

**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 39 Issue 1**

**1970 - 2009 - Our 39th Year**

**January—February—March 2009**

## Inside this Issue...

Dr. DVC @ Schwab's  
Fall Tour—Millville  
Guy Fawkes Night  
Hornsby Rallye  
Holiday 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.

## Columns & Articles

### Points & Plugs —

Tom Rippert

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

Racing at Goodwood —  
Geoff Wheatley

MGA Steering Wheel  
Repair— Paul Phillips

Post-War TC Story  
— Geoff Wheatley

## Winter Dreams of Summer Fun to Come...

T-Talk is late again, but we are hoping that a couple of changes will make T-Talk more useful. The New Year is a great time for changes, and (in addition to trying harder to be on time) Capt. will explain in his column. Other changes include a new Events Chairman, Dick Suffredini, whose task it will be to keep us all busy in the months to come. It promises to be another banner year for you, along with your DVC friends, and...of course...your trusty old.....



Jauhien Sasnou Photography

www.jauhienasnou.com

**T-Talk's MG Girl of the Quarter — Dave Schwab's Daughter Jill and her husband Dan Kozo with Dave's 52 MGTD**

## First Quarter DVC Events — Join the Crowd !

<p><b>Sunday, January 25th</b></p> <p><b>Cabin Fever Collectibles Show</b></p> <p><b>Pennsburg, PA</b></p>	<p><b>Saturday, February 14th</b></p> <p><b>Battle of the Sexes—Rematch</b></p> <p><b>Jamison, PA</b></p>
<p><b>Saturday, March 14th</b></p> <p><b>DVC 39th Anniversary Party</b></p> <p><b>Warminster, PA</b></p>	<p><b>Saturday, April 18th</b></p> <p><b>Spring Tune-Up</b></p> <p><b>Pottstown, PA</b></p>

*DVC Spring Tour—New York State—Date in May TBD*

## Points & Plugs — Tom Rippert



### *HAPPY NEW YEAR DVC.*

I hope 2009 will be a year full of MG driving and fun for everyone.

Dick Suffredini has volunteered to take over the position of Events Chairperson effective January 1<sup>st</sup>. Thanks Dick..... So let's all help in making this transition a little easier for Dick by helping out at an event or volunteering to host an event. (Check out the 2009 calendar in T-Talk - there are a couple events that

still need volunteers to host them).

Did a new idea pop in your head on New Year's Day??? Let Dick know. The DVC likes to drive their cars and have fun - so that makes it pretty easy. The DVC is pretty easy to please.... Drive/have fun.

On behalf of the DVC, I would like to welcome Dick Suffredini as our new Events Chairperson.

Don't forget - if you have an idea and want to help - let Dick know.

Thank you everyone for all your help the past 4 years.

*Safety Fast, Tom*



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

A brand new Year is a great time to institute changes, and there are a few of them to be announced in this issue. The first change appears in the last several pages, which are intended to be pulled off the back and used separately for your convenience. There's the 2009 DVC Calendar of Events. Then there's the updated Member Listing so we can all keep in touch. And finally, there's the flyers that describe the first 4 DVC events of the New Year. Since many members like to stick these items up on the refrigerator or bulletin board, or keep them handy by the phone, they can now be easily removed for those purposes. This leaves the interior of T-Talk for news, articles, photos, announcements, and the ads of our loyal vendors. Please let me know how you like this new approach.

Another change is the introduction of 3 new features in T-Talk....a "Letters to the Editor" column, a Classified Advertising section, and Whut Izzit? The Editor (that's me, Capt. DVC) would love to hear from any of you in regard to any matter you consider important to the DVC, or just to the enjoyment of our MGs. And any DVC member may advertise items "For Sale" or "Wanted" or "Free" at no charge. A free Classified is a great way to dispose of that un-needed pair of headlight shells or wing mirrors, as well as a way to seek a replacement for that lost radiator cap. Submissions may be via email (or snail-mail) to the addresses shown at the bottom of the back cover, or by email (preferred) to: [TTalk@DVCMG.com](mailto:TTalk@DVCMG.com).



*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..*

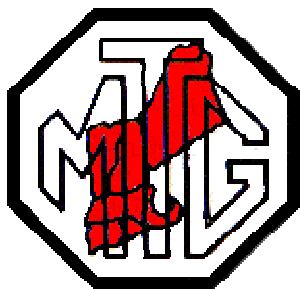


Well, now there is help! The DVC is chock full of people with all kinds of experience working on MGs. We have people who can spend an evening debating why you should trim 4/1000" off your dwibble-thwacker, people who can lengthen any short-circuit, and people who can make a car's finish so shiny you 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](http://www.dvcmg.com), for more info!)**

**NEMG'T'R**



**NAMGBR**



**NAMGAR**



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

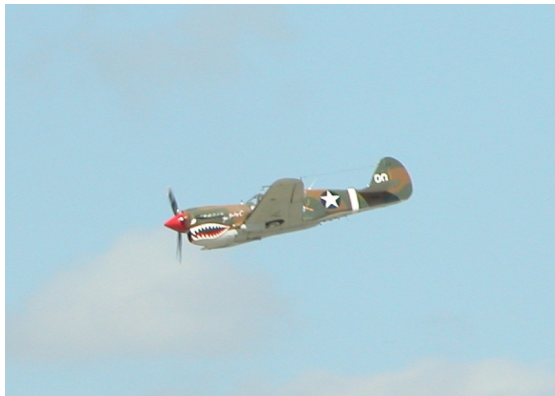
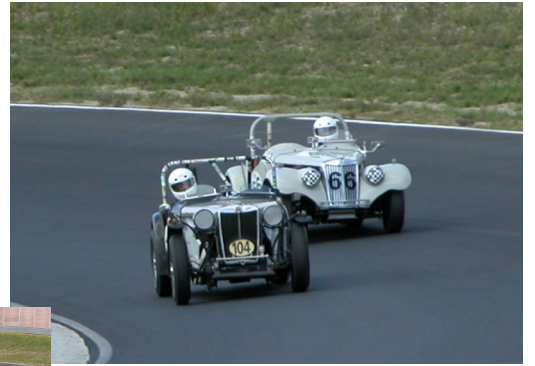




The DVC Fall Tour was to the Thunderbolt Raceway at the New Jersey Motorsports Park in Millville, NJ, where vintage sportscar races were being held in conjunction with flyovers by vintage aircraft. Collectively, the events were entitled "Wheels and Warbirds", the most extensive and exciting event of its kind in this area in many years. This is a new track, and very challenging, to drivers and spectators alike. Here's a few photos that tell the story....







# Dr. DVC makes a House Call to Dave Schwab's Garage



Responding to yet another call for emergency services, Dr. DVC and his minions descended on Dave Schwab's Pottstown garage to administer a bonnet installation to the suffering patient, Dave's MG TD. The following photos tell the story of a brilliant physician, himself physically handicapped by a horde of assistants, who somehow managed to perform a flawless cover-up and give his patient a truly top job.

Dave had to fabricate a new front rail from some materials left over from his garage renovation, but luckily had the skills and the power tools needed.







Dave Schwab and John Hunt stand by to assist Dr. Bob Tiley as he performs another in the series of delicate operations that are required to bring the patient back to health. Here the front bow is trial-fitted.



And it fits!!



Even the finest physicians need sustenance...



Paul Phillips, looks on while Dr. Bob is assisted by Bill Boorse, John Hunt, and Dave Schwab in tightening the top. These boys really know all the ins and outs of getting tight.



How many DVCers does it take to screw up a top.... Uh, install a screw in a top? Here are Dr. Bob, Jerry Keller, and Bill Boorse in a rare moment of cooperation....

