

**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 38 Issue 3

1970 - 2008 - Our 38th Year

July—August—September 2008

Inside this issue...

Spring Tour to Lewes
"MG Magic"
"Field of Dreams"
"Off to the Races"
Hope Lodge Post Party
Spring Tech Session

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

Points & Plugs —

Tom Rippert

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

MG SA / VA / WA -

.....Geoff Wheatley

British Beers

.....Bob Dougherty

Tops Down...It's Ma Nature's Air Conditioning!

Are you DVC members ever in LUCK!! This issue of T-Talk.... a large one ... comes to you a few days late, but the contents are choice! Your DVC leadership and fellow members

have been hard at work. Check out the write-ups of the past quarter's excellent events and the flyers describing everything new that's coming up! It's going to be one of the best summers in DVC

history. It will be topped off by a spectacular Fall Tour event that will take your breath away. Naturally, the excitement revolves around you, your DVC friends, and...of course...your trusty old.....



T-Talk's MG Girl of the Quarter — Sarah Carr

Third Quarter DVC Events — Plan to BE THERE!!

<p>Saturday, July 12th</p> <p>Family Golf Day, Rally & Picnic</p> <p>Limerick, PA</p>	<p>Saturday, August 2nd</p> <p>Pennypacker British Car Show</p> <p>And P3 Post Party at Rippert's</p>
<p>Sunday, August 10th</p> <p>Pool Party at O'Brien's</p> <p>Flourtown, PA</p>	<p>Saturday, September 13th</p> <p>Covered Bridge Tour</p> <p>Wine & Cheese Party</p>

++Vintage Racing, Thunderbolt Raceway, Millville, NJ Sep. 19-21

Points & Plugs — Tom Rippert



get that MG out of the garage and join us on one or all of these events.

Hi, DVC....

June....perfect MG driving weather! So they say. We're in the middle of our first heat wave as I write this, and I hate to say it, but it's actually too hot to drive an MG! The temperatures are nearing 100F, and although we've done many trips where we've driven our MG in these temperatures, I think we'll wait till this heat wave passes before we venture out in the open car. Right now, air conditioning is much more desirable than top down driving.

Check inside this issue for flyers for Family Golf Day on July 12th, and Pennypacker British Car Show on August 2nd. If you haven't already done so, send in your registration now! Then RSVP to the Ripperts for the P3 party. Maybe we'll have another heat wave on August 10th for O'Brien's pool

party, then it's a covered bridge tour and wine and cheese party at Sanders on September 13th.

Don't forget MGA's GT 33 in Seven Springs July 14-17, running right into the Pittsburgh Vintage Grand Prix weekend, July 18-20.

We've moved vintage racing at the new Thunderbolt Raceway in Millville NJ to the DVC side of the events calendar. The Nolans and Scherbekows have secured some rooms within a few minutes of the racetrack for a weekend of vintage racing, air show, etc. Check flyer for information on this race weekend September 19-21.

As you can see, there's plenty to do this summer. So get off your lounge chair,

Safety Fast, Tom

P.S. The heat wave is over..... gotta run and get an MG out of the garage....the weather is beautiful, gotta put the top down.... hope to see you in your MG soon!



Safety  *Fast*

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

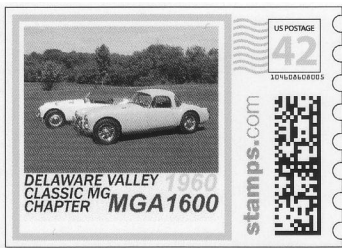
Once in a while somebody does something extraordinary to help make the DVC the best British Car Club around, something that stands out from all the other nice things that members do for each other almost daily. It's often not a really "big" thing, and it

might escape notice for a while, along with the member who makes the unusual contribution. That's where I come in. People tell me stuff. And sometimes I even wake up and notice it on my own. Such a contribution is the DVC MG Postage Stamps that have been used on the T-Talk mailing envelopes for the last 3 issues.... Did you happen to notice them? Yes, they are REAL postage stamps, made up with a special Stamps.com program that's blessed by the

Post Office. And in this case they're the creationand generous donation.....of our own Chuck Denlinger. What a different and interesting thing to do! But then Chuck is a kinda quiet fellow...one of those solid DVCers that you see at most of the events, helping here and there and everywhere, but quietly. Next time you see Chuck, let him know he has the DVC "stamp of appreciation". (Extra credit.... Can you identify the owners of those 3 MGs?)

MEANWHILE, back at the track.... If your MG heart still beats strong, you're gonna LOVE Jim Taylor's Vintage Racing article in this issue, along with a flyer for the DVC Fall Tour to see the Vintage Racing at the new Millville, NJ Motorsport Park. Mark Palmer, chief of the Vintage Race Group (VRG) says there may be opportunities for some of us to serve as corner workers and flagmen.... positions which are the best seats in the house to watch the vintage racers up close. The info will be posted on the DVC email reflector (YahooGroup) so if you're interested, keep your eyes open for announcements about how to join the crew.

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



NEMG'T'R



NAMGBR



NAMGAR

DVC SPRING TUNE UP

AT

SCHWAB'S MG GARAGE

POTTSTOWN, PA

Saturday, April 12th arrived and Tom Rippert and I found ourselves on the way to the Spring Tech Session at Dave Schwab's garage in Pottstown. Dave has a dandy place for a tech session, a couple of big, high-ceilinged bays, complete with overhead lift. He and Gloria had put together a nice food table, and there were plenty of the usual beverages, too. There was a great turnout....we saw Lee Wesner, Walt King, Donna Bristol, Bob Detwiler, Dan Shimberg, Bill & Ann McCurdie, John Hunt, Paul & Evonna Phillips, Jann & Pat Neilsen, Chuck Denlinger, Dave Sarley, Pat Cawthorne, Chuck Goelz, Earl Wanklin, Lew Phillips, Jeff Rose, and ...a special treat... Pat & Carmita Alzamora.

Dave had as his special guest Bill Shields of Carriage Craft in Reading, along with Bill's MGB which he has set up right smartly for vintage racing. Bill is a DVC member and his shop handles all manner of MG repairs and restorations.

A lot of work got done and it appeared that a good time was had by all. Many thanks to Dave & Gloria Schwab for their hospitality and the use of that lovely lift! The photos tell the rest of the story.... Enjoy!!



Would you buy a used MGB from this man? Dave Schwab (left) and special guest, MG racer Bill Shields.



Bill Shields' MGB racer.



"This thing came out of here....somewhere....But where?"



Lew found the food table.



"..don't...think...we...can..hold...it..back..much...longer.."



Tom found the right tool. Tom really likes the big wrench.



"OK, one quick twist and this exhaust system is DONE"

The
DVC HORNSBY RALLYE

SATURDAY OCTOBER 11, 2008

TIME: 11:00 AM -FIRST CAR OFF 11:30 AM

**BEGINNING AT
STONE HOLLOW
FARM**

2022 SPRINGTOWN HILL RD.
HELLERTOWN, PA 18055

RALLYE FEE \$10.00



Prizes for 1st, 2nd, and 3rd place cars to finish
will be awarded, plus the coveted HORNSBY CUP
awarded to the first MG 'T' series car to finish.

**TOURING THROUGH BUCKS
AND NORTHAMPTON COUNTIES**



**FINISHING AT THE
BRAVEHEART PUB**

430 MAIN ST.
HELLERTOWN, PA 18055

Order off the menu

Celtic atmosphere

Large selection of tap beer

Call for directions
Please RSVP by October 9 to
Donna Bristol 610-838-6217
donnabristol@yahoo.com
Chuck Denlinger 610-869-0771
denlingerchuck@yahoo.com



The Ales of the United Kingdom

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



Jennings Brewery

Castle Brewery



Cumberland Ale

Jennings has been brewing traditional beers for 160 years, and still uses the same traditional methods that were used by their founder as long ago as 1828, in the village of Lorton. In 1874 the brewery moved to a site at the foot of Cockermouth Castle, at the confluence of the River Cocker and River Derwent, a site which was influenced by the availability of pure and plentiful water from the Castle well. The well has supplied the Castle with pure water since around the time of the Norman Conquest, and helps to give Jennings ales their distinctive flavor. Jennings is Cumbria's last remaining brewery, and has a policy of continuing to use the traditional, time-honored brewing methods using only the finest, British-produced raw materials for which the Company has long been famous among knowledgeable beer drinkers. The vast majority of Jennings' ales are sold in cask-conditioned form - 'Real Ale', the main characteristic of which is that the brew is 'still alive', and continues a secondary fermentation after it has been casked. Pure water is drawn from a well within the brewery, giving the beer its distinctive taste. Barley is bought in which has been soaked, germinated (sprouted), then dried and/or kilned/roasted to arrest further growth. It is then screened and crushed rather than ground to flour, in order to keep the husks as whole as possible.

