

**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 Chapter

Volume 38 Issue 2

1970 - 2008 - Our 38th Year

April—May—June 2008

Inside this issue...

- Cabin Fever Swap Meet
- The Battle of the Sexes ... Mk I
- A Trip To France
- The New MG / Lola EX265
- DVC 38th Anniversary Party

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.

This Quarter's Contributing

Columnists

2nd Gear Chatter —
Tom Rippert

Full Boost - ALL the
Time !! - Capt. DVC

"MG Midget" & "OIL"
.....Geoff Wheatley

British Beers
.....Bob Dougherty

Proof of Spring: There's Robin-poop on my MG!!

It's also a very good sign that Spring is right around the corner when Dr. DVC can perform his miracles in a garage with the doors open and no heat on. This was the case on

March 8th at Jann Nielsen's, and it's just the beginning. Next we'll be able to get rid of the coats! Take a look at the slate of events planned for the good weather that's coming, and plan

to be there...or be square! Plan to do all your maintenance tasks at the Spring Tech session on April 5th, and (unless it's a GT) make sure to always get that roadster soft-top down on your trusty old.....



T-Talk's MG Girl of the Quarter — Lee Keller

Second Quarter DVC Events — Don't Miss 'em!

<p>Saturday, April 5</p> <p>"Spring Tune-Up" Tech Session</p> <p>Pottstown, PA</p>	<p>Fri-Sun, May 2 -4</p> <p>Spring Tour to Lewes, DE</p> <p>(Incl. the British Car Show)</p>
<p>Saturday, May 31</p> <p>Hope Lodge Post Party</p> <p>Flourtown, PA</p>	<p>June 22</p> <p>Picnic and Driving Tour</p> <p>With the Ripperts</p>

And don't forget DVC Family Golf Day, Saturday July 12th!!

2nd Gear Chatter — Tom Rippert



Hello DVC'ers,

Winter is history, and Spring has arrived! It's time for all of us to get serious about getting our MG's in tip-top driving condition. We have a very nice calendar of 'driving' events planned right through the Fall. We're starting off with our annual Tech Session in April at Dave and Gloria Schwab's. Dave has the perfect garage for our tech session – he even has a lift – but remember not to mess it up, guys, there's a wedding planned shortly thereafter. Jerry and Lee Keller have planned a great Spring Tour to Lewes, Delaware in May, and the end of the month brings us to John and Pat Hunt's for the Hope Lodge Post Party. Jaimee has come up with a picnic and afternoon drive for ice cream in June, and Lew says clean up those golf clubs for family golf and a picnic at Paul and Evonna Phillips in July.

It looks like it's a go for the Penny-packer car show and post party the first weekend in August and a pool party at Jim and Marie O'Briens later in the month. In September, when driving weather is really nice, Jim and Diane Sanders have planned a covered bridge tour for us. Ben Nolan and Wolfgang Fischer are looking into a weekend in Millville, NJ (also in September) revolving around Vintage Racing at the new course there. Donna Bristol and Walt King will be planning the Hornsby Rallye this year. Who's up for the challenge to take the Hornsby Cup from Dick and Sandy. Good grief, it's already November and time to burn Guy Fawkes, again being hosted by Bill and Linda Boorse. Pat and Patty are hosting the annual meeting (no problems this year – they have a "floor"). And yes, before we can blink an eye – it's Christmas – and Chuck and Judy Goelz will be organizing our Christmas Party this year.

Wow, it looks a lot of MG driving coming up! So like I mentioned earlier, let's get those MG's in driving shape. Drive it or push it out of the garage and get it to the Tech Session at Schwabs – at least change the oil. As a matter of fact, on the way home from the Hornsby Rallye last year the transmission in "Clipper" starting making a strange noise..... better get on that. See you soon,

Safety Fast, Tom



Safety  *Fast*

Full Boost - ALL the Time !! - - Capt. DVC

When you're up to your butt in broken MGs, sometimes it's hard to remember who was supposed to sweep the garage floor. But it's *gotta* be done, and somehow it always seems like it's the same guys that take care of things that *gotta* be done. It's well-known that in most clubs, there's a core group of members that keep things going, no matter what. You always see the names of these folks, on some list... event organizers, office-holders, or among those that attend the events. Their photos are always in the newsletter or on the website.. On tour and your MG won't start? Guess who's there. Not that there aren't many others that do stuff and help out... there are quite a few, and they too are much appreciated. But the same names and the same faces seem to turn up all the time... they're like my SuperHero pal Chickenman... "they're everywhere, they're everywhere!!"

These guys are the heart and soul of the DVC, everyone knows and loves them, and nobody who's been around for more than 10 minutes can imagine the DVC without them. OK, you already know I'm talking about Little Tommy and the Dickman ...AKA Tom Rippert and Dick Suffredini. There are a few others that have been around as long, but none who have done as much to keep the DVC going all these 35+ years.



Of course, Little Tommy Rippert and the Dickman couldn't possibly do any of it without the active support and equal participation of their lovely partners, Jaimee and Sandy, whose photos and names are always in front of us as well. These four constant friends are the best examples any of us could have of the spirit which moves the DVC onward.

So it's good to be back and to see that ...thankfully....some things never change. I truly hope I have not embarrassed my friends with this well-deserved and long overdue tribute,... but just in case I have, kindly excuse me, while I go and find a hiding place.....

Straighten Out and Fly Right..... Capt. DVC

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 opposable 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.

Cabin Fever All-British VehicleCollectables & Automobilia Show

Lee & Liz Niner

The DVC held its 2nd annual swap meet Saturday, January 19th at the Salford Pub in Harleysville, PA from 12 Noon to 4 PM. Lizzie & I arrived at 11:30 AM to set up and coordinate the event and found there were already vendors setting up. Oh well, we got the room set up with the assistance of some of the vendors and also started collecting admissions and table fees. The sellers, buyers, swappers and lookers were in full swing from about 12:30 PM through 3:00 PM as British car fans of “you name it – we collect it” spent their green backs on models, tools, mags, books, manuals, jewelry and whatever else that had a marque symbol etched, sewn or stamped on it.

Some interesting moments occurred during the swap meet. One of the Pub's cooks came out and purchased an MG model. He'd never heard of MGs but thought they looked pretty neat! Another participant thanked us profusely for not charging his two kids and wife an admission fee after he had dragged them from New Jersey. They patiently waited while “Dad” made his way from table to table. Another young attendee and his fiancé thought that having a swap meet in a pub was a great idea and even offered to purchase us a Guinness!

Lots of vendors and lots of spectators made for a very nice “cabin fever” afternoon. Many DVC'ers were in attendance and it sure was nice seeing all of them. In fact there were some



preliminary Dr. DVC office hours discussions conducted. We had vendors from Harrisburg, PA to our west and New Jersey to our east as well as spectators from Maryland, Delaware, New Jersey and New York. Special thanks to the Salford Pub who out of the generosity of their hearts made their back room that is not used during our show hours available to the DVC for the show.

Feedback from most of the vendors was that they much prefer the weekend before the Super Bowl for such an event rather than holding it on an NFL playoff date. They also like the venue (it beats packing sandwiches!) Feedback from many of the attendees was basically the same.



OIL



Over the past two years I seem to read in several of our classic car publications, more and more concern over the use of modern oil in our toys! Much of the content from the experts seems to be based on stories told by other car owners. I have as yet, to read an actual report from an owner who has owned a car that suffered from the use of a modern multi-grade oil. When these warnings first appeared I seriously thought that they were a spoof designed to poke fun at the latest fad, i.e. "Is this oil suitable for my car?"