Dr. Bob replenishes his vital fluids after a tough day of practicing re-destructive surgery.







The patient's family—Dave & Gloria Schwab—indicate how pleased they are at the outcome of the day's work.



## **My First Rallye**

**Or....I'm pretty sure it was the "navigator's" fault**

**The McCurdie's go for a ride**

Dateline: Hellertown, PA 11 October 2008

Let me set the stage: Beautiful October day, mid 70's, brilliant sunshine, lovely back roads, MGB running fine. What could ruin such a day? Not much I suppose.....unless you were participating in your first ever rallye with a "navigator" that seemed more interested in the old houses along the route than the route or the clues themselves.

Donna Bristol gave us our instructions. We were the number three car and took off at 11:25AM. Now, my wife Ann is normally a very intelligent person when it comes to things like finance and gardening and carpentry and all manner of other intangible things, but she does get easily distracted by things like horses and puppies and old, stately homes. I should have realized this early on in the rallye because instead of actually telling me when and where to turn or calling out the clue questions, there was an inordinate amount of....."Look at that place! Isn't it gorgeous?"

So, right from the start, we missed a turn near Orchard Road (I think) and turned around, only to see coming toward us.....the Tiley's. Now one would assume that somebody was going in the wrong direction at this point which was all of about two minutes into the rallye. Not to worry, we'll backtrack and make up the time and solve the clues. Then, it turned out we got behind the Suffredini's who were the number four car. This can't be good I said to myself. The next incident occurred at the Gallows historical marker as Dick Suffredini cleverly maneuvered his car in front of the marker, effectively blocking both the Tiley's and our view. That's right folks, three cars parked off the road trying to figure out the clue questions. Ann finally exited the car after Dick and Sandy headed out and proceeded to take about ten minutes copying the marker or reading the marker or whatever else she was doing besides actually answering the clue question.

Well, back on the road again. Things going pretty good as far as we knew at this juncture, but I still had a nagging feeling that we were totally out of car order sequence. Following the Suffredini's proved to be a mistake as they made a wrong turn and we (relying on their experience) blindly followed them up a hill only to see them turn around and head back down. We, of course followed.

At the checkpoint where Chuck Denlinger handed out the bonus questions, we received verbal directions to get to the next turn as the one road was closed. No big deal you say? Well, this is where we totally lost touch with any semblance of participating in the rallye. It now became a matter of survival (AKA as where the hell are we and why aren't there any other MG's in sight?).

We drove up and down route 412 several times. In fact, there were three guys working on a



house near Riegelsville (I think) that, the first time we passed them they were just starting to lay the foundation for an out-building of some sort. By the time we passed them the final time, the roof was on the building and they were cleaning up.

Please remember, that all this time, Ann was pointing out various things for me to look at. None of them had anything to do with the rallye though and this is why, for the next rallye, I will be seeking the services of a professional navigator. Someone not inclined to go into a stone house lusting swoon at every turn. Someone who wouldn't make me miss a turn BEFORE we got to Donna's place. Someone who won't accuse me of being a whiner when I politely told her (as we were sitting in some school parking lot getting directions on my cell phone from Chuck so we could at least get to the pub) that I don't think we're going to win this thing.

Oh, and to top it off, we followed the Schwab's back toward our neck of the woods. Dave and Gloria were taking route 663 all the way into Pottstown and the plan was for Ann and me to turn off on route 29 to head back to Royersford. Wouldn't you know that she botched that turn as well. Had to backtrack in Pennsburg to get onto route 29 again.

All in all it was a lot of fun, but it could have been a whole lot better if my navigator had been halfway proficient. Now, I'm sure she'll have some conflicting story to relate to you good folks at the next get together, but I assure you, my version is true. I stand on my record. To paraphrase one of our political candidates....."Navigator First! Change that I can believe in!"





# HORNSBY RALLYE

By Donna Bristol, Chuck Denlinger, and Walt King

One year ago I ran the Hornsby Rallye in my MGTD. Not long after taking off, I blew the engine on my car. Someone (I can't remember who) once said, "out of every bad thing that happens in your life comes some good." Of course with my divorce, that meant going back to school and getting another degree. (That was pretty good), but that's another story. Also when you get a divorce, then you have someone to blame all of your failings in life onto. I know, you're wondering what's that got to do with anything! Well anyway, there were good things that happened.

#1 - While sitting along the side of the road, without a cell phone, on a Sunday, watching cars whiz by, wondering how many hours, days or weeks that I would be waiting, along came Chuck, with cell phone in hand, and soon I was flat-bedded home.

This was just the beginning of a series of good people who helped on my journey to put my MG back together again. It was a neighbor who helped get the engine out of the car and apart. A





hoist was rented for this purpose by a great guy who has come over to check progress and recommended Rick to rebuild the engine. Then came the hardest part - where to get a rod, and one year later Jim Finne comes to the Hornsby Rallye with rods in-hand. What more could I ever ask for. I have met some really wonderful people in this club who, when you're really down, pick you up and say, "hey kid, we've got your back."

The very first meeting I ever attended several years ago, I broke down about a mile from Joe's garage where they were planning the agenda for the next year. A guy with an old beat-up pick-up truck pushed me to the garage. The guys, with the genius of Bob Tiley, took the half/shaft out of my car and put one in (donated by Lee) so I could get home. I was a complete stranger to them. They wrote down the parts from a Moss catalog, which I sent to Bob Tiley and he put together for Lee.

Well I know you're saying, "enough, what about this year's Hornsby Rallye." The weather couldn't have been better. It was warm, sunny, tops were down, and the trees had just started to change. The rallye took drivers and navigators through the beautiful countryside of Bucks and Northampton counties. The rallye sheet included questions that challenged some participant's minds, confused others, and contained some delightful humor (like the Paris Hilton campaign poster). Some of the key sights were historic landmarks dating back to the 1700's, two old





stone mills, a house built inside of a barn, and the French Embassy's summer home. There were lots of rolling hills, back roads, streams, woods, a waterfall, country club scenery, and beautiful homes.

The rallye went 40 miles ending at Bravehart Pub, which specializes in a Celtic menu, (including shepherds pie, fish and chips and bangers and mash), plus a huge variety of Scottish and Irish ales and English beers on tap. The emphasis was having a good time and enjoying the countryside.

Attending the rallye were: Jim and Marianne Finne (MGTD), Jim and Janet Taylor (Mini), John and Pat Hunt (MGTD), Dick and Sandy Suffredini (MGTD), Tom and Jaimee Rippert (MGA), Dave and Gloria Schwab (MGTD), Bob and Terri Tiley (MGTD), Bill and Ann McCurdie (MGB), Earl Wanklin (Porsch), Bill and Evelyn Webb (MGB), Jerry and Lee Keller (MGTD), Greg and Janice Lake (MGTD), Donna Bristol, Walt King and Chuck Denlinger. A huge turnout of T-series MG's were in the crowd, which made for a very competitive Hornsby Cup. Lakes took first place with their MGTD and the Hornsby Cup with a near perfect score. But, of course, Greg being a studious lawyer, argued his case on whether the Cigar Indian was an original or just a wooden Indian. Kellers and their lucky pig came in second. Ripperts came in third and Tom had the honor of presenting the award to his wife (we all know women make the best navigators because they are so observing). We can really appreciate the efforts that others have gone through to run a rallye or event.

Yours,

Donna, Chuck and Walt

## NEW MEMBERS IN 2008

The DVC has some new Members that joined us during the past year! We apologize for not recognizing them sooner in T-Talk.... Please join in welcoming.....