Cumberland Ale is a superb golden colored ale, brewed with malt made from specially selected Maris Otter Barley grown in Norfolk and using only the finest English aromatic hops, Kent Goldings & Fuggles from Herefordshire. Traditionally brewed for over 100 years using pure Lakewood water drawn from the Brewery's own well, Cumberland is a full flavored ale with a delicate hop character and is Jennings best selling brand outside the Lake District.

Source: <http://www.visitcumbria.com/cm/brewery.htm>

<http://www.jenningsbrewery.co.uk/history.htm>

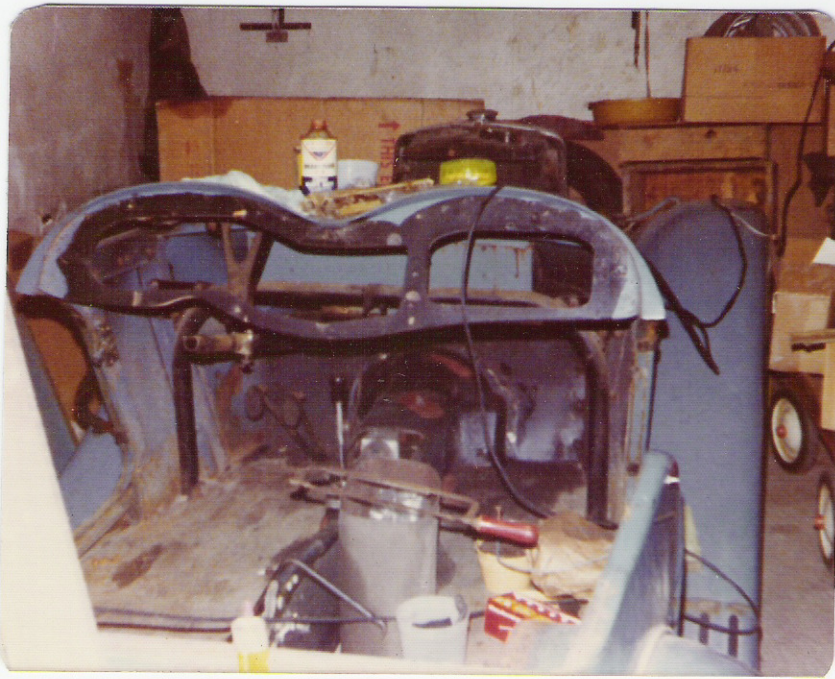
(contributed by DVC Member Bob Dougherty)

MG Magic

Sarah Carr, #4062

In early January I e-mailed an invitation to fellow DVCers to join me (long-distance) in raising a glass of a suitable beverage in a toast to an anniversary: 35 years with the same MG. In response there were numerous “Cheers!,” and a request from Jerry Keller: “Sounds like there’s a story here. Can you tell it to us?” So here it is.

December, 1972: Rome, New York, skiing with a friend from grad school. One evening we went to see a friend of his who had taken a job in California and had to move, and sell his house and most of his “stuff,” on short notice. Among his “stuff,” I was told, was an old MG.



APART.... July 1976 – note the sophisticated tools in use

Well, I didn’t know anything about old MGs, but I went anyway, since I thought old cars were neat; I really liked the looks of the cars of the thirties. We walked into the garage, and there sat a little light-blue car that looked just like something out of the thirties. The tires were half flat, it had years of dirt on it, the top was ripped where the dog had jumped up and fallen through—and I thought it was the most beautiful thing I’d ever seen. It hadn’t run in ages and the battery was dead, but there was gas in the tank and the hand crank brought it to life and a bicycle pump put some more air in the tires, so I

drove the car out into the side streets in the dark and the snow, shivering and peering through what seemed like a ridiculously low windshield. Before I left I told the owner that I’d give him his asking price if the man who’d promised to buy it—but hadn’t put down a deposit—didn’t come up with the money. A few days later I got a call back home in Pennsylvania: The car was mine if I still wanted it, so on January 8, 1973, I wrote out a check for \$1,100 and became the owner of TD3942EXLU.

That, of course, was only the beginning. First I had to get it home (via a U-Haul tow bar on the bumper of my ’62 Ford Fairlane) and then listen to my mother (who was in her late sixties and of the gloves-and-flowered-hat school) telling me that “there’s something wrong with your brain!” I ignored her, managed to get the car more or less drivable—fortunately the local MG dealer had been around since TDs were new—and used it occasionally for a year or so until it became clear that it really needed major work. While I had

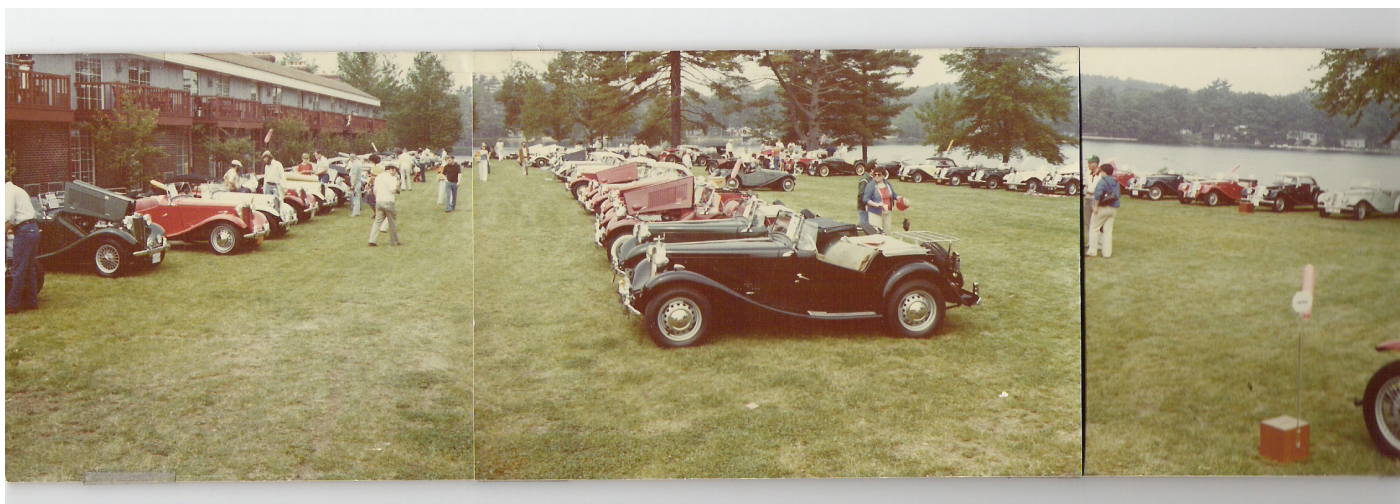
no automotive mechanical experience, I'd always liked taking things apart to see how they worked, so after the car had been in storage for a couple of years I sat down with the factory service manual and an assortment of tools (including a hammer and a chisel and a hacksaw to deal with all the rusty bolts!) and proceeded to take it apart. [Are you reading this, Ann McCurdie??? If you are, you'll understand why I backed you in your difference of opinion with your husband and mother-in-law on trying your hand at fixing things yourself....]



GOING BACK TOGETHER – October 1978 – the end is finally in sight!

I do know my limitations, however, so once I had it apart I went looking for people to do what I couldn't: rebuild the engine and do the body work. The engine rebuild revealed all sorts of things done to keep it going in those mostly-pre-Moss-Motors days: the (replacement) engine had been bored +.020 but had standard pistons in it (no wonder it smoked and didn't have much zip); had a late block but an early head and flywheel (we ordered two 8" ring gears that didn't fit before we decided we'd better measure things); there was no place to put an oil filter, as it still had

the early, lines-into-the-block pump, but of course the later block had no place for those lines to go.... At some point one of the car's owners apparently had had enough: the guy I bought it from had rescued it from a junkyard in the Utica area.



STURBRIDGE GOF ... Parked front center.

