his hands and muttering "Oh, Dear" a lot. And Judy Goelz consoled Lee in the house, assuring her that all would be well... as long as the surgical team maintained a high degree of anesthesia. No problem there....

Back in the operating suite, everything was going well, as evidenced by the photos that accompany this report.

Let the operation begin.

The surgical team broke for lunch which was served by Lee and Judy, and the operation continued....finally concluding with the patient resplendent in a new black vinyl bonnet!! Proud parents Jerry & Lee were beaming !!

The weather had been perfect, the camaraderie simply outstanding, and a good time was had by all. It was certainly another successful operation by DR. DVC !!!!! Picture Credit: Dick Suffredini. *Jerry*

**Proud
parents &
surgery
team with
the cured
patient.**



Gathering Of The Faithful 777 - DVCers Wed

Delaware Valley Classic MG Chapter members Greg and Janice Lake were engaged on 4-22-06 under the Eiffel Tower while touring France. During that road trip, they met Allan Howell from Cambridge, England in Tours, France while he was on his annual excursion in his 1953 MG-TD.

On 7-7-7, at Lakeland Farm in Jamison, PA, they were wed in the Gazebo at their 1764 stone colonial farmhouse on a beautiful sunny day. In attendance were family, friends and the infamous DVCers along with

their beautifully restored MGs which were parked on the front lawn for the enjoyment of the attendees. In the side yard was an

1850 buggy "The Horseless Carriage". These DVCers regularly attended Greg and Janice's yearly Mardi Gras party in wild costumes. However, on this day, they were in their "Sunday Best" along side of the Bride in a lovely lace Bridal gown and the Groom a formal black tuxedo.



As two roasted stuffed pigs beckoned the guests to the buffet tables, in DVC fashion, the libations continued to be consumed. Greg entertained the guests after

removing Janice's garter by doing a striptease with the garter on his head. For more entertainment, Greg had a horse named "Moo" paraded through the tent during the celebration, after which the children were treated to rides.



Greg's decorated 1951 MG-TD felt lonely as the other MGs departed. But soon after, Greg and Janice drove off to their honeymoon in his TD still decorated with cans and a ball and chain hanging on the rear along with a sign that read "JUST MARRIED 7-7-7 HELP".

The happy couple honeymooned in the Irelands, Scotland, Wales and England, being greeted in Cambridge, England for an English countryside tour by their MG friend Allan Howell. Returning to the Eiffel Tower, they reminisced about their engagement and wedding, as their lonely MG-TD sat at home waiting for Greg and Janice to return.

They were grateful to their MG friends for making this time special. Picture credit: Dick Suffredini. *Janice*

Rocky Grillo — A DVC'er Remembered

Hi, all.... it's my sad duty to report that our friend Rocky Grillo passed away after a short illness on August 29th. Rocky had just celebrated his 78th birthday, and he suffered from a variety of ailments, including bone cancer... the combined effects finally proved too much for him. Rocky leaves behind his lovely Louise and two fine sons.

Anyone who met Rocky soon realized he was a truly unique fellow. He was an artist of no small talent, with a special flair in pottery... Rocky created some very fine ceramic works. He was an engineer and a physicist and loved to work on his MGs.... another area where Rocky's unique approach was easily seen. Many of us will never forget the mason jar in Rocky's TD.... which housed an electronic ignition module! Rocky's love affair with MG's went back many years. He enjoyed telling of courting Louise in his MGA, and driving his TD across country back in the 50's... he had many adventures and from doing most of his own work over the years, he knew the cars well. Rocky was always there in the parking lot, offering help to anyone whose MG had a problem. Just two short months ago he was right there pitching in to help install the top on my TD, and when he disappeared after the day's activities at the Triathlon event a couple of weeks ago, I knew to find him in the parking lot, helping with a busted MG.

He never cared much about recognition, either, and... true to form.... he expressed wishes that there be no funeral or service or other fuss over his passing. In addition to all his other talents, Rocky Grillo also knew how to be a very good and faithful friend. *Jerry*



Rocky & Louise at the Triathlon Banquet this past August.

All Aboard For GT 32 — Whistler, British Columbia

Liz & I attended GT 32 at Whistler BC last July 23rd — 27th. We first flew out to Winnipeg and boarded the transcontinental passenger train during its stop for a two night trip over the Canadian Rockies to Vancouver, BC where we rented a car and drove on up to Whistler. Incredibly beautiful mountain scenery. Whistler is the sight of the 2010 Winter Olympics. The hotel at Whistler was located right in the village with reserved parking. A great location as literally everything was within easy walking distance. Liz & I hosted the Chapter Con-



All aboard! That's our train car compartment's window directly in back of us.



The car show was on a golf course and we just could not resist getting our picture taken with a real "Mountie"

tacts & Interest Group Liaison Meeting on behalf of NAMGAR as we're their coordinators. There were eighteen chapters represented and many ideas were discussed on different types of chapter events and also how to involve "younger" people in your chapter. The "First Timers" event immediately followed our meeting and there was a large presence of west coast NAMGAR members. The car show took place the next day and it was held on a golf course, no not the driving range but rather right at the beginning of several holes with golfers teeing off in close proximity of the MGAs. FORE! Yes we ducked a couple

of times but not one MGA was struck. The mother of all rallies that we have ever been on was held the third day. One hundred plus miles through the mountains, some on single track roads had our adrenaline going! Our good friend Don Holle from Albuquerque, NM asked if I wanted to ride with him while his wife Linda rode with Lizzie. It took me two milliseconds to respond in the positive! It was a thrill to be in an open cockpit and since Don used to race MGAs, as they say "it's the ride not the destination that's important". The banquet was next and we met up with DVC'ers Jim & Ruth Bottomly. After catching up with each other and checking on a couple of rather exotic MGs we settled down to the banquet and then back to the hospitality room. We see NAMGAR friends from all across North America at GTs and it's fun seeing these friends once a year. We departed Whistler for Vancouver and our flight to Calgary where we rented a car and journeyed up to Banff and Lake Louise for a few days of sightseeing.

All in all a very nice trip and we got to see some west coast MGAs, Magnettes and variants that we had never seen before. Picture credits: John Drake, Paul Michalak and Liz Niner. *Lee*



Bottomley's & Niner's pictured with EX186 at the GT 32 banquet.