With all due respect to the so-called experts who composed this question may I point out that my collection of classic cars did very well

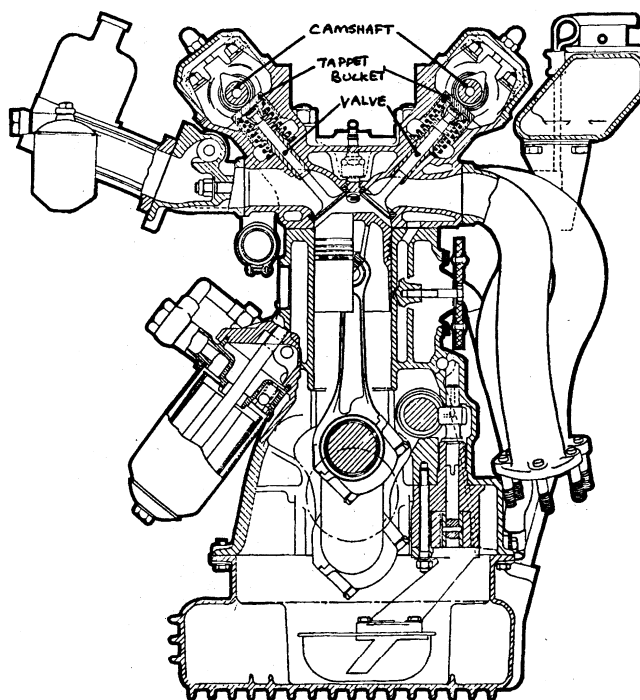
when they were new with a standard 30 grade oil. Sure we had to regularly decoke the engine at about 10,000 miles. A job that some of us got down to a fine art. I recall a side valve unit that I owned at college which took about 45 minutes to clean with the help of a fellow student. (With luck the girl you wanted to know better!) By the 1950s the early multi-grade oils hit the market and did two things. One reduced the need for that 45 minute cleaning operation and also reduced the engine wear. Since then, with the exception of synthetic oil introduced some fifteen years ago for high performance engines, the reliable Castrol or whatever 10/30 to 20/50 have met the needs of virtually every car I have owned including my vintage toys.

As this wide selection of branded multi-grade oils have served me well over the past thirty five years I suggest that this obsession with the oil we put into our toys is, at best, just silly.

My new Jaguar recommends Castrol and I am sure their technical people are up to the mark on what is good for their engines. My wife has a BMW, again the recommended oil is the standard stuff we buy over the counter. So my friends don't let these reports of oil problems get to you or your engine. Remember back in the 1950s when American and European drivers were setting new records for speed and competition events they were using the same oil that we use today.

Geoff Wheatley February 2008

THE M.G. Series MGA (Twin Cam) ENGINE
(Transverse Section)



DVC SPRING TUNE UP

AT

SCHWAB'S MG GARAGE

POTTSTOWN, PA

DATE: SATURDAY, APRIL 5, 2008

TIME: 9:00 A.M.

**PLACE: DAVE & GLORIA SCHWAB
1401 GLASGOW STREET
POTTSTOWN, PA 19464**

CONTACT: DAVE & GLORIA

**PHONE: Day: 610-858-6978
Eve: 610-323-8745**

Dig your MG out from under its winter blankets and get it in tip top driving condition for the upcoming summer months. Dave has the perfect MG garage to work on your car, and there may even be a "surprise" guest.

Give Dave and Gloria a call to rsvp and for directions to their place.

The Ales of the United Kingdom

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



WychCraft Brewery
WITNEY



WychCraft Blonde Beer

Hilden Brewing Company was established in 1981 by Seamus and Ann Scullion. This was somewhat of a revolution in Ireland being the first brewery to reintroduce real ale and is consequently Ireland's Oldest Independent Brewery.

Hilden Brewery is a family run microbrewery located in Hilden outside the City of Lisburn, Co. Antrim. Situated in the greenbelt between the Cities of Lisburn and Belfast, the brewhouse was once the stables of Hilden House, the former residence of the Barbour family. The brewery is situated behind the old Barbour Threads Linen Mill, one of the last surviving working linen mills in Northern Ireland, an industry that N. Ireland is renowned for. The Brewery and Restaurant occupy Victorian buildings which have been painstakingly restored by Hearth, an organization dedicated to preserving historic buildings at risk. The stove house and water mill stands 3-storeys high, the boiling house, office and yarn stores 2-storeys high. All other houses occupied in the business are 1-storey high and the entire building slated.

Source: <http://www.wychwood.co.uk/>

NEWS FLASH !!

We of the DVC were saddened at the departure several years ago of our good friends and fellow DVC members Bob & Kim Dougherty, but at the same time we were happy for them at the new horizons and opportunities they had available. But instead of drifting away into the sunset, they've stayed in touch as active members, much to our joy. Bob has provided this continuing series of informative and educational articles on the beers and ales of the United Kingdom.... And now, he and Kim have told us they will be returning to us! In their Feb. 29th message, here's what they say: "Hello, DVC! Kim & I are starting our move back east....1st step is to drive the B & TD from Idaho to Schwenksville. Our plan is to start on June 14th to arrive in PA on the 26th. Since MG 2008 is going on at Valley Forge, we thought we'd attend.... Hope to see a few of you! Bob & Kim Dougherty"

MG MIDGET

April 2008 is a special date for owners of both prewar and post war MG cars. The first mass market MG was tested at Abingdon on April 23rd 1928, the prototype MG Midget. Cecil Kimber is credited with the creation of this car but in reality this honor should go to a small group of Morris Motors staff who by utilizing the then new Wolseley 847 cc engine, produced the first one hundred UK pounds baby Morris Minor. Morris Motors obtained this engine when it purchased the Wolseley Motor Company who had drifted onto the rocks when the demand for expensive cars evaporated as the world economy slid into a depression. The motivation for the baby Minor was the direct result of the success of the baby Austin Seven priced at five pounds more than the new Minor. There had always been a strong rivalry between the two companies or rather the owners of the two companies. Austin considered Morris an uneducated upstart while Morris viewed Austin as a spoilt rich kid who knew nothing about making cars or money. To be honest that was not an over statement, the Austin Motor Company was never the financial success of Morris Motors when compared with the incredible fortune that William Morris acquired during his life time. However, Morris never really enjoyed the fruits of his labor and either gave his fortune away or lost it in death duties when he died without any heirs to his estate. The Wolseley engine was unique in that it was an overhead cam power unit that the Morris engineers detuned for the baby Minor. Kimber however, saw the potential for this engine and had a lightweight sports body produced by 'Carbodies of Coventry'. The end result was an ash frame on a baby Minor chassis with a plywood rear section covered with fabric. This also served to hold the spare wheel which was an extra cost and a spare can of fuel as the tank only held four and a bit gallons. If you want a good example of simple car design this is certainly the place to start! Comfort was never the word to use when advertising the MGM Type Midget Roadster as the car was called when it was offered to the public the following year. The "Autocar", a leading motor publication in Britain featured an article entitled "Twenty Four Hours With The Sporty Midget". It predicted that the MG Midget would make sports car history. In reality these twenty-four hour performance features were not quite what they appeared to the reader. The lucky journalist collected the car on a Saturday with a tank of fuel, go for an afternoon run with the wife or girl friend, stop for liquid refreshments, and return the home that night. (To test the lights of course.)