The body needed work, too; there were holes rusted through the tops of the fenders and underneath the doors, and I could see that the wood underneath didn't look too good. I wanted someone who understood old cars—not just an ordinary body shop—to do the work. I knew of only one shop in the Wyoming Valley that specialized in antique cars; while the usual customers had Packards and Pierce Arrows instead of MGs, I hoped the shop would take on my little job. The shop owner was reluctant at first, saying that parts were too hard to get, but I promised that I would be responsible for ordering all the parts if he would just tell me what was needed, and he finally agreed to take the car in the fall of 1977. Now it was really taken to pieces, down to the last nut and bolt, for a full frame-up restoration. It had been some years since the shop last worked on a TD, and I often stopped in on my way to work in the morning to tell them how some particular bit went back together. I'd hoped that it would be done for the Newport GOF in the fall of 1978, but it didn't leave the shop until December 1978. No longer faded Clipper Blue with red grille slats (ugh!), it was gleaming black, and I couldn't wait to take it to its first Gathering, at Sturbridge, Massachusetts. I thought the trip would be a breeze; wasn't the car just as good as new? And besides, I'd have a companion on the trip—shop owner Durland Edwards. Over the course of the restoration we had fallen in love with each other, and we've been together now nearly 30 years.

That first trip was a revelation: I had no idea so many things could go wrong with a “brand new” car! Voltage regulator problems led to a stone-dead battery, the brakes needed some attention, and no amount of adjustment would get the carburetors to run lean enough: every couple of hours we had to change spark plugs. But we made it there and back (and I'd never again go on a 600-mile trip with only 30 test miles on the car beforehand!). In the years since I've found that the great benefit of having previously taken something apart is that you have an idea of where to start looking when it stops working [are you still reading this, Ann McCurdie?].

As I got more confidence in the car I started to want to do more with it. The early '80s were the early days of vintage racing; I joined the VSCCA, went to driver's school, and ran a few times at Lime Rock, Bryar, and Shannonville. It was wonderful fun, but the car needed too much done to it to be a serious vintage racer, so we went back to just driving it on the road. Except for Rhode Island, we've driven it to every East Coast



SECOND NORTH CONWAY GOF – the dry part of the trip (we were staying at a campground in a pup tent—remember how it rained that weekend?)

state from Maryland to Maine, sometimes towing a motorcycle cargo trailer full of camping gear. It's never once given us a major problem on a trip, maybe because we always check it over thoroughly before we leave, and always have the service manual and tools and spares and things for jury-rigged repairs with us (the side-curtain compartment is full of the stuff—from baling wire to a half-shaft complete with bearing).



SHANNONVILLE – 1982 Vintage Festival – I probably wouldn't recognize the track today

We finally replaced the original tan leather seats with new upholstery just before the 1998 Watkins Glen GOF, but otherwise the car is beginning to show its age a little: the paint is polished through in places, and the stone chips testify to many miles of driving. But I'm not going to do a thing to it as long as the black paint still shines and the chrome still glitters. That's why I named it "Merlin": it's British, after all, and black and silver are fitting colors for a wizard—and wizards enchant people, don't they? This one certainly enchanted me all those years ago.



"Big Red" – a vintage Stinson at Skyhaven airport here in Tunkhannock

PENNYPACKER POST PARTY

"P3"



DATE: Saturday, August 2, 2008

WHERE: Ripperts

63 Cepp Road

Perkiomenville, PA

Please park in driveway or the street, do not block mail box

TIME: Immediately following Pennypacker Mills British Car Show or 4:30 p.m.

RSVP: YES! To Tom & Jaimee by phone at

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

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

BRING: Chairs/Covered Dish

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

Directions to Ripperts from Pennypacker Car Show

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

If you need other directions, please give us a call.

DVC FALL TOUR

Love watching vintage car races? Fascinated by WWII airplanes?

Need a day at the shore? Interested in art and music?

These desires can be fulfilled if you join us for the DVC fall tour!

September 19, 20, 21

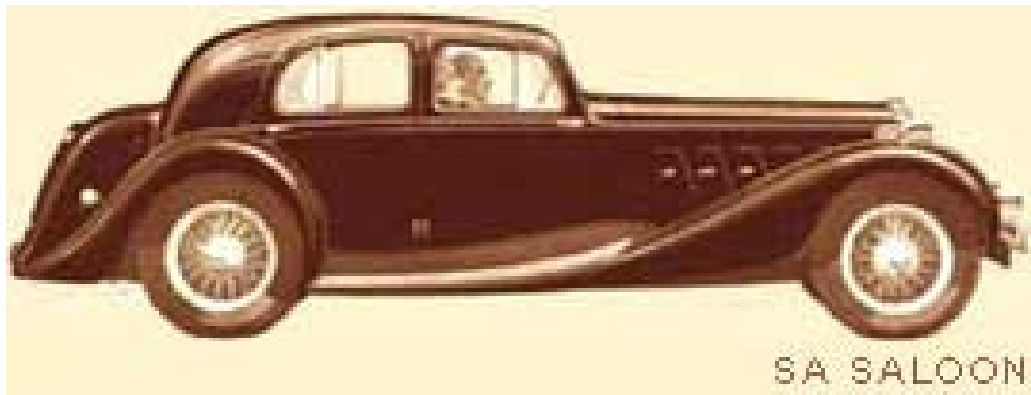
Saturday will be spent watching vintage car races at the new Millville Motorsports Park and/or viewing the 16th annual Millville Air Show. (Both events can be seen from the raceway.) There will be both classic cars and WWII aircraft to view. The day will end with a live concert consisting of 50s and 60s bands. The price for a 2 day admission ticket is \$25/pp. \$20 for Saturday only. (A possible reduction in price is being investigated.)

Friday morning, we plan to meet on Rte 55 and drive to the shore for the day. (Details to follow) Those arriving on Friday afternoon can check out the Glasstown Arts District in downtown Millville. On "Third Friday" art galleries, coffee houses, restaurants, pubs and shops are open late. Musicians entertain in many establishments as well as on the street.

12 rooms have been reserved for 9/19 and 9/20 at the Vineland Days Inn on Landis Ave. Call the motel at 856-696-5000 to make reservations before 8/29. The rooms are reserved under Ben Nolan and the DVC. The price is \$89 + tax per night. For show details visit www.millvilleairshow.com

If you are planning to participate call Jan and Mark @856-451-1527 or Cyndi and Ben @ 856-305-0345 and let us update you as more details become available.





MG SA/VA/WA

I would not like to guess how many words have been written about MGs over the years, certainly millions or even trillions, perhaps even more! However, there are some vehicles that came out of the Abingdon factory that only share a fraction of the MG story. We all know about the postwar boom with the TC, TD and TF and who can forget the sporting image of the MGA and the very attractive MGB whose appeal lasted almost eighteen years, a record for any British car. However, between 1936 and 1939 resulting from the internal change of policy at the Abingdon factory a unique range of luxury cars were produced that completely changed the image of MG if only for a brief period of motor history, starting with the MG SA launched in the fall of 1935/36. Was this Morris Motors putting a slender foot into the luxury market knowing that if it failed Cowley would not get a blast from Billy Morris who was always watching the pennies and of course the profit?

The response at the 1935 Motor Show was more than encouraging especially when we remember that until then the company had not been associated with the production of large luxury vehicles designed to appeal to a small but obviously affluent section of the motoring public. The fact that the Abingdon operation had been taken over by Morris Motors Cowley and was no longer an independent operation certainly had something to do with this additional range of vehicles. Morris Motors did have the Wolsley range which was certainly a quality vehicle but never elegant or sporty as illustrated by the fact that Nuffield owned a Wolsley for many years while his wife, Lady Nuffield, sported a Rolls and an open top Bentley at their country home. The power unit for the 1936 SA was a modified Morris 2 liter engine not exactly a prestige power unit but reliable and not expensive to maintain. However, these modifications cause some delay in meeting the orders obtained at the 1935 Motor Show in fact some would be purchasers waited as long as six months for their car which did not exactly embellish the new image of the MG SA. To add salt to the situation the 2.5 liter SS Jaguar produced by William Lyons was equally elegant in style and design and was at least 20% less expensive than the SA.

Not as fast however, with even with a 2.5 liter side valve engine made under contract for Jaguar by the Standard Motor Company, a leading supplier of engines to about 60% of the British motor industry. (Remembered today as the company that saved Ferguson Tractors when Ford stopped making their engines after WWII. That's another story for another time!)