William & Marie Poulsen of Coatsville, PA 610-384-3546 1949 TC

Philip & Patricia Gedney of West Chester, PA 610-431-7550 1952 TD

Robert & Maryanne Showalter of Doylestown, PA 215-348-9482 1947 TC

Bill Shields of CarriageCraft in Reading, PA

If you get a chance to call and say hello, please invite them to an upcoming event and give them the chance to see what the DVC is all about.

## Letters to the Editor....

Dear Capt. DVC....

Is it true that, when you are not flitting about, rescuing hapless MG drivers stranded by the vagaries of Lucas electrics, you sleep hanging upside down by your toes in a cave? I was just wonderin'..... Cecil K.

Dear Cecil.... You're thinking of BatMan..... truth is, the Captain *never* sleeps.

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Email your letters with opinions, news, or questions for the Captain, to: [TTalk@DVCMG.com](mailto:TTalk@DVCMG.com)

## CLASSY CLASSIC CLASSIFIEDS

**FOR SALE:** Wiper Motor for MG TF or Y-Type. Restored and rebuilt (with new brushes) by Lawrie Rhoads, very nice, have receipt. \$275. Jerry Keller (215) 234-0846

**WANTED:** Side Curtains for MGTD, 3-bow top, ANY condition. Jerry Keller (215) 234-0846

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Email your classified ads... free to DVC members.... to the Captain at: [TTalk@DVCMG.com](mailto:TTalk@DVCMG.com)

## WHUTT IZZIT ????

Name the part and where it's from. Earliest / best response (editor's decision) for BOTH photos received at [TTalk@DVCMG.com](mailto:TTalk@DVCMG.com) will win a nice prize, so put on your thinking caps and dig into your memory-banks..... these are things a serious MG nut should recognize.....



Photo 1



Photo 2

# The Post War MGTC Story

As some of you will know I have a personal relationship with both MG and Abingdon, born a few miles from the MG factory where my father worked for most of his life. I can't say that I recall the MGTA or when a gallon of petrol was about ten cents US but I was around that year and almost five years old as I am sure I told everyone who asked! My father was the proud owner of a 1937 Morris Ten which looked like a box on wheels as I recall. Anyone who worked for the Morris Group could buy a Morris vehicle as part of their wages. You simply had a few bucks deducted from the Friday wage packet to pay for the chosen vehicle. On top of this there was a fifteen percent discount off the Dealers price so the Nuffield offer was quite an attractive purchase. Lord Nuffield believed that publicity was the best selling tool that any manufacturer could have so he encouraged his workers to buy a Morris car at an attractive price to increase the number of Morris vehicles on the road that were seen by the public. As I recall around 1939 just before the Abingdon factory switched over to War Work we acquired a 1939 Morris ten that remained in the family well into the early 1960s being passed on to various family members over the years, at a price of course!

The first MGTC that I ever saw was in late 1945 when the factory celebrated the end of war work and a switch over to producing sports cars for a market that had been starved of cars for six long years. However, not many post war vehicles ended up on the Dealers floor for the first eighteen months of Post War Britain. By order of the government most of the production was slated for export to pay off the British War Debt. You put your name down and waited, usually about twelve months for the typical family car. However, at that time the MGTC had not been considered an export vehicle so no one bothered to put the steering wheel on the other side or try to improve the comfort aspect of the car. Also as far as Abingdon was concerned the real market and of course profit was with family saloon cars like the Wolsey and the Riley, cars that were also made at Abingdon at that time. There was only two assembly lines for the MGTC and they were seldom working at full capacity. So if you could rake up the cash and wanted a two seated car of prewar design the waiting time for a TC was a matter of weeks. All this changed around 1947 when the orders for the TC increased especially from the US Market. It is suggested that this was the result of American service men taking these toy cars back to the US but to be honest there is no sound evidence to support this claim.

What is more feasible is the fact that Abingdon decided to ship a couple of display cars to the various West coast car events and this certainly sired up serious interest especially with the younger drivers. At the same time other British manufacturers such as Singer were also pushing their wares at these events with some success. Singer even managed to get a young Hollywood starlet called Marilyn Monroe to pose with a Singer 4.AD Roadster, that was featured on the front of several US motor publications. The fact that it did very little to enhance the sale of these cars is simply a reflection that advertising can not always deliver even with an attractive female draped over the bonnet! Triumph had yet to enter the picture with a sports car and their only contender was the Triumph 1800 with the prewar SS Jaguar engine that was



well past its prime at that time not to mention the fact that it was trying to power a vehicle that weighed in excess of 3000 pounds.

How do I know? I have a 1947 Triumph 1800 with that power unit, a beautiful car to look at but to even suggest that it's a sports car is simply dreaming. I have hit sixty or even a touch more but it takes a very long time! Back to the TC which in reality was/is a prewar car with all the faults associated with such a vintage and of course much of the pleasure of driving a truly classic sports car. Performance is impressive considering the engine and gear box design, comfort virtually none existent as my wife will confirm.

If you stick to a TC and do not go modern and buy a TD you will be OK as far as the other half is concerned. I of course did not take this advice so any TC activity is a solo event. Looking at the export data for the 1946/1949 period it is interesting to note that there was no real sports car offered apart from the MGTC. As we all know things certainly changed after the 1948 Earls Court Motor Show when the Jaguar 120 hit the floor. In the first two weeks of the motor show most of the expected first years production was sold while one US dealer wanted to place a six months total production order but that is another story for another time! I have several friends who never put up their rag tops in these cars and I have to admire their courage and of course fortitude if that's the right word. As for this scribe as soon as the first drop of rain hits the windshield up come the top. This also applies to snow not that I have done much MG T Type driving in the snow even when I lived in New England.

As soon as October came around the toys went to bed for their winter hibernation and even in the sunny south where we now reside, like me they do not get much winter exercise!

I honestly think and know that this will be disputed by many of my MG friends when I say that the TC is the best example of the marquee. Not because it's fast or easy to maintain but simply because to me it represents what Abingdon was all about. A truly British Sports Car that looks like a British Sports car from all aspects. That is not to say that the others do not, but only that the TC seems to mirror that wonderful period that I recall both as a child and a teenager who dreamt of owning such a car one day. Young people and anyone under thirty is young to me these days, stop and look at my toys when ever they are on display or simply in a car park. There are always questions about the car, what is it? Where did it come from? How much is it worth etc? The fact that many have no idea what the words MG might mean simply enhances the situation.

A few weeks ago my wife and I were in Turkey and I got into a conversation with an owner of a rather beaten up 1950s Morris Minor. I was trying to tell him that I was born near the place where his car was made, without much success. Then I said MG and made a few noises like a good MG would achieve. He smiles, shook my hand and joined me in our symphony of exhaust imitations! Yes most people thought we were quite mad and I guess we were but it certainly shows that the image of MG is still alive and well somewhere in the world.

Geoff Wheatley October 2008

# Pat Moss - Rallye Driver

No one made greater strides towards equality for women in motor sport than Pat Moss. Not for her the mere satisfaction of a shelf full of Coupe des Dames. She wanted to beat the men, and she frequently did so.

Pat Moss was born in Thames Ditton in 1934. Her original sport was showjumping and she had no encouragement to start driving cars from her brother, Stirling, or from her parents. However, when Stirling's manager, Ken Gregory,

invited Pat to go on a treasure hunt, she enjoyed it immensely and fancied a go herself. She was soon competing regularly in British rallies with her Morris Minor convertible. The rallying had to be fitted in around the showjumping, at which she was highly successful — indeed, it was the prize-money from the showjumping that enabled her to buy a Triumph TR2 in 1954.

For the 1955 RAC Rally she had her first works drive, an MG TF. Ice and snow were problems that year, and she had to be satisfied with third in the Ladies Class, but her name was starting to appear on the special test times. Other drives from BMC followed, and her first continental outing was to the Tulip Rally in 1955 with an MG Magnette. She was given an Austin A90 for the 1956 Monte Carlo Rally, in which she finished 87th after a couple of brake failures and minor accidents.