Sunday usually included a public showing of the vehicle to get a few comments than back to the factory or dealership in the afternoon! Most published driving tests at that time were presented as a twenty-four hour test with strong comment on the performance on steep hills and twisting roads. As the M Type Midget had cable breaks it is doubtful if any serious stuff was undertaken on the aforementioned hills and roads.

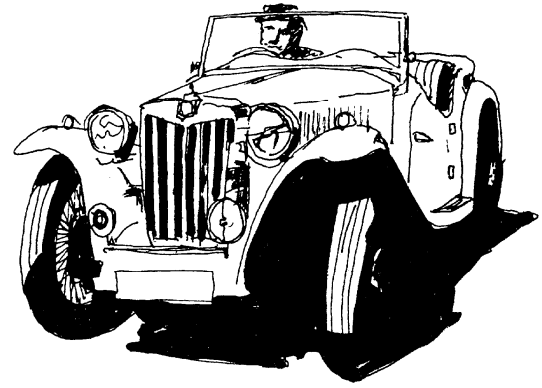
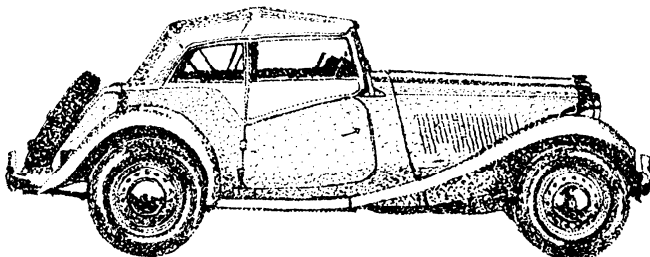
In order to hide the Morris chassis, which was almost larger than the car, louvered panels were fitted to each side, which tended to make the car look rather out of balance. The windscreen was simply two sections of glass in a vee structure, and the front radiator was a scaled down version of the luxury MG Six vehicle. To say the seating was intimate was the understatement of the year. The gearbox was a crash unit, which means that you had better listen to the engine and change gear in tune with the speed and revs!

If you were trying to impress the girl friend borrow your Fathers car, as the Midget was not the ideal vehicle to take that first date to the local dance!

As for weather protection a rather crude cover was provided that might keep out a shower if you were parked by the side of the road, However by the time you had it in place you would be soaking wet so why bother?

However, it was quite an attraction in its day and about 3,300 were built and sold mostly in the UK. Top speed with the wind behind you about 65/70. with the power unit turning out 27 Hp at 4500 revs. Yes that's a right, 4500 rev from a power unit originally designed for a baby family car. A few found their way overseas and I have seen several in the

US and a few years ago one in Kenya and another in Brazil. All still in working condition. The wood frame was the weakest part of the design and in the tropics I suspect that the termites would have had a picnic! Today's value for a nice example would be around twenty five thousand pounds sterling assuming you can find one for sale! I can safely say that the price will increase as the years go by so if you see one for sale it could be a great asset to your pension fund!



Geoff Wheatley January 2008.

Sarah Carr and Durl Edwards announce that on January 8th they celebrated the 35th anniversary of the acquisition of their Clipper Blue TD, "Merlin", TD3942EXLU. Congratulations, Sarah and Durl !!!!

Please note the New England MG T Register Ltd has a new web-site: <http://www.nemgtr.org> Previous sites are no longer valid.

Free Lucas Parts Reference Database

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

Welcome Aboard New Members !!

We'd Like To Get To Meet You & Your MG

First Name	Last Name	Joined	St. Address	City, State	Zip	Phone	Car
Roger	Sellers	12/18/07	406 Broad St	Spring City, PA	19475	610-948-359	65 Chev
William & Marie	Poulsen	1/17/08	291 Reid Road	Coatesville, PA	19320	610-384-354	49 TC
Philip DeW.	Gedney	3/7/08	1551 Clayton Rd	West Chester, PA	19382	610-431-755	52 TD

We hope to see you and your MG at a DVC event soon.

DVC Website & Electronic Bulletin Board

The only "official" DVC Website is: ***www.dvcmg.com*** and you can access it without having a name tag or being a member. But if you are a paid up DVC member and you register you can then gain access to the DVC Electronic Bulletin Board at ***groups.yahoo.com/ group/ dvc-mg-club***. Once you gain access to this members only electronic bulletin board you will learn the DVC's semi-secret handshake and ultra secret

DVC Name Tags Just For You!

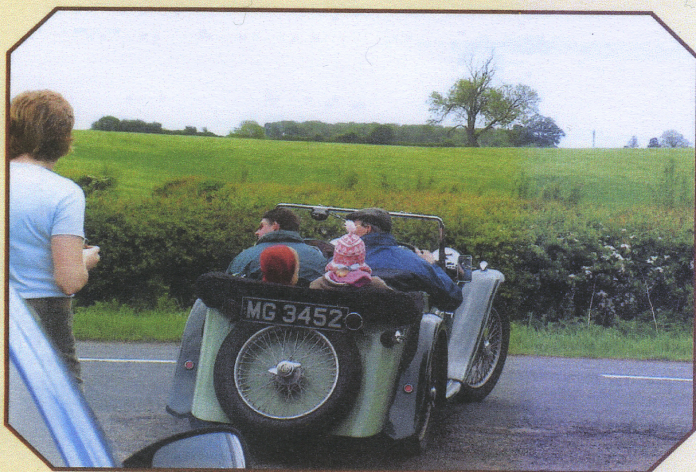
Yes they're still available! Wow, 193 have been sold to date. No, it's not too late to order one. *Immediately send \$8 (make check out to "DVC") to Liz Niner, PO BOX 510, Creamery, PA 19430-0510.* Hey Dude, once you get your name tag, don't forget to wear it to a DVC event. No, they will not serve as an ID when you're stopped for speeding, purchasing a gun or borrowing money to fix your MG but at least we'll

Greg & Janice Lake sent this tale of MG adventure....with a surprise "guest appearance".....

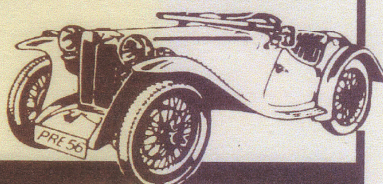
MG OCTAGON Car Club Bulletin

Price £2.00
FREE TO MEMBERS
ISSN 0263 3663

APRIL 2007
No. 443



"Full House!"



The Club for pre 1956 M.G.s

A TRIP TO FRANCE - WHAT SPARES DO YOU TAKE?

*Reprinted with permission
From the OCTAGON CAR CLUB
BULLETIN by Allen Howell*

I finally retired from paid employment at the end of March 2006 and decided that I would treat myself and the TD to a "Retirement Tour of France", essentially a meandering run south, to stay with friends in the Lot and then a meander back, taking in the maritime museums of Rochefort sur Mer and the fascinating city of Angers.

There have been many articles in The Bulletin over the years about the correct spares to take on a long, possibly continental trip. I have always been particularly impressed by the accounts of Triple M owners who report "Half shaft packed up in Liege, took the spare out of the back and replaced it", no doubt there was also a gear box, two sets of brakes and drums plus dynamo etc., etc., Do they take any luggage?