Side by side there was little to choose between the SA and the Jaguar, both extremely attractive in design and style that today we associate with the rich and famous on their yachts in Monte Carlo in the prewar era. Once the production had been sorted out at Abingdon and Cowley was able to supply the important things like an engine and chassis the SA did fairly well within its limited market. However, with Jaguar offering a similar package priced at just over three hundred pounds against the SA priced at over four hundred, the fact that the SA was about ten miles faster was not a big selling point for the extra money.

It is also interesting to note that the name Jaguar was not used until this time and was not registered as the official company name until 1946. The company name was SS, short for Swallow Sidecars Ltd. It was only after the war when the term S.S. was not exactly an asset to any manufacturer, be it cars or castor oil, that the Jaguar Motor Car Company came into existence.

Also in 1935 a sports version of the SS Jaguar was introduced, later to be known as the SS 90 because it was guar-

anted to do ninety miles an hour. Looking back at the performance reports of the day it is not clear if this was on a flat surface or down hill! However, in design it also rivaled the MG SA in both elegance and style and was about 25% less than any other comparable vehicle not that there were that many to choose from as the world economy started to recover from a depression.

The SA and later the VA with a different power unit continued for about two years which by modern day economics would hardly be seen as an economical success. However, the general policy of MG had been to bring out various versions of their production almost on a yearly basis as any study of the prewar models will show. Why this was the case is difficult to evaluate however we do know that Kimber often encouraged this policy

and seemed to think that you had to offer a never ending variety of vehicles to sustain a market share. In reality this may well have been the reason why the company never made any real profit and usually ended each year in the red with Kimber going cap in hand to the boss for financial assistance. All this came to an end when Nuffield sold his MG interest to the Morris Corporation in 1935 and Cowley took control of the Abingdon operation. However, this was a short term situation with Nuffield was back in control with his finger on the purse strings by the spring of 1937.

As already suggested it is feasible that the introduction of the SA vehicles were a direct result of this change in policy as the Morris Motors Board, like others in the business were upset by the success of William Lyons and his SS Jaguar range of vehicles.

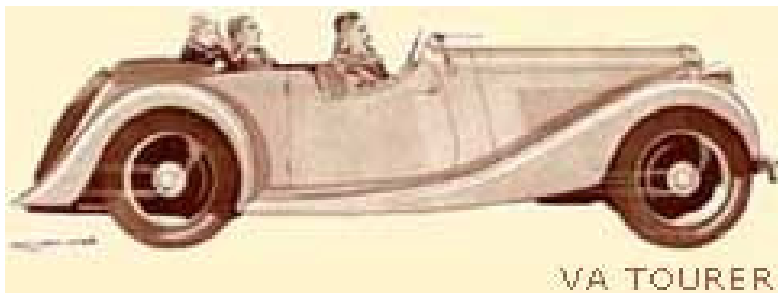
As one motor correspondence of the day wrote: "The success of Jaguar is a prime example of the small company showing the big companies how to provide the right product at the right price at the right time for the right audience" It is also interesting to note that just a few months after Nuffield took back control of MG a new luxury car was produced following in the footsteps of the SA and VA. The MG WA was everything that the word elegant and luxury suggested furthermore both a coupe and tourer were offered although only nine tourer versions were ever made. The total production run was only 265 before WWII started in September 1939.

The Press Release for the WA indicated that this new car could cruise all day at 75 mph provided by a new 2.6 liter engine and better still would give the owner around 24 MPG. (Even then with fuel around eighteen cents a gallon people were still concerned about fuel costs even those who could afford a new MG WA!) To my knowledge no one ever disputed this claim!

As to be expected the SS Jaguar out sold all the MG series but this was simply a question of price not performance. The whole MG luxury range is a delight to see and there are examples at both the Heritage Center and the National Motor Collection at Beaulieu in the UK. Sad to say I have yet to experience the delights of driving such a vehicle although I did ride as a passenger in a beautiful 1938 WA from the Heritage Center, complete with walnut interior, deep leather seats and a ride that would put a baby to sleep. The car simply glided along with no sensation of speed although we were running at around 75 mph on a British Motorway.

I doubt if MG ever recovered its financial outlay for the production of these cars with only three short years to sell before a war ended the pre-war Motor Car era of elegance and beauty.

Geoff Wheatley April 2008





LAZY SUNDAY AFTERNOON PICNIC AND DRIVE

This an easy event write-up to do – our picnic in the park never happened.....

You can't imagine how upset we were that we cancelled the picnic and drive based on the weather report for that day. We went back and forth all morning, should we, shouldn't we. The forecast was horrible, severe thunderstorms with gusting winds and hail! It had already rained at our house and was gray and overcast. We checked every channel looking for a better forecast, there wasn't one. The worst was to be at 1:30 (just when we'd be eating our picnic lunches). So we cancelled the event..... and then we all know what happened, the sun came out and it turned out to be a beautiful day! Perfect weather for a picnic in the park.....

We apologize. We will reschedule the event at a later date and send the notice out via the Yahoo site and DVC website. So don't put those picnic baskets away yet..... and we promise we won't turn the TV or the radio on that morning! No more listening to meteorologists, we'll use the "rock" as our weather predictor.

If the rock is:

Dry – Fair

Wet – Raining

Moving – Windy

Missing – Hurricane



Jaimee & Tom

On January 8th, Sarah Carr and Durl Edwards celebrated the 35th anniversary of the acquisition of their Clipper Blue TD, "Merlin", TD3942EXLU. Congratulations, Sarah and Durl !!!! Check out Sarah's article about living with the same MG all those years.... elsewhere in this issue. ON THE COVER: Sarah is also this issue's "MG Girl of the Quarter"!!!

CANCELLATION!! The LANCO Club has cancelled their British Invade Gettysburg event which was scheduled for Sun., July 6th.

Free Lucas Parts Reference Database

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

Have you sent in your 2008 DUES yet?

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



DVC “LAID-BACK”

TO HISTORIC LEWES, DELAWARE.....AND THE 13TH ANNUAL

For several years, Larry Cordiero has been “encouraging” us to enter our MG in the very nice British Car Show held by the Lewes Chamber of Commerce as one of their Rites of Spring, and although we have joined our friends Larry and Connie there, we somehow haven’t managed to actually drive an MG to Lewes. But this Spring was to be different. The Road Hog now lives in sunny California, and we now have a fresh-out-of-the-box TD which was fairly jumping to make the trip. Sudden Inspiration struck.... Lee and I had signed up to organize the Spring Tour, our initial idea to run up the Hudson Valley had fizzled, so why not put the two together and run down to Lewes instead? I mentioned it to Larry and he was all for it. Thus was born the Laid-Back Spring Tour that began inauspiciously on Fri morning when, only 5 miles from home, the TD developed a serious coolant leak from the head gasket that sent us scurrying back to the garage and making a fast switch to Big Red, our Honda Pilot. After meeting Paul & Evonna Phillips in Pottstown, we boogied on down to meet the Gang of 10 Couples in Newcastle, Delaware for the start of the Tour. Except not all of The 10 were there.... Ben & Cindy Nolan and Mark & Jan Scherbekow decided to take the direct route from southern NJ to Lewes. The Ripperts and Suffredinis had to “work” (what’s that all about?) so they would be coming down later in the day. Bill & Peg Robinson had gone down



(L to R) Larry & Connie Cordiero; Stephany & Dale Wright ; Pat & Patty Cawthorne; Paul & Evonna Phillips



Paul Phillips knows his way around a cockpit.



Larry Cordiero on the runway.

ahead of time (I think).... And then there were just 4 other cars to meet.

On Friday morning, Lee and I joined Paul & Evonna Phillips in Pottstown and we arrived at Newcastle right on time at 10 AM to find Pat & Patty Cawthorne waiting for us with Larry & Connie Cordiero. A few minutes later Dale and Stephany Wright pulled in and the First Wave was ready to go. The drive down Rte 141 and over Rte 9 was pleasant and uneventful, as the day's weather was much nicer than the forecast had predicted. A fine lunch was had at the Wayside Inn on Rte 13 in Smyrna before we continued down to our scheduled stop at the Dover Air Force Base Air Mobility Command Museum where we were well treated with a very informative guided tour.

Lewes was only a bit further, and we arrived there to find our absolutely delightful venue headquarters at the Rodney, a newly renovated "boutique" hotel in the heart of downtown Lewes, the first city in the First State.