She drove an MGA on the 1956 RAC Rally, where she nearly won the Ladies Class. Various rallies in Riley 1.5s followed until 1957, when she drove a Minor 1000 on





the Tulip Rally and then took one on the Liège-Rome-Liège, finishing 23rd. More astonishing was the RAC Rally of 1958 when she finished fourth overall, won her class and the Ladies Award into the bargain. Later that summer she took an MGA to the Rally to the Midnight Sun in Sweden and met Erik Carlsson.

She started driving a Healey 100/6 and took a fourth place on the Liège and led the Healey team to win the Manufacturer's Award. It was the first time that a lady driver had finished in the top ten on that gruelling event, and the points gained assured her of the Ladies European Champion title. Then for 1959 it was back to an Austin A40 for tenth overall on the Monte Carlo and a Riley 1.5 on the Sestriere before taking a Healey 3000 to the German Rally and tying for first place with Carlsson's Saab.

In 1960 she drove big Healeys again, coming eighth on both the Geneva and Tulip rallies, second on the Coupe des Alpes, followed almost at once by an outright win on the Liège. This was a stunning achievement, regardless of her gender, and it elevated Moss to superstar status in the rallying world. The year finished with an outing at the RAC Rally, where she would have been fourth but for a time-card error.

The year 1961 was less dramatic but she did take a Healey to second place at the RAC and then, bravely, took one to Corsica where, against all the odds, she finished 16th. She also decided to buy her own rally car, and bought a Saab 96 on advice from Carlsson. When he got a free entry on the Safari by winning the RAC Rally, she took her car to Africa and finished third on her first attempt at that difficult event. Back in Europe and in a Mini Cooper, she won the Tulip and German rallies, while in a Healey she was second in Poland, and third on the Coupe des Alpes and RAC rallies.

She then accepted Ford's tempting offer to rally its new Cortina in 1963, but the best result all year was sixth on the Acropolis Rally. She and Carlsson were married in March of that year, and towards the end of the season Ford tried to sign Erik for 1964. However, when he decided to stay at Saab, Moss left Ford and joined him there.

In 1964 the two-stroke Saab was past its zenith but you would never have known it to see Mr and Mrs Carlsson driving them. She rarely failed to finish and was rarely placed outside the top ten. In four years with Saab, she was third on the Acropolis, and fourth on both the Liège-Sofia-Liège and RAC Rally, all in 1964, third on the savage Monte Carlo of 1965, and third on the Czech Rally of 1967 in the new Saab 96 V4. This heavier car was not to everyone's liking and, with Erik retiring to a company PR job, Moss decided to accept an offer from Lancia to drive a Fulvia Coupé in 1968. On the Monte Carlo she finished 14th, but in San Remo she was second overall and won the Sestriere Rally outright. In 1969 she took a Fulvia to sixth overall on the Monte Carlo and drove in such famous road races as the Targa Florio. The birth of her daughter then rather distracted her from rallying and, though she made the occasional appearance, she had effectively retired at the start of the 1970s. Moss wrote two books: *The Story so Far* (1967), a memoir, and (with her husband) *The Art and Technique of Driving* (1965).

In the two decades of her career she had shown unequivocally that, where speed and stamina counted, there was every reason that a woman driver could succeed against the men. Certainly to the male drivers of that golden period, she was a genuine rival.

In the 1980s Moss's interest in showjumping and horses in general was rekindled as her daughter showed aptitude in that direction. Soon horseboxes and estate cars had totally ousted any thought of rally cars in the Moss-Carlsson homestead outside Tring. But to the rally world Pat Moss will remain an icon indicating that skill, endurance and determination are the true measures of a rally driver's ability.

Moss is survived by her husband, Erik Carlsson, and her daughter, Suzy.

**Pat Moss-Carlsson, rally driver, was born on December 27, 1934. She died after a long illness on October 14, 2008, aged 73**

(thanks to Larry Cordiero for submitting this article)

# MGA STEERING WHEEL REPAIR... by Paul Phillips

.....or.....I "wheelie" rather do it myself.....

A lot of club members know that I am in the process of restoring a 1959 MGA 1600. Being of frugal mind- some may say cheap- I attempt to do all the labor and try to keep part costs as low as possible. The steering wheel that came with the car was in sad shape with large splits and chunks of the plastic missing. The price of a new one in the same style is well over \$250 but Eastwood offers a repair kit that consists of two four ounce cans of PC-7 epoxy to mix together, a cleaning spray, a spray can of stuff to promote paint adhesion on plastic and an instruction book for around fifty bucks. Add a spray can of primer and one of gloss black paint. The low wattage bulb lit up in my head and I figured this could be a very beneficial project. I would save a bunch of money, learn a new skill and perhaps another member will be inspired to try their hand after reading about the process



The above pictures show most of the places where repairs were needed. The inside of the rim had splits, too. Use a keyhole saw to cut out any plastic separated from the metal and bevel the edges a little with a file or rasp. A Dremel is handy for places where it is hard to use the saw.

The mixture ratio for the epoxy is 1:1 and you have an hour to work it in the repair areas. It has a consistency like Playdo which allows you to shape it freehand. An old butter knife works great to lay it on and force into the cracks. The book says wet a finger with lacquer thinner to smooth the epoxy, the PC-7 cans say thinner or denatured alcohol and the instruction sheet from Eastwood says use water. I stuck to the middle and applied alcohol.







The next step was the most time consuming, sanding and shaping. I used #80 grit paper and, when satisfied with the shape, went over the whole rim with #150 grit.



The wheel was mounted onto a piece of  $\frac{1}{2}$  inch all-thread with washers to protect the splines inside from paint and zipped tied to the sawhorse far enough away to spray both sides. After using the cleaning spray provided in the kit I gave it three coats of ordinary sandable auto primer. I didn't bother with the spray to help adhesion because it seemed to be an un-necessary step while sanding the whole wheel should be enough for the primer to stick.

Now for the finish coat. I went over the wheel with #400 grit and wiped it clean. I sprayed three coats with Krylon Fusion paint made for plastic. It dried to touch in fifteen minutes and recoating could be done after an hour.

Voila! Here is one solid steering wheel ready for the open road along with the satisfaction of keeping the difference in costs between a new wheel and this in my pocket. Upon close inspection there are a number of little imperfections that I missed and tiny air holes in the epoxy areas but I believe in function first and, as long as the following form isn't hideous, then it's good enough for me. A leather wrap around the rim will hide most of the defects.





One thing I might of done different is buy the kit without the book. The sheet of instructions Eastwood includes is thorough except they say use #220 grit to shape. If I had followed that advice I believe I would still be sanding instead writing this up. The book does describe steps to repair large missing sections by using a plaster of paris mold.

If you decide to try your hand at this type of repair please do not hesitate to ask me any questions at [mg4me@yahoo.com](mailto:mg4me@yahoo.com). After all, maintaining the breed is for what we strive.



.....Paul Phillips



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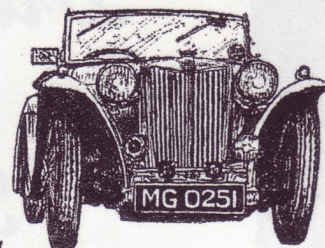
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Here's Santa and his Chief Elf (locally known as Tom Rippert and Wolfgang Fischer) getting ready to deliver the goods to all the good DVC boys and girls for Christmas. It must have been pretty cold in Wolfie's TD with the bonnet down, but the boys probably have a good load of anti-freeze on board. Doesn't this photo just sleigh ya?