In the late '90's I regularly toured France and once, Spain, in the TD, making two or three trips per year, all but one without mishap, when (unfathomable at the time) the oilite bearings in the distributor disintegrated and it seized solid. In 2002 I had a piston ring go in France and a fuel pump pack up in Holland. These problems rather dented my enthusiasm for continental touring and I made only one trip to France, (with fingers crossed) between 2002 and 2006, it was without incident, and confidence building. However, as I was planning 1,500 to 2,000 miles, what spares to take?

I recall Martin Lister being amazed that I did not carry a spare fuel pump, thus now I do, plus a fan belt, bulbs, coil, hose tape, lots of plastic insulating tape, spark plug, a few lengths of electrical wiring, a test bulb and clips, a jack, comprehensive tool kit and flashlight, high visibility vest and a warning triangle. On long trips I also carry spare oil, water with 50% Bluecol and an LM grease filled grease gun. Surely that's enough however, I remember Nick Sawyer saying "take a spare water pump", well I would but the MGOCC pump on the engine is only 3000 miles old, so I don't.

I would never have guessed what I actually needed!

Early in the rather cold morning of April 25th 2006 I set off from Great Barton to Dover, around 150 miles, to catch the Speed Ferry to Boulogne, the best deal on the English Channel. I watch the speedometer and the clock to ensure that I maintain a good average, as I approached the M25 the speedo needle flicked up to 80 mph and fell back to zero. My guess of a broken speedo cable inner turned out to be correct. I don't carry a spare speedo cable (who does?), so for next 1,700 miles I calculated the days' mileage from the road atlas and relied on the tach for my road speed, fairly easy mental arithmetic in top gear, even in Kph. Mental note, carry a spare speedo cable, I guess no speedo may be illegal. If Neil Cairns is reading this he may well tell us.

A cold morning and a bumpy road forced a quick pit stop at the Pavillions service station and a quick look round the car, oh dear, oil coming through the bonnet louvres. A look under the bonnet revealed a thin film of oil on just about everything. The cork gasket between the tappet chest and cover had split, actually due to the small tang on the cylinder head gasket having not been filed quite clean and it nicked the (rather poor quality) cork gasket. Do you carry a spare? I don't.

The oil level in the sump was OK, thus on the basis that a little oil goes a long way I carried on, keeping an eye open for garage where I could buy some Hylomar Blue or equivalent. A friendly dealer in Japanese motor bikes provided two tubes, with much amusement, when I told him what it was for. The problem was solved for the rest of the journey at the hotel in Rouen that night, with some thick string (I always carry string), a sharp knife (I always carry a Leatherman), Boy Scout knotting skills and one tube of Hylomar.

The following day, Saturday, dawned bright but very cold, the hood only goes up for heavy rain, onward to Tours, having warmed up halfway with the hot air hand dryer in the McDonalds at Alencon. I can recommend this technique but you do get some odd glances from other loo users.

At Tours a real MG related treat. I left the TD outside the front door of the Express by the Holiday Inn and returning from dinner heard an American enquiring at the desk as to the owner of the red MG. He was Greg Lake from Pennsylvania, owner of a green TD and active member of his local MG club. He was with his fiancé Janice, having just got engaged following rescuing Janice from a grisly fate, she had fallen into the gap between the platform and Metro train in a station in Paris! Two really super, happy people, keen MG fans and thus we spent an hour or so in the bar toasting their engagement and the world in general. Since then I have had emails with photos of the TD and extracts from their club magazine, MG is the Marque of Friendship indeed.

Sunday started cold, however, I always feel that the real France starts south of the Loire and thus in good spirits headed south. In Les Loches much amused by a chap who looked as though he had not quite woken up, and as the TD approached him he started in astonishment, and as I looked in the rear view mirror stood there open mouthed. Our cars are less common in France.

Late in the day and in wonderful warm sunshine I arrived in Les Arques and was welcomed by Gordon and Sandy Ewing and Katie, their MG Midget, plus Jazz the dog at their lovely house. The TD looked quite at home on their drive, see photo.

Back to the question of spares. We went out in "convoy" the following day with Sandy and I in the TD and Gordon in the midget, all was well until arriving at a cross road the TD engine simply died. It would not restart. The usual checks finally lead to the reluctant conclusion that the battery was dead. I found this hard to believe as the battery had given no sign of any problem. On the old MGBGT which racked up lots of miles in the 13 years I owned it, when its' battery was on the blink it took longer to start etc., This time there was no warning, nevertheless logic said dead battery. Katie the Midget towed me back to the house and swapping the batteries proved the point. A new battery from Leleric in Cahors, at a bargain price the following day and all was fine. Should I really carry a spare battery, I think not.

On to Rochefort Sur Mer, a really quick run on a hot sunny day and to the Corderrie Royale, the authentic re-construction of the 18th Century frigate "Hermione", the Maritime Museum, all absolutely superb, well presented and fascinating. I can quite honestly bet that any MGOCC member who spends a couple of days there will not be disappointed. The town itself, in spite of a strike of public employees, was also delightful. Time to head for Angers and the journey home.

Long straight roads across the Marais Poitevin, reminiscent of the Fenland near where I live in East Anglia, on to the Loire valley and the stately city of Angers. Wonderful museums, careful blending of classical and modern buildings and café society in the warm evening sun, you simply can't beat it. The TD had one last go at trying it on. The morning inspection showed more oil streaks in the engine compartment, the cork gasket inside the oil filler cap had packed up, now who carries one of those? I don't. The ever useful combination of a length of string and a bit of rag solved the problem for the journey home. The old and split tappet cover gasket provided material for a replacement when I got home and a new "rubber cork" composite gasket properly solved the tappet cover issue.

A total journey of 1,711 miles, cruising at 50/55 mph, 32.96 to the gallon and including leaks, using one pint of oil per 1,000 miles. I'm now planning 2007, possibly to Spain, the question is, what spares should I take?

Allan Howell



"Where the hell is that spare battery?"



LAZY SUNDAY AFTERNOON PICNIC AND DRIVE

Date: Sunday, June 22, 2008

Meet: Harleysville WalMart Parking Lot
Intersection of Route 113 and 63



Time: 12:00 Noon

Pack your picnic baskets and follow us to a local County Park for a picnic lunch. Then we'll take a drive through the country and stop at an ice cream stand for dessert.

RSVP: Tom & Jaimee Rippert 610-287-9325 or events@DVCMG.com

Family Golf Plus!



The perfect summer event for the whole family!

Saturday, July 12, 2008 - 11AM-??

RSPV by 7/1 to paulandevonna@verizon.net (610-792-1158)

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

Special featured parking area right out front! Show off your wheels.

Reserved picnic table area (in the shade)

DVC Party Pass - \$12 person gets you a round of golf and lunch (miniature golf at either the Castle or Farm course, a Par-3 chip and put, or a small bucket for the driving range; a hot dog or hamburger, chips, and unlimited soda)

Then off on a Rally around the Spring-ford area en route to a...

Picnic at Paul and Evonna Phillips' house

(257 Old State Rd, Royersford, PA 19468)

Come join us for a swinging time!!!

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



Pennypacker Mills British Car Day



**Hosted by the Delaware Valley
Classic MG Chapter**



Saturday, August 2nd 2008

The Pennypacker Mills Historic Site located aside the Perkiomen Creek just below Schwenksville, PA off of Route 73 is an ideal and picturesque location to display your British car. There is plenty of room to have an English picnic or for your kids to play.

The field opens up at 10:00 AM and voting begins at 12 Noon. Trophies will be awarded by popular vote based on marque and there will also be a "Best of Show", "Ladies Choice", a "Diamond in the Rough" and "Club Participation" awards. Flea market area & a car corral are also available.