The "Laid-Back" part was that everyone was on-their-own to partake of the many fine features Lewes has to offer. Small groups formed spontaneously, and dinner and drinks were



Mark Scherbekow (L) and Larry Cordiero at the car show



(From L) Patty Cawthorne, Stephany Wright, Jerry Keller, Ben Nolan, and Jaimee Rippert enjoy the Derby.

sought out within walking distance of the Rodney. The Kellers and Cordieros found their way to Jerry's Seafood restaurant, and ... this is the magic part.... in a short time we were joined by the Nolans, Scherbekows, Suffys, Ripperts, Phillips', and Cawthornes. Saturday morning came early,



but with the Car Show only a short walk down Main Street, we enjoyed a good breakfast in no particular hurry at BesaMe, the gourmet café just off the Rodney's lobby.

The Car Show... as it always does....offered a wide selection of British marques, all well-groomed and gleaming despite the cool overcast of a cloudy day. DVC members Bill & Peg Robinson took a 3rd in the MGA class with their red beauty.



It happens that the Kentucky Derby is conveniently held on this Saturday every year, so the entire group got together to watch the race and enjoy refreshments and beverages in the Kellers' hotel room. As everyone now knows, the favorite Big Brown delivered, and Paul Phillips was thrilled... he won the pool.

After all the "refreshments", nobody seemed to want to drive... or even walkvery

far, so many of us repaired to the BesaMe Café again for an excellent dinner. It's a tribute to the BesaMe that at least half the group were to be found there again for Sunday morning breakfast. True to the spirit of the weekend, most everyone found their own company and route for the drive home, again in small groups according to their destinations. Lee and I followed the Suffys and Ripperts up the scenic Shore roads which put a very nice finish on a relaxing, laid-back weekend with friends.

And in closing, we have to tell you that most of the REAL work was done by our good friends Larry & Connie Cordiero ... who did the legwork, provided the maps, and offered the invaluable advice we needed to get everything in place. They made it very easy for us. Thanks, guys!!

Jerry & Lee



Above: DVC members Bill & Peg Robinson in their magnificent red MGA, proudly displaying the plaque they won at the Lewes British Car Show.

Opposing page: (Top. From L) More Derby fans...Lee Keller, Jaimee Rippert, Sandy Suffredini, Jan Scherbekow, Evonna Phillips, Cindi Nolan, Dale Wright, and Peg Robinson.. (Center) Jan and Mark Scherbekow at Jerry's Seafood bar; (Bottom) Pat Cawthorne waves as Patty Cawthorne, Paul Phillips, Sandy Suffredini, Jaimee Rippert, and Jan Scherbekow try to decide how explosive the Jerry's Seafood star menu item.....a "Crab Bomb".... might really be.

Bridges of Bucks County Tour, Wine Tasting and Picnic

September 13, 2008

Where: Diane & Jim Sanders
300 Twinbrook Road
Perkasie, PA 18944



RSVP: 215-453-1564

Start: 10:00 - 11:00 AM

*Arrive at the home of Diane and Jim to pick up your map and store any perishables. You will then embark on a ninety minute excursion of Bucks County, which will take you over 7 covered bridges. Be sure to have a full tank of gas as you will be covering back roads with no gas stations. Through your tour you will have the opportunity to visit historic Frenchtown where there are art galleries and antique shops, in addition to stops for ice cream, coffee or whatever. If it's a nice day, you may turn into Lake Nockamixon State Park to view the sail boats on the lake. Through the tour you will also pass several pub-type restaurants, which Diane and I like to visit on our drives. You are invited to eventually return to our home for wine tasting and a pot luck picnic. Dinner will be served around 2:00 p.m., but wine tasting and refreshments will be available whenever you arrive. **Please RSVP, if participating, by September 3rd and let us know what you may be bringing. Just call 215-453-1564.***

Directions to 300 Twinbrook Road

From Doylestown

PA-313 north for 6.1 miles, turn left on PA-113 (Wawa on left), go 1.7 mile, turn left on Blooming Glen Road, go 0.6 mile, turn right on Twinbrook Road. Go 0.5 mile to 300 Twinbrook Road on right.

From Souderton

PA-113 north for 4.7 miles, turn right at Callowhill Road (first light after John Deere dealer). Go 0.7 miles, turn left at Twinbrook Road, go 0.5 mile to 300 Twinbrook Road on left.

From Quakertown

Take PA-313 south for 7 miles, turn left at PA-113 (Wawa on right), go 1.7 mile, turn left on Blooming Glen Road, go 0.6 mile, turn right on Twinbrook, go 0.5 mile to 300 Twinbrook Road on right.

From Montgomeryville, PA

Take PA-309 (Bethlehem Pike) north to Souderton exit, turn right on PA-113 north. Follow directions from Souderton.

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!)



Just How Did The DVC's "Field of Dreams" Car Show Come To Be



(Or Everything You Ever Wanted To Know About It & The Pit Crew)

I was requested by the DVC Pit Crew at one of their meetings this spring to put into words how the Pennypacker Mills British Car Day Car Show came to be and also how did the concept of the DVC Pit Crew evolve for an article for their edification and for inclusion into TTalk. As they say in all the romance novels that I've been accused of reading, it all started with desire! I was visiting Pennypacker Mills Estate with several of my neighbors in November of 2004 to view their rather elaborate period holiday decorations when I was struck with the idea of what a great location it would be for a car show – an idyllic pastoral setting along with a circa 1900 past Pennsylvania governor's mansion, literally a "field of dreams". I returned home full of inspiration and somehow convinced my husband, Lee that running a car show was no big deal, besides he could give me a hand. Off we went back to Pennypacker Mills Estate where we met with the manager and wound up with a car show date on their "official" events calendar. Meanwhile back in DVC land at their annual meeting my car show idea was basically met with lets just say not a whole lot of enthusiasm. However, when I agreed to take full responsibility (along with Lee!) the car show became a DVC event for August 2005.

Back home after the DVC annual meeting I started making notes of just what was required to pull off a car show. As usual when I attempted to involve Lee he stated that he was not into reinventing wheels but would contact some mutual friends from New Hampshire, who we had met through the NEMGTR at GOF's, about how they ran their local club's car show. Not more than a week later a packet arrived bulging with details of every facet of running a car show. Lee & I then laid out a basic plan that contained major categories such as show field, car classes, registration, trophies, publicity, food and sound system. Now all we had to do was dot the i's and cross the t's. Well actually it's not that easy, there are a whole lot of details that take a whole lot of time. Out of frustration, well actually after a couple of glasses of wine, Lee & I thought what the heck lets call an organizational meeting and see who if anybody shows up. We both thought that well maybe we'll get a couple of DVC members to help us.

The first meeting was at the Salford Pub in January of 2005 and was attended by twelve interested but yet somewhat timid DVC members. As I explained my vision and Lee listed items that needed to be accomplished people became convinced that what the heck a DVC car show could be done and they actually cheerfully volunteered to assist. The next meeting was scheduled and Lew Phillips dubbed the car show volunteers "The Pit Crew" and the name has stuck. The meetings have no real structure except for the set of "To Do" minutes that are followed. Everything is done by consensus among members with the outcome being all tasks are shared. Subsequent meetings produced detailed lists of "To Do" items and the Pit Crew membership just grew along with our infamous lunches which are held

after the "official meeting" has ended. The first show in 2005 only had a few classes: MGT's, A's, B's, Midgets and Other British but now the show has grown to seventeen classes and is going strong and so is the Pit Crew. Our original post party was held at the Pit Crew's watering hole but subsequent post parties have been held at the Rippert's house in Perkiomenville, a short drive away from Pennypacker Mills Estates. Our show now attracts cars from several states and generally seventy some British cars show up on car show day along with a couple hundred spectators.

Far better than I, original Pit Crew member Chuck Daniels, penned a response recently when one of our newer members suggested changing the car show's format and intent focusing on size and profit. It really expresses what the car show and more importantly the DVC Pit Crew is all about. Here's an excerpt from it. "I think what makes the show most enjoyable is the group of people involved in the event and the club; friendly, enthusiastic, outgoing and need I say fun loving. I have been to a few shows over the years and know of some other clubs, and I like the way our show is organized the best. It's not for profit, there are no airs about it, it is organized and produced by a group of people in which we all feel equal and that are doing the best they can and that happens to be excellent. What I am saying is keep the show and the Pit Crew status quo."