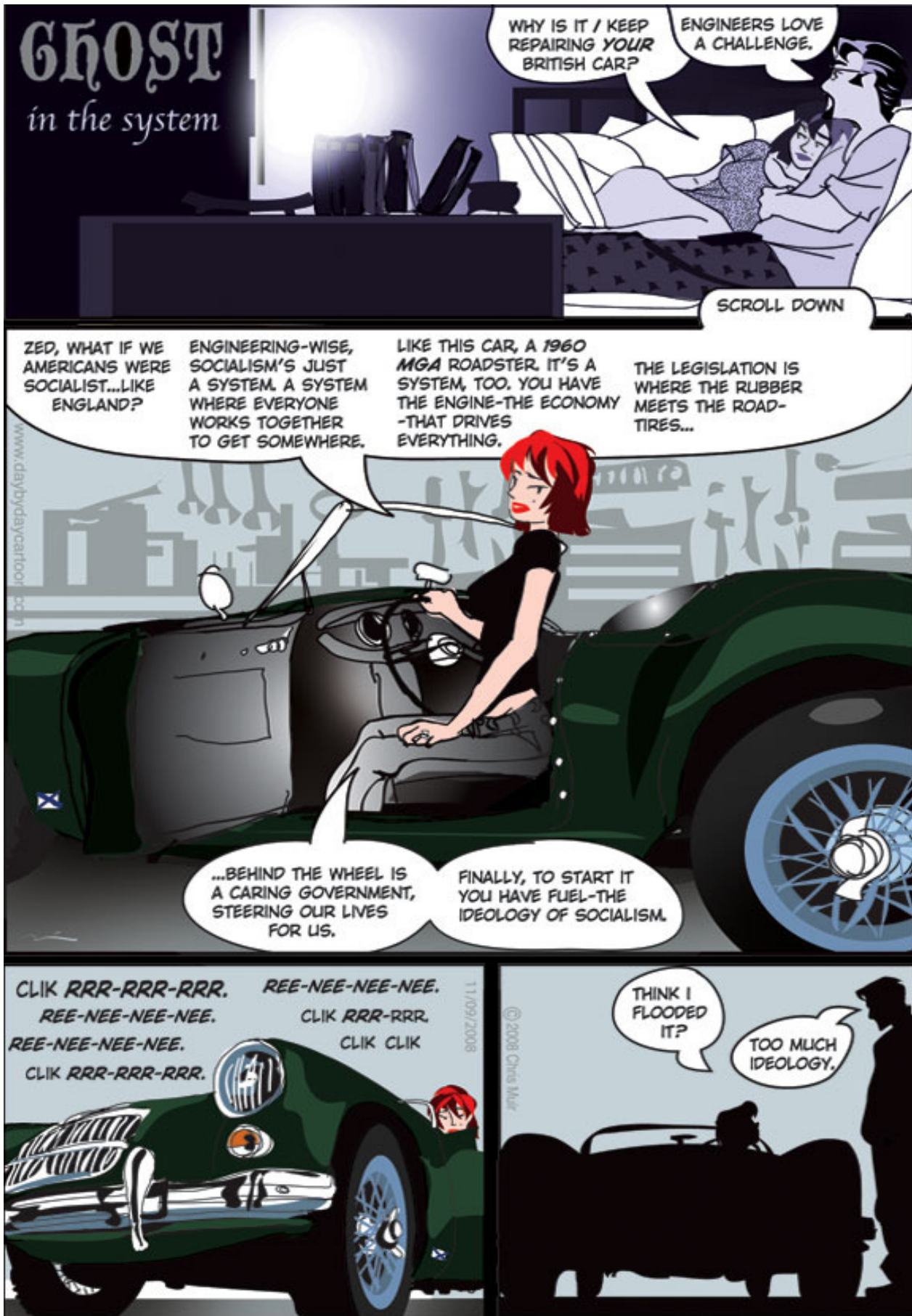
## Have you sent in your 2009 Dues yet?

### 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 know your



(With a tip of the editor's hat to Paul Phillips, who spotted this somewhere on the internet..... Thanks, Paul....)



# You asked for it – it's finally here!

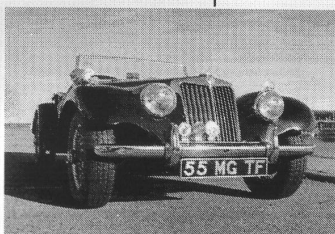
## INSIDE THE OCTAGON 2



*I*NSIDE THE OCTAGON 2, MG: 1946-1980 is the exciting film documentary of the MG Car Company's post-war years, including its record-breaking speed triumphs and its pivotal role in igniting America's great love affair with sports cars.

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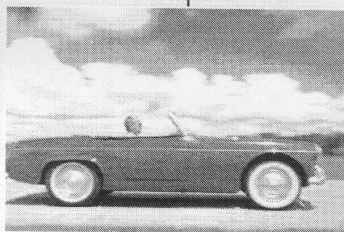
INSIDE THE OCTAGON 2 is the must-have sequel to the popular film documentary of pre-war MGs, INSIDE THE OCTAGON,

M.G.: 1921-1945, which was released in 1995. Because of the high cost of film production, this project was placed on hold for nearly 17 years. Now, through the support of MG car clubs and enthusiasts and advances in video technology, the story continues.

**To order the INSIDE THE OCTAGON DVDs, go to [www.insidetheoctagon.net](http://www.insidetheoctagon.net)**

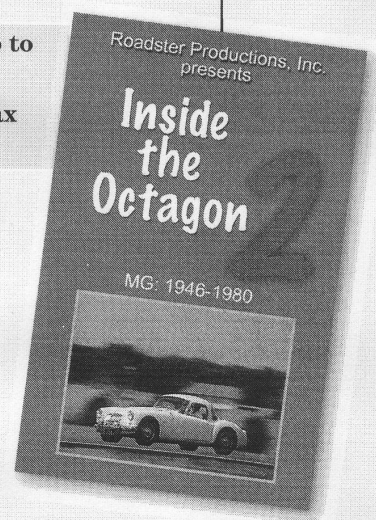
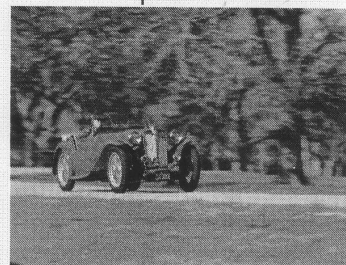
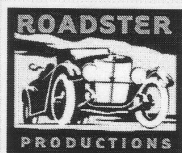
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INSIDE THE OCTAGON 2 is a sponsored project of the Southwest Alternate Media Project (SWAMP).

*Many thanks to ITO2 supporters!*



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# Guy Fawkes Night

Once again Bill and Linda Boorse were our hosts for the DVC's annual commemoration of the traditional British Holiday dedicated to the nefarious activities of the dastardly Guy Fawkes. Guy Fawkes was a member of a group of English Roman Catholics who attempted to carry out the Gunpowder Plot, a conspiracy to blow up the Houses of Parliament and kill King James I of England, to destroy Protestant rule by killing the Protestant aristocracy. The 13 conspirators rented a cellar under the building and hid 36 barrels...over 1800 lbs.... of gunpowder there. But the plot was revealed when one of the conspirators warned the authorities, and Guy Fawkes was captured just as he was about to light the fuse. It was the 5<sup>th</sup> of November 1605, and ever since that date has been celebrated with bonfires and the burning of Guy Fawkes in effigy and the reading of the famous lines....



Captain DVC, assisted by sidekick Lew Phillips, renders the traditional reading. Host Bill Boorse looks on in awe.



Remember, Remember the 5th of November  
Gunpowder, Treason, and Plot....

I see no reason Gunpowder and Treason  
Should ever be Forgot....