The entry fee is \$15/car prior to July 15th and \$20/car thereafter and includes a dash plaque. Free T-shirts to the first 40 pre-registrants. Flea Market space - \$20. Car Corral - \$25. There will be food and beverages available. Free tours of the historic Pennypacker Mills Mansion included. The Pennypacker Mills British Car Day pre-registration form is available at www.DVCMG.com or call 610-792-1158 for information. See you there!

Pennypacker Mills British Car Day

Hosted by the Delaware Valley

Classic MG Chapter



Saturday, August 2nd 2008

PRE-REGISTRATION FORM

Name: _____ Email: _____

Address: _____ Club Affiliation: _____

City: _____ State: _____ Zip Code: _____

Car: _____ Model: _____ Year: _____ Color: _____

(Need trailer parking space? Yes ☐ No ☐)

Flea Market space @ \$20/ 10' x 10' space _____ Car Corral @ \$25/car _____

Pre-registration fee by July 15th : \$15.00 - Make checks payable to: DVC

(July 16th on: \$20.00)

TOTAL Amount Enclosed \$ _____

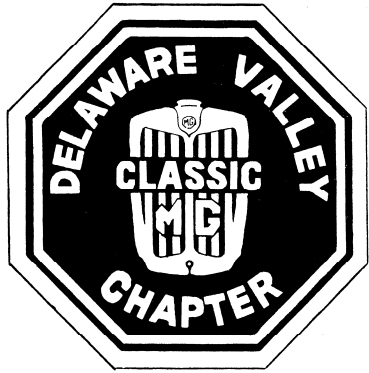
Free T-Shirts to first 40 Pre-registrants: Size Requested: XXL___ XL___ L___ M___

Send checks to: Paul Phillips, 257 Old State Road, Royersford, PA 19468

Additional information: www.DVCMG.com or call 610-792-1158

Release: Neither my heirs nor I will hold the Delaware Valley Classic MG Chapter liable for any personal injuries or damages sustained by me, my party or my car while traveling to and from this event and while participating in this event.

Signature: _____ Date: _____



Dvc “laid-back” spring tour 2008

Enter the Car Show or just go and look... along with lots of shops and points of interest, the Car Show is in walking distance from Spring Tour HQ in the Hotel Rodney.

to Historic Lewes, Delaware... and the
13th Annual Lewes British Motorcar Show

MEETING PLACE and ROUTE: From the Phila area, you can take Rte. 95 South into Delaware to Exit 5A – Newcastle / Basin Rd. and follow Rte 141 south about 2-1/2 miles to the Penn Mart shopping center on the right, where we'll meet at 10:00 AM and leave at 10:30 AM sharp. From there we'll follow Rte 141 about 2-1/2 miles further, turning right on Rte 9. The plan is to follow Rte 9 south for about an hour and turn right on Rte 6, following 6 to Rte 13 in Smyrna. We turn right on Rte 13, about a block to the Wayside Inn for lunch. After lunch, we retrace our steps to Rte 9 and continue south to the entrance to the Dover Air Force Base Museum, on the right. After a visit here, we'll continue on Rte 9 a short way, join Rte 1 south to the Rte 9 exit, and follow the signs to Lewes. If all goes well, we should arrive in Lewes between 4 and 5 pm.

TOUR HQ HOTEL: Hotel Rodney is a boutique hotel located in the heart of historic downtown Lewes, at the corner of Second and Market Sts. Built in 1926, it has had several previous names, but has always been a central part of the town's history and charm. Shops, restaurants, and historic places are just outside our doors. Delaware Beach, Rehoboth Beach, and the Cape May Ferry are all very close, as is some wonderful Outlet shopping...tax-free. Hotel Rodney offers a workout room, rental bicycles, computers and printers in the lobby plus free Wi-Fi, shops just off the lobby, and an on-site restaurant that will provide room service with just a phone call. There's on-site, off-street parking at the rear of the hotel.

RATES & RESERVATIONS: We have a block of 10 rooms being held for your reservation until April 1st. The two nights are Friday, May 2nd, and Saturday, May 3rd. There are 8 “Deluxe” rooms with one Queen bed @ \$126.37 incl. Tax, and 2 “Executive” rooms with 1 extra-long Double bed @ \$116.65 incl. Tax. Reserve by phoning the Hotel Rodney toll-free 800-824-8754 NO LATER THAN APRIL 1st, and please mention “DVC-MGs”. If all the blocked rooms are booked, or if you miss the April 1st reservation deadline, the Hotel Rodney may have additional rooms available. Or you may find alternative lodging at any of several close-by hotels or motels... check out the list on the Lewes Chamber of Commerce website www.leweschamber.com ... where you'll also find information on a host of nearby attractions.

BRITISH CAR SHOW: There's a flyer attached, with an entry form if you decide to enter.

ACTIVITIES: In addition to the Car Show on Saturday, there's a lot to do in Lewes and the surrounding area. Lewes is Delaware's first town, it was at one point bombarded by the British (there's a cannonball hole still visible in one building) and the small town museum displays some fascinating history. There are antique shops and many other things to do and see, all within walking distance. And the surrounding area is ideal for a top-down (what else?) drive in your MG. After our arrival in Lewes, you're on your own... there are some great restaurants right in town... again, check out the Chamber website mentioned above... did we mention “laid-back”??..... play on your own, or form a group... it's all up to you.... ENJOY !!

HEADING HOME: Yes, although Lewes is charming, we'll eventually have to pack up and leave. You're free to head out on your own or in small groups. Take your own scenic route or re-trace the way we came, up Rte 1 to Rte 9, or just stay on Rte 1 all the way back to Rte 141 and on to 95 north.

IMPORTANT: If you're going, please email Jerry Keller k3bz@arrl.net or phone 215-234-0846 so an info packet can be provided.

5th Annual Delaware Valley Classic MG Chapter Gathering at Lakeland Farm

"Battle of the Sexes"

Saturday, February 16, 2008

By Greg and Janice Lake

This year we brought it up a notch by hosting the 1st Battle of the Sexes competition. There were an assortment of activities which pitted the men against the women in various games of knowledge and skill.

The Battle of the Sexes festivities began at 5:00pm with members arriving prepared to battle for their respective sex in the competition and bearing covered dishes of gourmet food and libations that were consumed throughout the evening. Many thanks to all for the tasty selection of food! As Sandy commented, "We DVC'ers eat well."



While music played in the background and hors d'oeuvres were consumed, the game room was alive with activity (men practicing) and conversation abounded in the family room and kitchen. To start the competition, everyone was asked to participate in the Marshmallow Guess and was given a copy of the "Battle of the Sexes Fun Facts". The laughter from reading the "Fun Facts" caused sides to ache and eyes to tear! Little did the members know that this was just the beginning of an evening that would have a lot more of the same reaction! After the fireplace in the dining room was lit and an outstanding buffet was enjoyed by all, the "Battle" went into high gear.



Greg ran the games, passing out his Law Office business cards in case divorces were needed, and Janice kept score along with keeping order (especially of the boys) with her riding crop.