So that my friends is basically how the DVC's Pennypacker Mills British Car Day Car Show came to be and how the Pit Crew evolved. It's now just fun to be a part of the Pit Crew and also fun to jointly and equally plan and run the car show. Do all Pit Crew members make all meetings? Well heck no, they attend when their schedules permit. Generally our meetings are held when there is a need to get something accomplished for the car show with the last meeting held on the Saturday before the car show when all the packets are stuffed, trophies labeled and last minute details taken care of. We then reconvene at the car show site in late afternoon on the Friday before the show to erect fly's, mark off the show field and lay out the PA system. Here's a listing of our current Pit Crew members: Bill & Linda Boorse, Bob Wagner, Chuck & Judy Goelz, Chuck Daniels, Chuck Denlinger, David & Gloria Schwab, Jeff & Robin Rose, Jerry & Lee Keller, Jim Taylor, John Zeman, John & Pat Hunt, Lee & Liz Niner, Lew Phillips, Lyn & Bobbie Hughes, Paul & Evonna Phillips, Dick & Sandy Suffredini and Tom & Jaimee Rippert. Some have been around since our first meeting and others are new this year. Many thanks to them and their ideas. Each member brings a specific talent to the table and we all benefit together.

By the way, if participating in assisting the running of the car show and meeting with the Pit Crew interests you please contact Lew Phillips to be placed on our Pit Crew Emailing list or better yet come on out to one of our meetings which are listed on the web site as they are announced.

Liz Niner



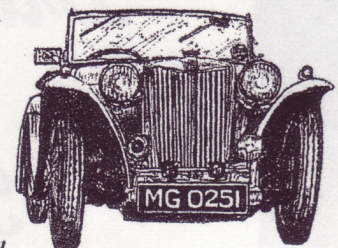
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Pennypacker Mills British Car Day



**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

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: _____

Off to the Races!

by Jim Taylor

There was a time when our cars were young and so were we. During that golden era, a frequent weekend outing included a day at the races, complete with a packed picnic basket and a top-down drive to Bridgehampton, Marlboro, Cumberland, or Reading.

The racing cars were just like ours: MGs, Triumphs, Porsches, Alfa Romeos, Sunbeams and so many others. Many of the cars were driven to the track and raced after only a tire swap.

Although those nearby venues have vanished, another destination is emerging, perfect for a day's outing and only about two hours away. A new track is coming to southern New Jersey and part of it will be open by the time you read this. Time again to dig out your wicker basket and saddle-soap the luggage straps.

It's officially New Jersey Motorsport Park (NJMP), but will likely be affectionately known by its nickname, Thunderbolt. The facility is located just outside Millville, N.J., and wraps two sports car racing courses around one end of Millville Airport, formerly the Millville Army Air Field.

In the 1940s, the air field was the site of an advanced fighter training school and gunnery range for flights of Republic P-47 warbirds. The manufacturer called the aircraft "Thunderbolt"; pilots and air crew simply called it The Jug. The fighter proved rugged and reliable, and distinguished itself throughout W.W. II.

The aviation heritage endures. NJMP has named both of its road courses after historic aircraft. The signature 2.25-mile course will be "Thunderbolt," and the shorter, 1.9-mile course is "Lightning," named for Lockheed's famous twin-boomed P-38 fighter.

The facility is being built under the aegis of Harvey Siegel and Lee Brahini, both successful businessmen, passionate sports car owners and experienced vintage racers. Siegel is also the owner of the resurrected and hugely successful Virginia International Raceway.

Like VIR, the Millville facility will be a country club for sports cars, where members and guests can enjoy a day at speed. The two tracks, plus the karting facilities, clubhouse, pool and other amenities will allow a wide variety of activities for members and outside rental users. The owners have big plans for the property, and construction is moving at a near-breakneck pace.

The Lightning course is going in first, and has events booked from early July. Thunderbolt will open a month later. The overall concept is that the shorter course will be for school events and the larger for pro events, but both schedules already show a variety of club and marque races. All the big-deal 'name' events will be on the long course, but spectators are welcome to watch club events on the Lightning as well.

In February, March and early June, delegations from several SCCA regions got behind-the-scenes, muddy-boots tours of the Lightning facility. Unanimous opinion: this place is going to be great!

In the best sports car tradition, Lightning will have no grandstands. Bring a chair or a blanket, find your favorite place behind the fence, and enjoy your picnic. Visitors are free to move around the infield to watch from many spots.

A Lightning Lap

If it's South Jersey, the terrain must be dead- flat, you say. You'd be wrong: this 10-turn gem has four (!) blind crests, two of which involve corners. There's perhaps 25 feet of elevation change over the whole course, some by nature and some by Caterpillar.

Run-off areas are copious by any standard, with guard rails often 100 feet or more from the 40' wide pavement. In most corners, drivers will thank the builders for the extra real estate.

Begin your lap on the front straight; it's nearly a half-mile long and mostly downhill. The paving becomes briefly level at Start-Finish, in front of the spacious pit area and timing building.

The first turn is an sweeping uphill right, with its apex at a blind crest. It's not as sharp as it looks on a map, and this one could become one of the fastest first turns anywhere. Most cars will be flat-out through here, or close to it, and some old hands predict seeing daylight under one or both front wheels as the "big iron" classes hammer over the hill.

Beyond the crest, you'll be going down the other side of the hill on a mid-length straight. How you handle the turns ahead will depend on what you're driving. Got brakes?

Regardless of car class, you'll need some braking to enter the first right sweeper (Turn Two), and then even more braking for the still-tighter right that is Turn Three.

Informed observers say that big cars will take these two as one continuous turn, while the lighter and more agile cars may treat them as discreet corners connected by a short straight.

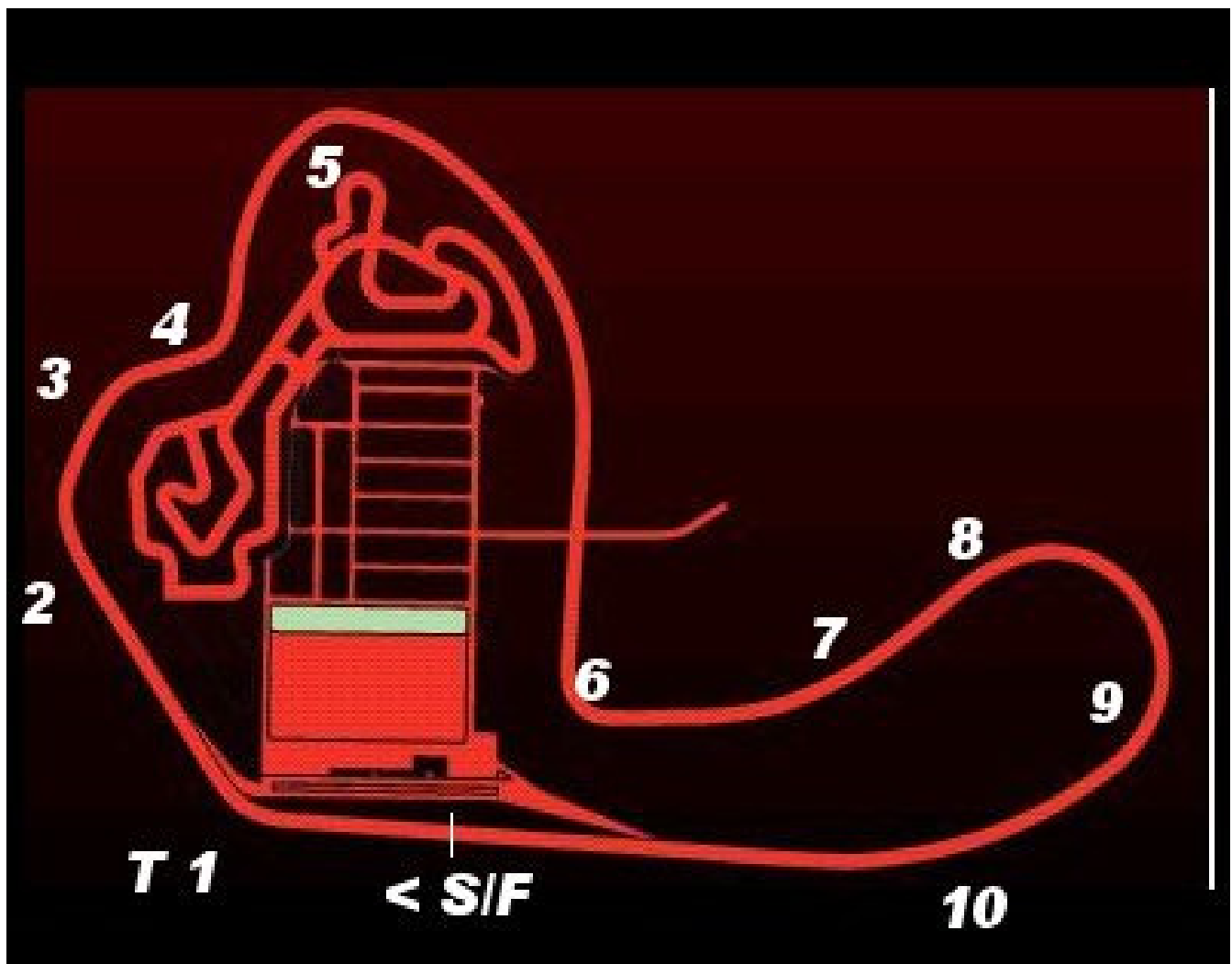
Either way, immediately after exiting Three, everybody will have to shed the speed carried from the earlier corners.

