



T•Talk



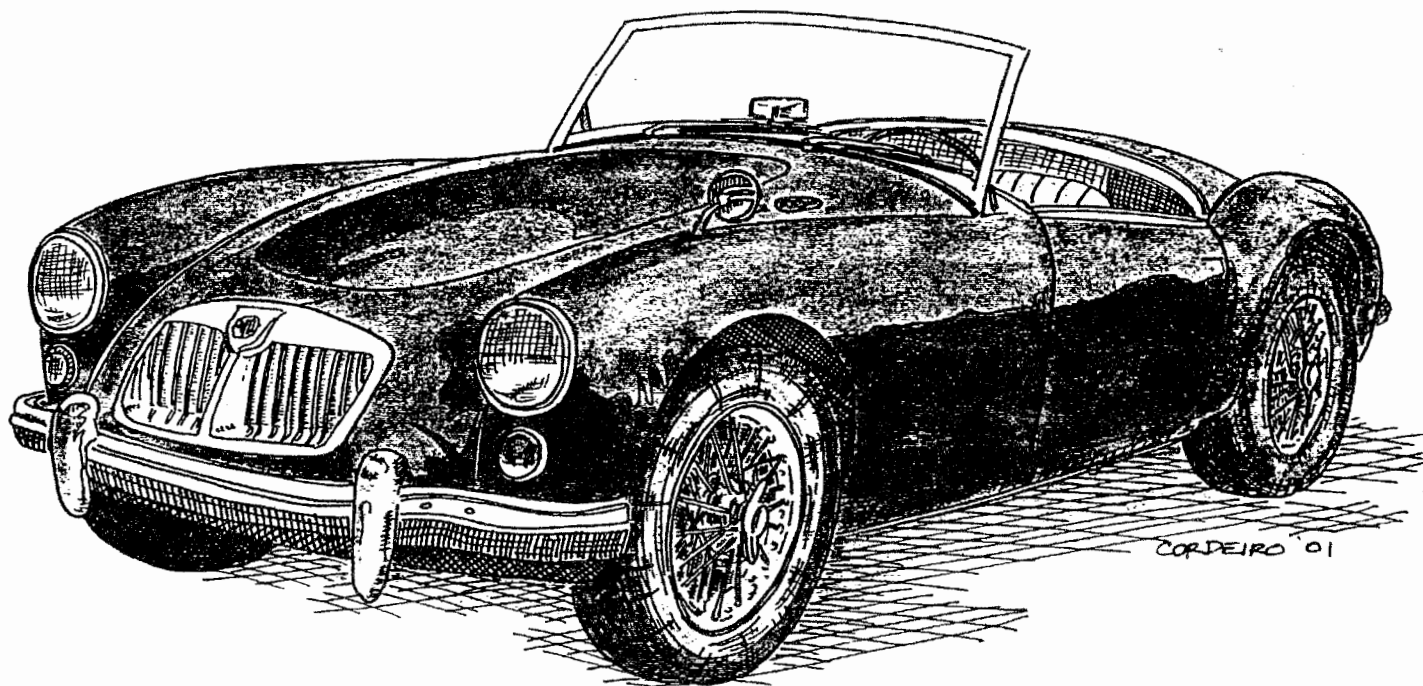
The Delaware Valley Classic Chapter

Includes A-Talk and B-Talk

Vol. 32, No. 1

January 2002

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. Articles and opinions appearing in T-Talk are solely those of the author, and are not necessarily endorsed by the Officers or staff. Anyone with an interest in MG automobiles is invited to join. Full membership requires affiliation with the appropriate Register: NEMGTR, NAMGAR, or NAMGBR. DVC dues are \$20 per year and application may be made to the Membership Chair whose address is on the back cover.



HOT OFF THE PRESS !!!

ANNUAL DVC GRAND MASTERS COOKOFF

Come One, Come All... and bring your best dishes... have the HOTTEST TIME OF YOUR LIFE !!

Win an Award, Enjoy Friends, Kick Tires, Laugh, Tell Stories, Look Cool.

- * DAY: Saturday, January 19, 2002
- * Time: 4:00 PM
- * Place: The Residence of Michael & Joellyn Williams
1205 Mega Lane, Gilbertsville, PA
- * RSVP soon!! 1-610-220-1036 Cell Phone Barre & Eleanor

Competition Categories: "Cat. 1" – "Mom's Finest"
"Cat. 2" – "Out of the Box"
"Cat. 3" – "On Loan From a Friend"
"Cat. 4" – "A Little of This, A Little of That"
"Cat. 5" – "I Bought It"

We will also need some salads, breads, and desserts to go with the various dishes... so all contributions are welcome!!

There will be some distractions, beverages, etc. to keep you occupied while the "Chefs" do their final preparations.

Directions to Mike & Joellyn Williams' home in Gilbertsville, PA:

From King of Prussia Area... Intersections of Rt 202, 76, 422...

Take 422 West, to 100 North about 4 miles (approach is down a long slope to Grosser Road, with a Mobil Station on the right). Turn right on Grosser Road, then right on Cross Road, then left on Mega Lane, to top of hill. #1205 is on left at top of hill.