First, 25 trivia questions ranging from "What is a loofah" to "What is the thinnest type of heel on a woman's shoe" were asked of the men, and then 25 trivia questions ranging from "What would I do with a 'tap and die' set" to "A Windsor knot would be found on what" were asked of the women. Members were not easily stumped, except by a few questions such as "Where on the body would you find the 'Adductor longus'" and "A 'full toss' is a term used in which sport". Tom and Jaimee were great as the Team Leaders, especially with all the hooting, hollering and laughter. In this game, the men proved smarter than the women, not withstanding a comment to the contrary.



Next, the randomly selected participants, by names pulled from bowls, were challenged with games of skill. Melissa and Sue pulled ahead early in the 8-ball pool game, despite the interference of the blow-up doll, but "Dick The Stick" and Wolfgang pulled off a win for the men in the final minutes of the game. Lee swept the darts game for the women, beating Roy, and did an outstanding job for the women in the button sewing game, completing the task before Walt could get the needle threaded! Jerry got a win for the men when he beat Judy in the closest-to-the-rail pool game. "Jaimee The Pinball Wizard", according to Chuck D, in her debut appearance, pulled off a win for the women with a score of 46,340 to Chuck D's score of 14,470. Tom beat Gudi "by a drop" in the beer chugging game. They will certainly want a re-match next time! Donna excelled at the banana eating and apple peeling games but Tom busted her in the dice roll. Lew proved his skill as the fastest diaper changer giving the men another win. The hat toss was a draw with Chuck G and Tom competing against Sandy and Gudi. Chuck G beat Sandy "hands down" in 5 card draw poker, but in a husband and wife, head-to-head contest, Terri beat Bob in card stacking. Watching Dick try to pop a balloon in Jerry's lap and Jaimee pop one in Melissa's lap had everyone rolling on the floor with laughter. The women popped first! Although there was no winner in the marshmallow toss, Sue and Judy for the women and Walt and Bob for the men were a blast to watch compete as marshmallows flew every-

5th Annual Delaware Valley Classic MG Chapter Gathering at Lakeland Farm
"Battle of the Sexes" Scoreboard
Saturday, February 16, 2008

<u>Event</u>	<u>Participants</u>	<u>Winner</u>
		M F
Following Directions	Everyone	<input type="checkbox"/> <input checked="" type="checkbox"/>
Marshmallow Guess	Everyone: Judy guessed 578 (actual 577)	<input type="checkbox"/> <input checked="" type="checkbox"/>
Costume	Everyone: No costumes – No winner	<input type="checkbox"/> <input type="checkbox"/> <i>No winner</i>
Trivia Questions	Everyone: Team Leaders: Tom & Jaimee <i>Final Score: M – 24 / F – 22</i>	<input checked="" type="checkbox"/> <input type="checkbox"/>
Apple Peeling	M: Wolfgang _____ F: Donna _____	<input type="checkbox"/> <input checked="" type="checkbox"/>
Orange Peeling	M: Chuck D _____ F: Terri _____	<input type="checkbox"/> <input checked="" type="checkbox"/>
Marshmallow Toss	M: Walt _____ M: Bob _____ F: Sue _____ F: Judy _____	<input type="checkbox"/> <input type="checkbox"/> <i>No winner</i>
Balloon Challenge	M: Jerry _____ M: Dick _____ F: Melissa _____ F: Jaimee _____	<input type="checkbox"/> <input checked="" type="checkbox"/>
Hat Toss	M: Chuck G _____ M: Tom _____ F: Gudi _____ F: Sandy _____	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <i>Tie – both won</i>
Tennis Ball Toss	M: Lew _____ F: Lee _____	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <i>Tie – both won</i>
Banana Eating	M: Roy _____ F: Donna _____	<input type="checkbox"/> <input checked="" type="checkbox"/>
Pool: 8-Ball	M: Wolfgang _____ M: Dick _____ F: Melissa _____ F: Sue _____	<input checked="" type="checkbox"/> <input type="checkbox"/>
Pool: Closest to Rail	M: Jerry _____ F: Judy _____	<input checked="" type="checkbox"/> <input type="checkbox"/>
Darts	M: Roy _____ F: Lee _____	<input type="checkbox"/> <input checked="" type="checkbox"/>
Pinball	M: Chuck D – Score 14470 _____ F: Jaimee – Score 46340 _____	<input type="checkbox"/> <input checked="" type="checkbox"/>
Poker: 5 Card Draw	M: Chuck G _____ F: Sandy _____	<input checked="" type="checkbox"/> <input type="checkbox"/>
Beer Chug	M: Tom _____ F: Gudi _____	<input checked="" type="checkbox"/> <input type="checkbox"/>
Card Stacking	M: Bob _____ F: Terri _____	<input type="checkbox"/> <input checked="" type="checkbox"/>

<u>Event</u>	<u>Participants</u>	<u>Winner</u>
		M F
Diaper Changing	M: Lew _____ F: Gudi _____	<input checked="" type="checkbox"/> <input type="checkbox"/>
Dice Roll	M: Tom _____ F: Donna _____	<input checked="" type="checkbox"/> <input type="checkbox"/>
Button Sewing	M: Walt _____ F: Lee _____	<input type="checkbox"/> <input checked="" type="checkbox"/>
Orgasm Sound A-like Demo	M: Chuck D _____ F: Gudi _____	<input type="checkbox"/> <input checked="" type="checkbox"/>
Observation: Part 1	M: Bob _____ F: Jaimee _____	<input type="checkbox"/> <input checked="" type="checkbox"/>
Observation: Part 2	M: Wolfgang _____ F: Melissa _____	<input type="checkbox"/> <input checked="" type="checkbox"/>
Size Of Clothes	M: Jerry _____ F: Lee _____	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Tie – both won
Couple Touch & Know	M: Tom _____ F: Jaimee _____ M: Dick _____ F: Sandy _____ M: Wolfgang _____ F: Gudi _____	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Tie – both won

WINNER!!!

MALE



11

FEMALE



17



Source: Harpers Index





where but where they needed to be! The tennis ball toss left Lew and Lee in a tie, chasing the bouncing balls!

The last events of the evening included 2 observation games, an orgasm sound a-like demo game, a size-of clothes game and a couple touch and know game. Jaimee and Melissa were better than Bob and Wolfgang at their observation of what another participant was wearing. Gudi won the orgasm sound a-like demo for the women but Chuck D's performance was extremely entertaining and certainly worthy of mentioning, es-



pecially since he used the blow-up doll as a prop! Jerry and Lee went head-to-head for the size-of clothes game and both did an outstanding job! When asked to comment, Jerry responded, "Apparently, big numbers are easier to remember!" And, it had to be a draw for the blind-folded couple touch and know because it was just too funny! Thanks to the volunteer couples, Dick and Sandy, Tom and Jaimee, and Wolfgang and Gudi for being such good sports; and of course to Greg who switched places with Gudi as the blind-folded Tom groped the 3 "women" to decide which was his wife! The participants took the "DVC Pledge of Secrecy" as to what else happened – To tell everyone! Oh, here's one secret – Men can't follow directions!

Final score: Women 17 and Men 11. **Congratulations Women!!** Re-match scheduled for February 2009.

Members in attendance: Donna Bristol, Chuck Denlinger, Roy and Sue Dougherty, Wolfgang and Gudi Fischer, Chuck and Judy Goelz, Jerry and Lee Keller, Walt King, Greg and Janice Lake, Lew Phillips and Melissa Hoff, Tom and Jaimee Rippert, Dick and Sandy Suffredini, Bob and Terri Tiley.

Some of the post Battle comments from the evening's competitors include:

Bob and Terri Tiley: "We had a blast! Great food and even greater fun. Wow did we laugh! Next time instead of handing out your business card.... you should hand out "Depends"! Terrific job Greg and Janice!