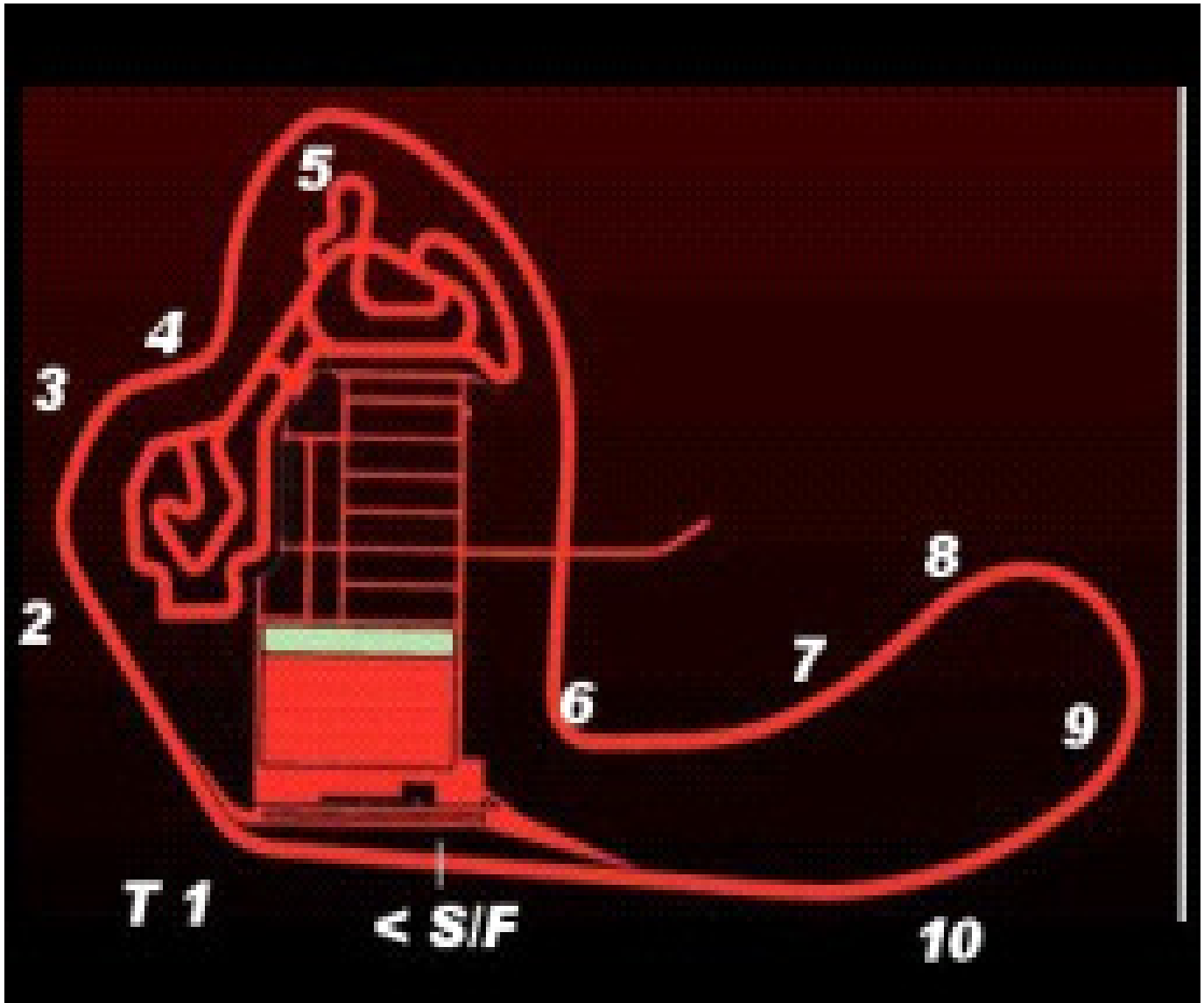
Turn Four, a gently rising left kink, is sharper than it looks, and deceptively so. It's almost a '90' and it comes up quickly. Many drivers will appreciate the spacious runoff on both sides.

We think the Turn 2-3-4 combination will provide excellent spectating, and perhaps some comic moments as well.

Out of the left hander, it's mostly straight and slightly uphill to another blind entry at Five. Stay hard on the power over the crest (watch for flags!) and enter the falling-away downhill right sweeper. It's fast-in and faster out—the paving straightens, and you're flat out down the hill and under the bridge.

Turn Six is a classic hard-braking, short radius, 90-degree left, and you're coming into it at mach speeds. This one should also provide great spectating, as cars twitch under braking and go from 'top' down to second or third gear. "Pucker factor Eight, and mind the curbing."





If you stayed on the paving, your exit speed will carry you up a gentle rise and over another hill crest. No surprises this time, just more road on the other side. A gentle left kink further down the course presages your entry into the Lightbulb Turn.

Lightbulb is really just a very wide, 180-degree right carousel. But this one's no Interstate on-ramp; to provide character, the Lightbulb was built with some serious banking all the way around.

At 15 degrees, the banking doesn't appear too steep – it's not Daytona – but it's still enough tilt to make you look out the edges of your windshield. (Thank you for not asking how we know this.)

The banking also makes the turn much faster than the flat version would be, and those knowledgeable say going through this one at speed should be quite a ride.

Leaving Lightbulb, the last turn on the course, the directions are simple: point it straight and floor it. You'll run uphill and over another broad crest, then onto the long downhill front straight. Passing the pit entrance, your tach needle will be hard on the red line and Turn One looms ahead.

Showtime

Did we mention this track will be fast? It's aptly named, and for more than an aircraft. The technical and flick-flick sections that favor the smaller, lighter cars are contrasted by wide-open straights that allow big engines a full run.

From our first visit, consensus holds that regardless of class, every driver will find something to like and something to dislike on the Lightning. That tells us that the designers got it just right.

And that's just the first of the two courses. The Thunderbolt is due to open in August, and it's rumored to have some surprises as well. We're looking forward to touring that one later in July.

During NJMP's grand opening in August, Thunderbolt will host an Sports Car Vintage Racing Association event. The safe bet is on a stellar turnout of entries for the track's debut.

SVRA events usually feature a fine assortment of international racing cars from the golden eras of Can-Am, Formula 1, IMSA and Trans-Am with many other interesting entries as well.

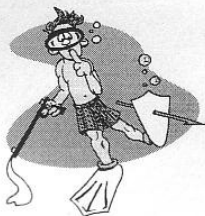
Full details on NJMP's, schedule are under the Events tab on the track's website, www.njmotorsportspark.com.

Other schedule highlights include SCCA club races July through October, a Labor Day event for the Rolex Daytona prototypes and other classes, and a Vintage Air and Auto weekend in late September, with both courses in operation.

Can you think of a better excuse for a trip to the races?

Jim and Janet Taylor are new-ish members of DVC but long-time members of SCCA, the Sports Car Club of America. Both hold Flag & Communications licenses and participate as safety workers and communicators at club and professional racing events at Lime Rock, Summit Point and other tracks.





DVC POOL PARTY

DATE: SUNDAY, AUGUST 10, 2008

PLACE: JIM & MARIE O'BRIEN'S HOME
801 LOCUST LANE E.
WEST CHESTER, PA 19380

TIME: 2:00 P.M.