Bill and Linda also celebrate that most American of holidays, Halloween, on this same night, and one can always find ghouls, witches, goblins, and other scary demonic entities wandering the grounds of the Boorse estate in Perkiomenville. This year the Guy Fawkes bonfire was visited by none other than our own Capt. DVC !! The Captain, arrayed in his usual splendiferous uniform in spite of the chill air, graced our evening by delivering Guy Fawkes to the flaming pyre where he was summarily engulfed after the traditional reading. That is, Guy was engulfed, not the Captain, although the Man -in- red was indeed pretty darn hot as usual. The Captain never misses a chance to suck up, and it was noted that he was wearing a Phillies cap to pay homage to Sandy Suffredini's favorite team and their World Series triumph this year.



# HOLIDAY PARTY 2008

Chuck & Judy Goelz, our Hosts for this year's Holiday Party, chose an excellent venue, the Whiskey River Grille at the Mainland Golf Club. Good food and drink, coupled with the party atmosphere that prevails whenever the DVC meets, made for another fine celebration of the Christmas and Hannukah season. Our Master of Ceremonies for the evening was the always entertaining Tom Rippert. Door prizes, ever a high point of the Party, were again arranged this year by Terri Tiley. Our Hostess, Judy Goelz, also provided a special competition.... Poetry and songs as adaptations of Holiday standards, with creative submissions by many of the attendees. Judy delighted the crowd by singing a few of the entries!! There were 56 in attendance: Chuck Denlinger, Jan & Mark Scherbekow, Sandy & Dick Suffredini, Jerry & Lee Keller, Paul and Evonna Phillips, Wolfi & Gudi Fischer, John & Pat Hunt, Donna Bristol, Walt King, Tom & Jaimee Rippert, Ben & Cindy Nolan, Bill & Ann McCurdie, Earl Wanklin, David & Gloria Schwab, Pat & Patty Cawthorne, Greg & Janice Lake, William Poulsen, Jerry & Joe Warfel, Louis & Marian McAllister, Ernie & Barb Feldgus, Chuck & Judy Goelz, Bob Wagner, Warren & Nancy Doerner, Jim & Janet Taylor, Lyn & Bobbi Hughes, Bob & Terri Tilley, Jim & Marie O'Brien, Don Short, John Short, Frank & Sandy Kern, Jeff & Robin Rose, Ray & Faith D'Ceasar.







Spotted Dick  
for the  
Dickman!

Judy Goelz  
awarded prizes for  
the best submis-  
sions of Holiday  
poems and songs,  
adapted from sea-  
sonal favorites.  
Some were  
naughty and some  
were nice, but all  
were creative and  
entertaining. Judy  
even sang some of  
them for us!





Still newly-weds, Janice and Greg Lake show us why they are hot contenders for the title of DVC's Most Romantic Couple.







Tommy Rippert did us proud again.....with his Master of Ceremonies act-up. By the end of the evening, there wasn't much voice left.



And look who got the RUBBER CHICKEN !!



Longtime DVC members Barry and Eleanor Williams occasionally make special awards to deserving DVC'ers who have made significant contributions to the Club. These awards are very special indeed, being pewter cups handsomely engraved with the DVC logo and the names of the recipients. On this occasion, Barry and Eleanor have chosen to recognize Paul and Evonna Phillips, who....in addition to their many other contributions... do so much work behind the scenes to really make the DVC's annual Pennypacker Car Show run like clockwork.

**Congratulations, Paul & Evonna!!!**





# GOODWOOD 2008

Ten years ago a group of Motor Enthusiasts in the UK decided to take a gamble and reopen Goodwood, a popular motor race track in the 1950s through to the early 1970s. New tracks like Silverstone and Brands Hatch came along with faster surfaces and more modern facilities. The original idea was to stage a revival meeting based on the post war heyday of British motor sport, when names like Sterling Moss, Jack Stewart and Mike Hawthorn dominated the racing world both sides of the Atlantic. Race cars from the period were located and the owners were encouraged to bring them to the event. Needless to say many did if only to once again savor the joy of Goodwood. The media were a little cool on the idea but gave the event some coverage, enough to stir interest in people who like cars and a special day traveling down memory lane. To the surprise of many people turned up in cloths relating to the 1950s, old uniforms were dug out from the attic in company with tweed jackets and matching caps, the real sporting attire for the period.

Cars of the same vintage arrived and parked where they could be seen and admired. In short the whole idea sparked something in the hearts of many and they happily forked out the price a entry. Ten years can make a successful; event in a pilgrimage and today the Goodwood Revival is a national must for both car buffs and the general public that seems to grow with each passing year. 2008 is no exception except that the visitors now include people from throughout Europe, North America, India and as far away as Australia.

Some people felt that the initial fervor could not be sustained but one has to ask how wrong can you be? Goodwood is now a national institution and is, without question, the largest historic race meeting in the world. 124,000 spectators attended, many dressed in their 1950s fashions. A local Bobbie,( policemen to those who do not watch PBS,) was in attendance in his 1950s uniform. The once famous AA Patrol man with leather gaiters and a motor bike and side car who as I recall saluted very motorist with an AA Badge in the past was on duty.

Women in hats and fur wraps some with fully fashioned stocking, the ones with a seam up the back, (At my age you notice such things!) mingled amongst the crowd and I saw what I assume to be an American with a World War II US Army Air Corp uniform, tan slacks and chocolate jacket. He looked very smart!

When a Lancaster bomber from WWII flew past and then circled above the crowd there was first silence than a roar of approval, you don't see many of these aircraft today. Not to be out done a Spitfire followed and the crowd loved it

On the track period cars competed against each other including classic Jaguars, including a Mark One that won the St Mary's Trophy. Ex -Formula One ace and a regular contender, Jochen Mass was put out of action with a serious crash. However, a competitor, Barrie Baxter, stopped his own car and ran down the track to help rescue the German driver Jochen Mass from his Lancia-Ferrari. For his trouble Barrie won the "Spirit of Goodwood" award. In reality he could have won the race but his concern for a fellow driver overcame the desire to win. Fortunately Mass was not seriously hurt although his car looked a touch bent!

If you really want to enter the Time Machine you can visit the recreation of an Earls Court Motor Show, vintage 1946 and on wards. Yes I am old enough to remember this annual event and the excitement that various cars created when they were first unveiled to the public. The 1948 show where the Jaguar 120 was introduced to the world and a total years production was committed before the show ended. I was just eighteen and stood looking at this incredible car wishing that my fairy godmother would turn up with the \$3,400 required to order one. If you want to visit but don't have the right costume no problem, there is a separate area where period cloths are on sale with all the matching trinkets you may need. Relax with a glass of British Pimms ( A special UK Cocktail made famous in the war,) or a English Pint of Real Beer and watch the cars go by. However you need to book early as tickets go fast, I already have mine for 2009.

It's a great shame that we don't have a similar event in the USA. It would be a wonderful addition to any Concours event.

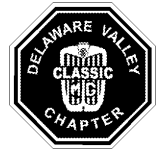
Geoff Wheatley November 2008

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

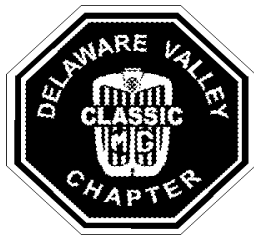
Did you know that we have an agreement with Triple-C Accessories @ 888-854-4081 to apply the DVC logo on all of their shirts, hats, sweaters, jackets, coats or blankets? Now is the time to order that particular DVC piece of regalia that you've been longing for or better yet to surprise your driving partner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



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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" )

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dress: \_\_\_\_\_

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# Stainless Steel Exhaust Headers Now Available for T Series MGs



## HOT PIPES!! Stainless exhaust header installed on Manley Ford's racing MGTD

state of the art, and the current 35-person workforce of designers, welders, fitters, and machine operators cranks out a dizzying array of beautifully crafted pipes for almost every muscle car imaginable. They also create custom one-offs for those hot rods in development that find their way to Ron's shop.