Jerry and Lee Keller: "Just wanted to thank you both again for one of the best DVC parties ever. All the work that you both put into it really showed. Enjoying such a good time with you and all our DVC friends in your lovely home was something we won't soon forget."



Donna Bristol: "A terrific party was had at "the Battle of the Sexes". Even Walt was up till 12:30 A.M. and we all know he only makes it past desert. Everyone was commenting that they never laughed so hard. Good Work Greg and Janice. I won't say I told you so about women being smarter than men."

Jerry Keller: "Just because they won doesn't mean the women are smarter. It might mean they are just luckier. Or it might mean the men were smart enough to... lose. I think we need to continue the investigation by arranging a rematch..... Flame suit ON....."

Roy and Sue Dougherty: "Once again great party. Loved every aspect of it."

Chuck Denlinger: "It was a great party and obviously a lot of effort was made on your part. It was well worth it. Too many moments to review, but the balloon game still has me laughing to myself. Compliments should be extended also to cooks and bakers. Delicious. A final comment - I concede to Jaimee that she is "The Pinball Wizard". Thank you both for hosting and putting together an end-to-end fun evening."

Dick and Sandy Suffredini: "Great Party!!! Thanks again."

Walt King: "Goodness knows I have been to countless parties in my life time. But...yours last night was the best ever. My sides are still sore from all the laughing. Everyone had a great time...as always."

Thanks to everyone for making the 5th Annual DVC-MG Gathering at Lakeland Farm, "Battle of the Sexes", so terrific. We hope to see you all back next year!!

Greg and Janice Lake

Jamison, Pennsylvania





A gala luncheon celebrating 38 years of the dvc 1970—2008

On Saturday, March 15th, thirty-two of the DVC's finest gathered to celebrate the Club's 38th Anniversary. We met in a private upstairs room at Mike's York Street Grill in Warminster, where we were greeted by this year's hosts, Pat & Patty Cawthorne.

We began at noon with our famous cocktail hour, an event to which DVC members are dedicated to achieving perfection, and we are very good at it.... after all, we've been practicing for at least 38 years. In the crowd we spotted Donna Bristol, Walt King, Chuck & Judy Goelz, Greg & Janice Lake, Chuck Denlinger, Louise Grillo, Pat & Jann Nielsen, Ernie & Barb Feldgus, Bob Tiley, Mark & Jan Scherbekow, Ben & Cyndi Nolan, Dave & Gloria Schwab, John & Pat Hunt, Bob Wagner, Wolfgang & Gudie Fischer, Dick & Sandy Suffredini, Tom & Jaimee Rippert, Jerry & Lee Keller, and of course, our hosts, Pat & Patty Cawthorne.





After a sumptuous buffet lunch, Tommy Rippert and Dick Suffredini rose as Co-Masters of Ceremonies to announce, in keeping with DVC tradition, this year's recipients of the feared yet coveted "O-Wards". These dubious yet distinctive trophies are presented to those members who, in the past year, have distinguished themselves through some embarrassing act worthy of the affectionate ridicule of their friends... the jeers of their peers.... which always makes them feel much better about it. Well, mostly. So as not to forget anyone by mistake, I will leave everyone un-named on purpose... except for one. Having set a new standard in creative ways to "finish" the Hornsby Rallye (by blowing her MG's engine and going home attached to the back of a tow truck) Donna Bristol was presented with a well-crafted miniature of the Hornsby Trophy Cup, but with a miniature tow truck on top rather than an MG-TF. I believe the presentation stressed that "this may very well be as close as Donna ever gets to the Hornsby Cup." Donna was, of course, thrilled by all this. So much so, in fact, that she was overheard making plans for a Dr. DVC house call, to start working on rebuilding that engine. Could she be taking this as a.... challenge?

Finally, Chuck Denlinger... last year's recipient of "THE BOOK"... passed it along with appropriate pomp, circumstance, secrecy, and mystery to Pat and Patty Cawthorne.



Many thanks and congratulations to Pat & Patty Cawthorne for their hard work in arranging this year's Party. As can be seen in these excellent photos by T-Talk Staff Photographer Dick Suffredini, a fine time was had by all.



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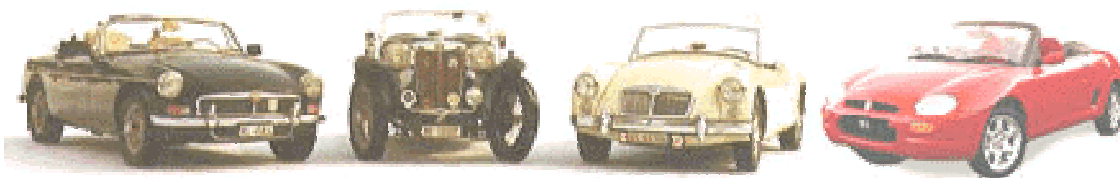
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HOPE LODGE POST PARTY

DATE: SATURDAY, MAY 31 (RAIN OR SHINE)

TIME: AFTER HOPE LODGE SHOW OR 3:00 P.M.

PLACE: THE HUNT'S SIDE YARD OR BARN OVERHANG
35 W. WISSAHICKON AVE., FLOURTOWN, PA 19031

CONTACT: JOHN OR PAT - 215-233-0215 OR
JOHN'S CELL - 215-582-7226

FOOD: CALL IF YOU ARE COMING AND WHAT YOU'RE BRINGING
FOR THE PICNIC. BEER AND MAIN COURSE SUPPLIED.

DIRECTIONS:

Turn left coming out of Hope Lodge and continue on Bethlehem Pike for 1.5 miles. Turn right on Wissahickon Avenue. Go 1 block to first stop sign at Rose Lane, 35 W. is on the right after hedge (100 feet). If raining and really wet, street parking is probably a good choice.

Feel free to come to the Party even if you're not attending the car show.

See you there!

John & Pat

NJ MGT Spring Tour

Covered Bridges and Antique Airplanes

When: May 10th, Rain Date May 17th

What Time do we leave: 9:30 a.m. Come early if you want coffee.

Where do we meet: Bridge Café in Frenchtown just before you go over the bridge to PA. If you want to call the café the day before and have a lunch waiting you can call 908-996-6040. If you want to look at their menu send me an e-mail and I will send you a copy of the menu. MgNutSteve@aol.com

What to do: We will cover about 50 miles and see 6 covered bridges and have a picnic lunch at Van Sant Airport where you can watch antique bi-planes and sailplanes. If you call ahead you can even take a ride in a bi-plane. Their website is www.vansantairport.com

When do we finish: About 3 or 4 p.m.