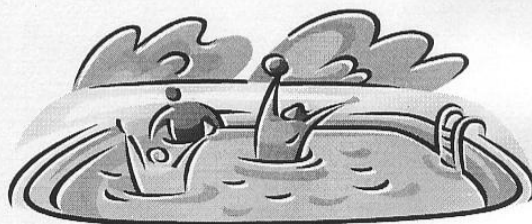
RSVP: JIM & MARIE O'BRIEN Phone: 610-436-0234

Gather up your swim gear..... Bathing suit, towel, chair, sunscreen, flip flops - throw it in your MG and head on down to Jim and Marie O'Brien's beautiful backyard oasis for a DVC swim party!

Please RSVP to Jim and Marie. This is a covered dish party, so please let them know what you'll be bringing. SEE YOU BY THE POOL!!

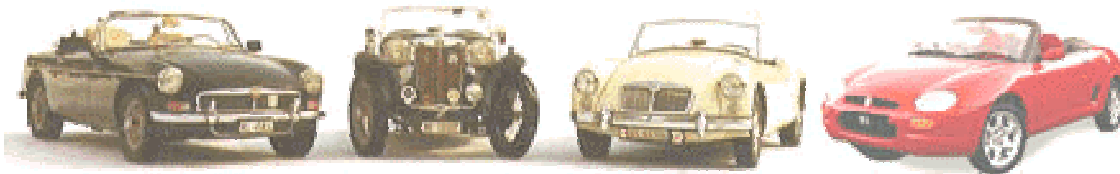
From Pennsylvania Turnpike

Take Valley Forge exit
Get on 202 South and continue to West Chester area
Take 2nd West Chester exit (PA Route 3/West Chester Pike)
End of exit ramp, left onto Route 3 towards West Chester
Right at first traffic light (McDonalds) on Montgomery
Left at next light onto Marshall Street
Right at first stop sign onto Church Street
Left onto Ashbridge Street
Second right onto Hoopes Park Lane. Look for MG signs.
Next right (100 ft.) onto Locust Lane
Straight ahead into O'Brien's driveway



From I-95

Take US322 exit and follow to West Chester area
Count traffic lights from US322-202
Do NOT take West Chester by-pass...go straight into town on High St.
Left onto Marshall St. at traffic light (this is #10 after 322-202)
Right at first stop sign onto Church Street
Left onto Ashbridge Street
Second right onto Hoopes Park Lane. Look for MG signs.
Next right (100 ft.) onto Locust Lane - straight ahead into O'Brien's driveway.



HOPE LODGE POST PARTY

This Post-Party event was billed as “Rain or Shine”... and as we all discovered on the morning of Saturday, May 31, the Hope Lodge Car Show was cancelled for that day due to rain.... But we certainly couldn't let a little rain dampen our spirits or keep us from having a party as planned that afternoon at the home of John and Pat Hunt in Flourtown.

Lee and I arrived about 3 pm to find the Hunts already entertaining Dick & Sandy Suffredini and Tom & Jaimee Rippert, as well as a few other folks ... family and grandkids. A little later, Donna Bristol and Walt King arrived. By that time I had already taken care of more than my share of the beer, so I cannot be held responsible for missing any other DVCers that showed up.... profuse apologies, but I didn't keep any notes!! Suffice it to say that the company was of the highest caliber, the food was excellent... John (or someone who looked a lot like John) cooked up some real tasty kebobs on the grille... and I do recall a bit of cake that kept me happy for quite a while.

And of course, that nice...cold....beer.

It's always fun to get together with DVC folks, and this day was no exception. Many thanks to John and Pat Hunt for their warm hospitality and a really nice time.

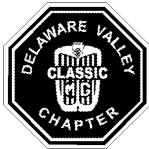
Cheers!! Jerry & Lee



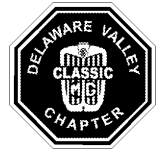
Our hosts, John and Pat Hunt, pose in the barn with their lovely TD and MGB

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

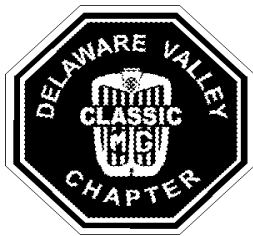
Did you know that we have an agreement with Triple-C Accessories @ 888-854-4081 to apply the DVC logo on all of their shirts, hats, sweaters, jackets, coats or blankets? Now is the time to order that particular DVC piece of regalia that you've been longing for or better yet to surprise your driving partner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

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Member's Name_____

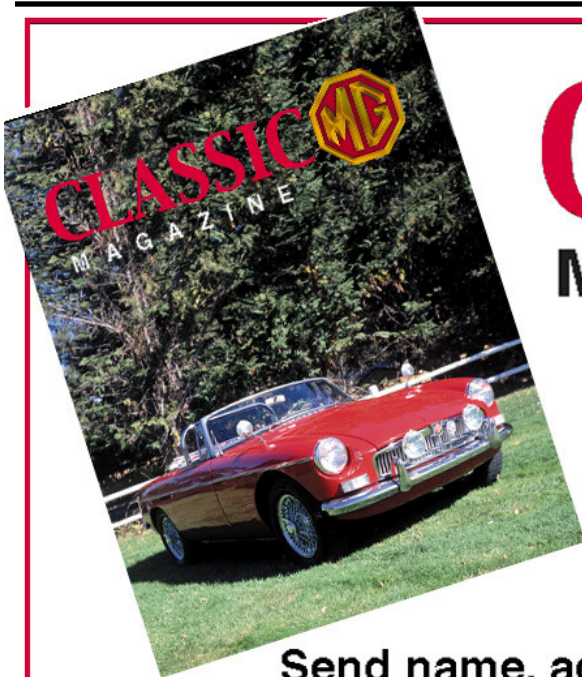
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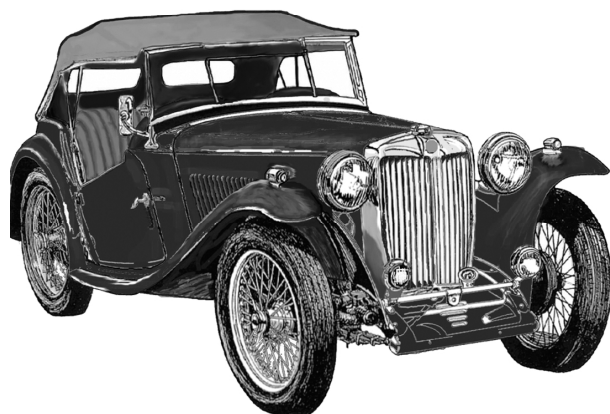
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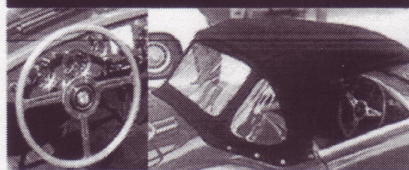
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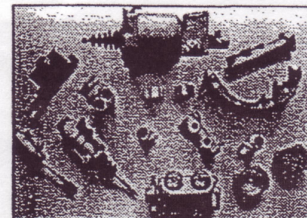
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ANNOUNCEMENTS

July 14th....Saturday....6 pm to 9 pm: The British Motor Club of Southern New Jersey will hold a BRITISH CAR OWNER'S ICE CREAM SOCIAL. Open to all British marques, cars and motorcycles. Entry is FREE. Gather at the 5 Points Custard, Rte 540 and Rte 557, East Vineland, NJ... see the map at www.bmcsnj.org or call Rob Walsh (856) 692-2335. This is a rain-or-shine casual evening gathering for ice cream and conversation... no judging... there will be door prizes and non-members are welcome.

Slide Show on Website: Bill and Peg Robinson sent the address of their website where you can view an excellent slide show of the Lewes, DE British Car Show that was the centerpiece of the DVC Spring Tour. Check it out at <http://www.dplus.net/stargazer/LewesCarShow/index.htm> It should also be noted that Bill & Peg took Best in Class PLUS Best in Show honors with their red MGA at the TVR Club's "Brits on the Delaware" show held April 20th in Kitnersville, PA. Bill says it was a "very exciting moment after completing my 2-year restoration". Congrats, Bill & Peg... and here's the car....



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T-Talk



The Delaware Valley Classic MG Chapter

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All contributions to T-Talk are welcome. Please send your articles, pictures, jokes, cartoons, ads, etc. to: T-Talk, P.O. Box 166, Green Lane, PA 18054-016 or preferably by email to TTalk@DVCMG.com.

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