Manley and Ron's fabricators followed the basic Derrington design but were able to make a few improvements to improve durability and performance. The goal was also to create a part that looks right, fits under the hood, is reasonably affordable, performs at least as well as the pipes whose roots go back to the late '40s, takes advantage of better materials and TIG welding technology, and - of course - "sounds great, too."

Both the Derrington style and Manley's stainless steel headers are a four-into-two-into-one design, but at the lower end, the pipes are a larger on Manley's. Manley offers his headers with or without integrated 1.5" intake manifolds, so customers can fit their own if they desire or use the header along with a supercharger.

Manley offers competition headers for all the basic T-Series cars: left- and right-hand-drive TDs and TFs as well as TCs and TBs. But, he notes, this can get complicated because the header needs to fit engines with the original XPAG/EG cast iron cylinder head and the period aftermarket Lucas Laystall aluminum head which has about 3/8" more meat on its manifold side. The latest variation Manley is working on is fitting his headers to TCs which have been converted to the much larger Datsun steering box which takes up a lot of needed space, explains Manley.

For more information about pricing and delivery contact Manley at 734 634 0713, email him at [manley776@yahoo.com](mailto:manley776@yahoo.com). More pictures and info can be found at <http://www.freewebs.com/manley776/index.htm>

Skippy at the Stainless Works trialfits a header to an XPAG cylinder head.



Here's a non-intake header after a half-hour of wet-sanding and buffing....

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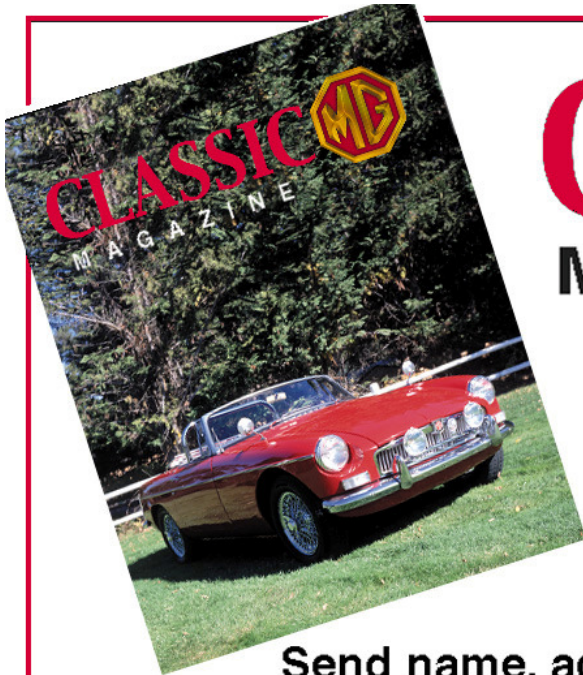
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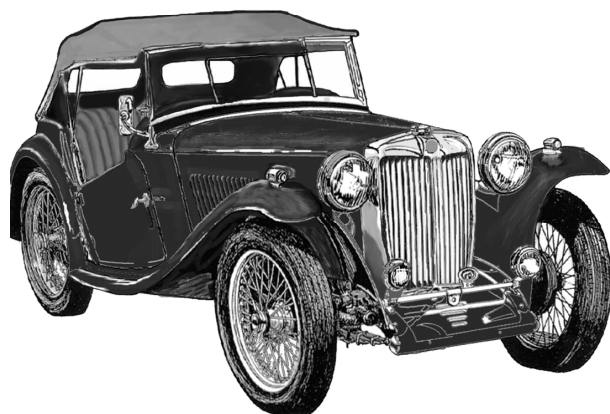
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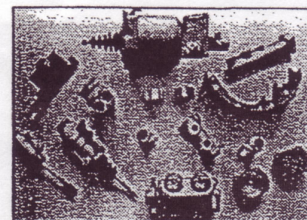
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# Announcements....

Chuck Denlinger has been at it again. Through Chuck's ingenuity and generosity, you will notice another special DVC / MG illustrated postage stamp on this quarter's T-Talk mailing envelope. This time, Chuck's efforts commemorate the MGB. Home for the green one is Dave & Gloria Schwab's garage; the red one is proudly driven by our webmaster, Lew Phillips.

\*\*\*\*\*

Speaking of our webmaster Lew Phillips, he reports....

Hi, All (and Happy New Year!)...

I just reset the DVC webpage hit counter. Here are some interesting figures for you...

In 2008 we had 7037 hits on the home page. That brings our total hits since 4/04 to 23665! Last year I also added a tracker to note what country the user was from. Obviously, most of our hits were from the US (92%). But in addition to that, we had several other countries represented. Here is a quick list:

US - 2565

UK - 67

Canada - 54

Ireland - 32

Australia - 21

Germany - 12

In addition, we had hits from India, Netherlands, France, Belgium, Sweden Philippines, New Zealand, Spain, Denmark, Taiwan, South Africa, Switzerland, China, Italy, Romania, Nigeria, Brazil, Russian Federation, Austria, Egypt, Mexico, Serbia, Thailand, Poland, Singapore, Finland, Norway, Puerto Rico, Argentina, Saudi Arabia, Turkey, Pakistan, Israel, Portugal, Czech Republic, Estonia, Hong Kong, Mongolia, Netherland Antilles, and a global satellite provider! 46 places!

\*\*\*\*\*

Our own Cyndi Nolan (better looking half of the Ben & Cyndi comedy team) must now be addressed more formally as "The Honorable Councilwoman Cyndi Nolan", based on her election (by an overwhelming majority, no doubt) to the City Council of her home town of Elmer, NJ. Hugs are required; ring-kissing or saluting is optional. No comment from Campaign Mgr. Ben.

## Congratulations, Cyndi !

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**DVC Founding Chairman: Hank Rippert**

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The Delaware Valley Classic MG Chapter

Editor

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

T-Talk is the official publication of the Delaware Valley Classic MG Chapter and is published four times per year during the months of January, April, July and October.



WHAT DO JACK BENNY AND THE DVC HAVE IN COMMON?

THEY'RE BOTH 39 YEARS OLD!!

AND SO IT'S TIME FOR THE DELAWARE VALLEY MG CLUB'S

ANNUAL ANNIVERSARY CELEBRATION

WHERE? MIKE'S BAR & GRILL

STREET & YORK ROADS

WARMINSTER, PA

WHEN? SATURDAY, MARCH 14<sup>TH</sup> 12:00 NOON

COST? \$24.00 PER PERSON (Includes Salad, Hot Buffet,  
Rolls & Butter, Coffee, Tea, Iced Tea & Dessert)

QUESTIONS? CONTACT PAT OR PATTY CAWTHORNE

215-672-5289

SPACE IS LIMITED SO RESERVE EARLY

RESERVATIONS W/PAYMENT MUST BE RECEIVED BY FEBRUARY 28<sup>TH</sup>

MAIL TO: PAT CAWTHORNE, 268 BLOOMFIELD ROAD, WARMINSTER, PA 18974

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ANNIVERSARY LUNCHEON - MAKE CHECKS PAYABLE TO "DVC"

NAME: \_\_\_\_\_

# ATTENDING: \_\_\_\_\_

AMOUNT ENCLOSED: \_\_\_\_\_

# DVC SPRING TUNE UP

AT

SCHWAB'S MG GARAGE

POTTSTOWN, PA

DATE: SATURDAY, APRIL 18, 2009

TIME: 9:00 A.M.