Who do I call: Steve Mayer (cell) 732-668-9344 or MgNutSteve@aol.com



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

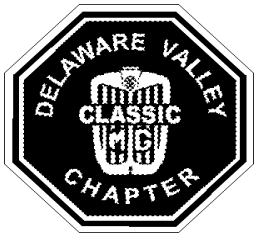
Did you know that we have an agreement with Triple-C Accessories @ 888-854-4081 to apply the DVC logo on all of their shirts, hats, sweaters, jackets, coats or blankets? Now is the time to order that particular DVC piece of regalia that you've been longing for or better yet to surprise your driving partner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



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



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



DVC REGALIA ORDER FORM

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

SHIP TO:

Name: _____

Ad-
dress: _____

City: _____

State: _____

ZIP: _____

PHONE _____

:

Email: _____

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

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



EX264

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TEAM

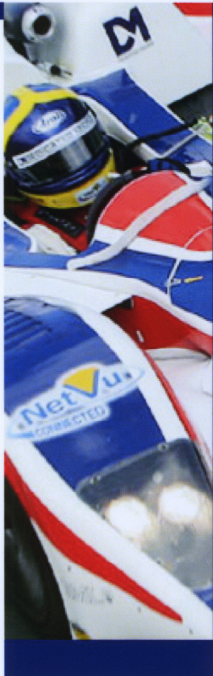
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RML Prototype Programme 2008

First shakedown for MG Lola EX265. Issued February 9th 2008

"Perfect" first test for new MG Lola EX265

RML AD Group's new MG Lola EX265 completed a faultless first shakedown test at the Silverstone circuit yesterday, Friday 8th February. The morning run left Brazilian driver Thomas Erdos thrilled by the responsiveness of the new XP-21 engine, and looking forward to the prospects of defending the LMP2 title in this season's Le Mans Series.

Thomas Erdos and co-driver Mike Newton took the series title last year with RML's MG Lola EX264, having won the LMP2 class in the Le Mans 24 Hours in 2005 and 2006. Since then the EX264, itself a derivative of the EX257 that wowed the crowds at Le Mans as an MG works entry in 2001, has undergone significant further development. Arising from fresh links with Shanghai Automotive, MG's new owners in China, the car has been re-homologated as the MG EX265. Most significant amongst those enhancements has been the production, in association with AER, of the two-litre turbocharged XP-21 engine.



Further refinements, as yet unspecified, have left RML's team manager Phil Barker upbeat about the team's chances this year. "Today has been an excellent start to the season," he said. "We've carried out a fundamental restructuring of the car during the course of the winter, and today was the first chance we've had to examine some of those changes. We haven't had a single problem – not one – and it's all gone silky smooth." From the smile on his face it was easy to judge the sense of satisfaction permeating throughout the team. "The guys have done a great job," he added. "They've already set themselves a very high standard for the year, but that's what

we like!"

Referring to the new engine, Barker was impressed. "This has been the first time we've ever run the XP-21, and it's gone like clockwork. The whole package seems very strong, very responsive, and a significant step forward." Thomas Erdos was quick to agree. "Absolutely great!" he said. "The new MG XP-21 is a beautiful unit. You can immediately tell that the engine is crisp and very responsive, and despite not being able to stretch it much today, I can already detect the improvements over the engine we were using last year."



The EX265 was running in full race trim at Silverstone, including the additional 50 kilos that will ballast all the LMP2 entrants in the Le Mans Series this year. This extra weight, up to 825 kilos from 775, in conjunction with reduced fuel capacity (down to 80 litres from 90) is intended to emphasise the differences between the P1 and P2 prototypes. The flipside to this amendment to the regulations is likely to manifest itself in an even closer parity between LMP2 and GT1. In 2007 the GT class leaders were already as quick down the straights as the best in LMP2, so the added weight could further complicate this issue. The importance of developing a more powerful engine, and thereby hoping to reinstate some degree of advantage in this inter-class battle, becomes even more significant. "To have this new engine running so well, to exhibit such power in its first test, demonstrates a real step in the right direction," said Erdos.

By midday every box had been ticked and the test was complete. "It's been a fantastic morning," grinned Erdos. "This car was down to bare bones a few days ago, so it's a credit to the team, and some indication of the level of preparation these guys achieve, that everything has worked well. In fact, it's been the perfect shakedown."

The team plans to complete another run in the MG Lola EX265 ahead of the first official Le Mans test at the Paul Ricard circuit in France at the beginning of March.



High resolution images taken during the test can be viewed and downloaded [here](#)

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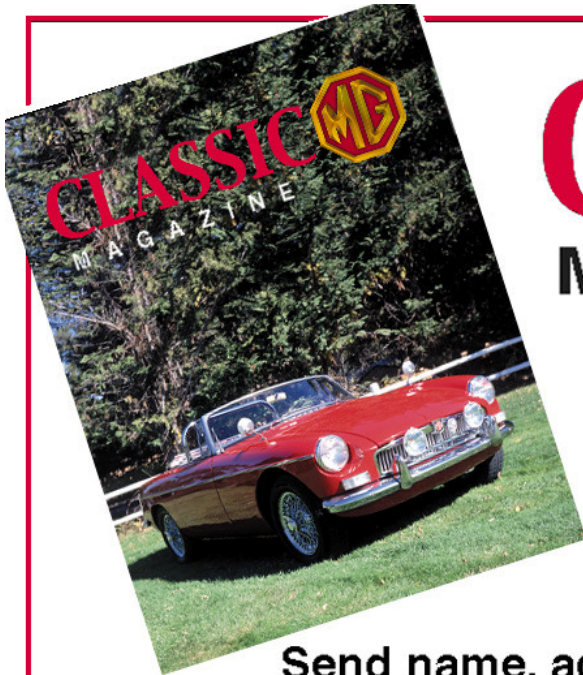
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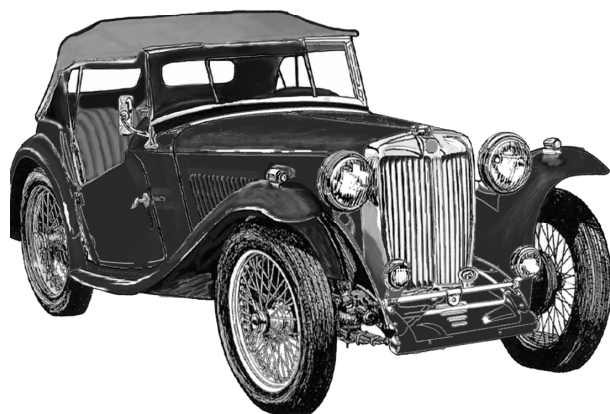
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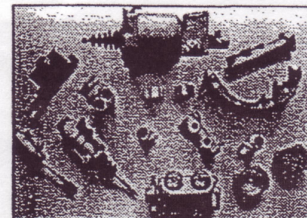
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Original British Car Day

31st Annual Meet

Sunday June 1st, 2008

Lilypons Water Gardens Adamstown, Maryland

Once again we are proud to announce the date and location of the Original British Car Day 2008, an event that has been consecutively run for over 30 years. The Chesapeake Chapter of the New England MG "T" Register, founder of **The Original British Car Day**, is looking forward to another terrific day as we gather with the membership of all British Car Clubs in one setting.

The event will again be held at the beautiful grounds of Lilypons Water Gardens. They are located in Adamstown, Maryland and can be accessed easily from the North I-70 or I-270 via route 85, or from the South via Route 28. Please visit their web site at www.lilypons.com for directions and more information.

We encourage you to bring your family and friends and hope you will enjoy the cars and the beauty of the water gardens. Food and drinks will be offered for sale at reasonable prices.

The contact person is John M. Tokar, Chairman, who can be reached at 410-775-0500, or by email at tokarj@erols.com. For more information please visit our website at: <http://www.chesapeakechaptermgclub.com>

Thank you and we look forward to seeing you on June 1st, 2008!

While working on my MG I discovered how very tasty brake fluid can be. It's absolutely delicious, especially on a hot day. It's so cooling and refreshing. I really love it and i have a long cool one every chance I get. All my friends have told me it's bad for me, but I'm not worried. I

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