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

CONTACT: DAVE & GLORIA

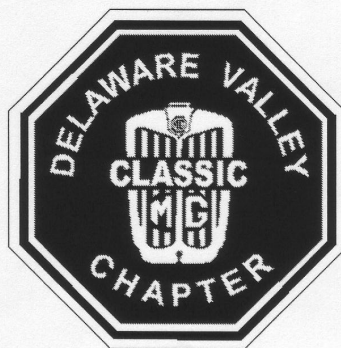
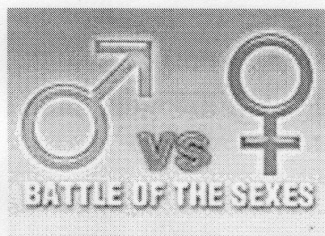
PHONE: DAY: 610-858-6978  
EVE: 610-323-8745

GIRLS, COME ALONG WITH THE GUYS. WE'RE GOING TO GO SHOPPING AT THE PHILADELPHIA PREMIUM OUTLETS WHILE THE GUYS GET THEIR FINGERNAILS DIRTY.

GUYS, WORK ON YOUR CAR WITHOUT ALL THE PAIN AND TROUBLE OF "I'VE FALLEN AND CAN'T GET UP" — IT'LL BE AN UPLIFTING EXPERIENCE WITH DAVE'S "LIFT."

BRING A COVERED DISH TO SHARE AFTER SHOPPING AND WORKING ON THE CARS.





**Theme:** Battle of the Sexes "The Rematch"

**Date:** Saturday, February 14, 2009

**Time:** 5:00 PM until whenever

**Place:** Gregory and Janice Lake, Lakeland Farm  
2552 Dark Hollow Road, Jamison, PA 18929

**Raindate:** Saturday, February 13, 2010

**Snowdate:** Saturday, February 21, 2009

**Why:** Who cares except to clear heads and roads for smooth driving days ahead!

**Entrance Fees:** Adults only, covered dish, BYOB (not BOB) (setups provided) and your DVC-MG spirit.

Join us for the 6<sup>th</sup> Annual DVC-MG gathering at Lakeland Farm. This year we will be bringing it up another notch by hosting the Battle of the Sexes "The Rematch" competition. No costumes required, come as you are, boxing gloves and ear plugs optional. "The Rematch" will pit the men against the women. Activities will include, but not be limited to, questions, games, contests, and "whatever".

Park in barn corral, bring towel if you want to use the spa, best cue stick for pool table and favorite dance partner (only extras we have are ghosts). Name tags may be helpful.

When you call to register for the "Battle" (attorney on site, police on call), please let us know your suggestions for competitive activities and prizes. Example: Women win at pool, men cook dinner the next night.

**Navigation:** From the N, S, E, W and MG Heaven, find intersection of Old York Rd. (Rte. 263) and Almshouse Rd., Jamison, Warwick Twp., Bucks Co., PA and you will be close - good luck. Go East on Almshouse Rd. and turn left at Dark Hollow Rd. (2<sup>nd</sup> street), go 3/4 mile, on left (after 2 developments) find black mailbox "Lakeland Farm" with balloons and red private drive sign, enter drive and go to the end to find 1764 stone colonial farmhouse. If lost, call as we may give you directions and may even come out and tow you in.

**RSVP (French) CALL (English):** Greg and Janice (215) 491-9945 with number of people attending (feel free to invite friends), what dish (that's food) you'll be bringing and your suggestions for competitive activities and prizes by Saturday, February 7, 2009.



*Cabin Fever All-British Vehicle  
Collectables & Automobilia Show  
Buy, Sell, Swap*

*Hosted By The Delaware Valley Classic MG Chapter*

*Sunday, January 25<sup>th</sup>, 2009 - 12 Noon To 4 pm*

*New Location - PC Pub - Route 663 (Just South of RT. 29)  
Pennsburg, PA 18073 (Directions - [www.pizzacomopcpub.com](http://www.pizzacomopcpub.com))*

*3' x 3' Table (one prepaid table per vendor) - \$10  
Or \$20/Table On The Day of The Show  
(Limit of 2 Vendors At Same Table)*

*General Admission - \$2.00 At The Door*

*Display - Buy - Sell - Swap British Automobilia - Signs - Books  
Toys - Jewelry - Magazines - Tools - Models - Clothes - Pictures  
Prints - Ads - Badges - Brochures - Dash Plaques - Shop  
Manuals Sculptures - Tapes - DVD's - Glassware - Accessories  
Any Automobilia Related to British Automobiles  
(No Car Parts Please)*

*Food & Beverages Can Be Purchased At The PC Pub*

*Got cabin fever? Looking for something to do? Then spend the afternoon of  
January 25th with your British car friends viewing, buying, selling and swapping  
automobilia and collectables of your favorite British auto marques - AC - Allard -  
Aston Martin - Austin Healy - Bentley - Daimler - Jaguar - Hillman - Land Rover -  
MG - Mini - Morgan - Riley - Sunbeam - Triumph - Rolls Royce and many others.*

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Name: \_\_\_\_\_ Phone # \_\_\_\_\_

Address: \_\_\_\_\_

*To reserve a table, please send \$10 check made out to "DVC" to Liz Niner, PO  
BOX 510, Creamery, PA 19430-0510 by January 15th. Information: 610-831-1531*



**DVC 2009**  
**TENTATIVE CALENDAR OF EVENTS**

MONTH	DATE	DAY	EVENT/HOST	OTHER EVENTS
January	25	Sun.	All British Vehicle Collectables & Automobilia Show PC Pub - Pennsylvania, PA - Niner/Lew Phillips	
February	14	Sat.	Battle of the Sexes - Lake	Feb. 6-8 - NEMGTR Natter - Stroudsburg, PA
March	14	Sat.	DVC 39th Anniversary Party - Cawthorne	
April	18	Sat.	Tech Session/Philadelphia Outlets - Schwab	Apr. 21-25 - NAMGAR - Last Sunset - Key West, FL
May	TBD		Spring Tour NY State - Goelz/Bottomley	May 15-17 - Import Show - Carlisle, PA May 30-Jun 7 - British Car Awareness Week
June	TBD		Drive and Picnic - Hunt	June 10-14 - NEMGTR - GOF Mk. 85 - Concord, NH June 24-28 - NAMGAR - MG2009 - Breckenridge, CO
July	11	Sat.	Family Golf Day & Picnic - Phillips/Phillips	July 11-12 - Pittsburgh Vintage Grand Prix - Pittsburgh, PA July 13-17 - NAMGAR GT34 - Hot Springs, AZ
July	25 or 26		Packet Stuffing Party - Pit Crew	
August	1	Sat.	Pennypacker British Car Show - DVC Pit Crew P3 Post Party - Need volunteer	
August	28-30	Fri.-Sun.	Triathlon VIII - Jiminy Peak, Hancock, MA	
September	TBD		Hornsby Rallye - Taylor/O'Brien	Sept. 4-6 - Vintage Grand Prix - Watkins Glen, NY? Sept. 5 - Duryea Day - Boyertown, PA Sept. 26 - MG's on the Rocks - Bel Air, MD?
October	TBD		Fall Drive - Sanders	Oct. 10 - Brits at the Village - Peddlars Village, PA?
November	7	Sat.	Guy Fawkes Bonfire - Boorse	
November	15	Sun.	Annual Meeting - Suffredini	
December	12	Sat.	Christmas Party - Need Volunteer	
January	31, 2010	Sun.	All British Vehicle Collectables & Automobilia Show PC Pub - Pennsylvania, PA - Lew Phillips	

This is a "tentative" calendar of events - please check flyers in T-Talk for exact dates and times.