BITS & PIECES

REALLY GOOD SHOW DEPT..... DVC member **Greg Lake** reports that his MG will be displayed at the Philadelphia Auto Show this month. *(If any of you manage to take a digital photo, please e-mail me a copy...thanks...ed.)*

UP IN THE AIR DEPT..... Our own resident JB (Junior Birdman), DVC Membership Chairman **Chuck Goelz**, has completed work on his pilot certificate and is now fully licensed! Way to go Chuck!! When we break down on the road, Chuck can now fly in the spares. Only thing is... he needs a plane... soooo....does anyone have a line on a 1963-70 Piper Cherokee with IFR certificate and less than 1000 hours SMOH? If so, contact Chuck with the EQT list and details.... (215)256-9578

CLASSIFIED ADS DEPT.....

FOR SALE: 1952 TD, black w/red leather, 44850 miles. Lots of new and rebuilt stuff. John Hall, Maple Glen, PA (215)643-6134 hallspa@worldnet.att.net

FOR SALE: 76 MGB, dual SUs, new top, 71K. \$4500 610-631-5157 hackermoores@aol.com

FOR SALE: 1952 TD, totally restored, metallic silver-gray & burgundy. (570)454-9712

MAKING THE GRADE DEPT.... Give this new British Auto magazine a grade of B+..... after all, "B+" is the actual name of this new entry into the highly competitive field of automotive publishing. This new single-marque slick will be a quarterly dedicated solely to the MGB, MGB-GT, and MGC, and you can find more information on the web at www.britishtoolbox.com or by calling (800)487-3333.

WHAT'S IN A NAME? DEPT..... a few of you may remember that in the last issue of T-Talk the question was raised of a possible new name for your newsletter... one that would reflect the changing character of the DVC to include lots of MGA's and MGB's in addition to the T-series MG's upon which the "T-Talk name is based. This issue has been raised by several members, and it seemed appropriate to take the pulse of the membership accordingly. The outcome is quite revealing. **75% of the responses received favored keeping the original name "T-Talk".** The interesting fact is, only 8 responses were received (and none of those from the members who have been raising the question). Can it be that 94% of the club doesn't really care? Or doesn't read T-Talk? Whatever, I'm glad this issue can finally be put to rest. Just remember, whether it's A's, B's, or T's... **when it comes to MG's, beauty is in the eye of the beer-holder.**

ALL THE NEWS DEPT.... we've had quite a few new members in 2001. Some have been listed earlier, but here they all are again... a very big **WELCOME** to:

Ira & Donna	Spector	5/2/01	926 Morgan Drive	Yardley, PA	19067-4308	215-493-8326	53 TD2
Robert & Cindy	Pineiro	6/21/01	243 Belaire Drive	Mount Laurel, NJ	08054	856-235-8397	53 TD
Robert & Cristle	Judd	8/2/01	4614 Osage Ave	Philadelphia, PA	19143	215-471-6924	59 MGA
Dennis & Priscilla	Schwenk	8/9/01	990 Sunnyside Road	Hummelstown, PA	17036	717-533-7187	TD, MGA
Bill	Waddington	8/10/01	229 Cowpath Road	Souderton, PA	18964	215-723-1443	MGB
Tony & Sheri	Bruno	9/17/01	35 Latshar Lane	Spring City, PA	19475	610-495-9735	46 TC
Mike & Betty	Minnucci	9/30/01	3914 Glen Drive	Doylestown, PA	18901	215-348-9429	51 TD
Joseph & Rose	Colabella	10/16/01	3634 Nicholson Rd	Bethlehem, PA	18020	610-867-9766	56 MGA

DRAWN AND QUARTERLY DEPT....

Please stop what you're doing and take another look at the fine MGA drawing by our own **Larry Cordiero** that appears on this issue's cover. Your lucky editor won this genuine

Cordiero print in the Holiday Party door prize drawing... another great reason to attend that gala event. Speaking of events, this issue includes the **2002 DVC Event Calendar**, and the latest **Member List**, courtesy of Membership Chairman Chuck Goelz. Please note that in 2002, T-Talk will resume its quarterly publication schedule. This means that all copy is due to the editor by the 15th of the month prior to publication....that is...

Copy Due: March 15	For Publication: April 1
June 15	July 1
Sept 15	Oct 1
Dec 15	Jan 1

MEETING AND GREETING DEPT....

On November 18, the DVC held its annual "**Membership Meeting**" at the same venue we've used for several years... **Joe Bernert's** place, where we hold the Tech Sessions. Joe very kindly provides a place for these two events, furnishes us with food and drink, and to express the DVC's gratitude, this year Joe received a presentation, complete with a Certificate of Thanks. Way to go, Joe!!

WAY NOT TO GO, JERRY!! DEPT....

"**The MG's on fire!!**"...that's what I hollered to Lee as I raced through the house to get the fire extinguisher, "**Call 911, quick!**" On September 18th, your editor was changing the oil, adjusting the carb, and checking the tightness of the front end and steering components, in preparation for the QVR at Wildwood. Our 1953 YB Saloon was sitting in the drive, front wheels up on ramps, and I had returned to the garage for a different wrench. On my return, as I approached the car, there was a sudden loud POP, and the engine compartment belched forth a huge ball of flames!

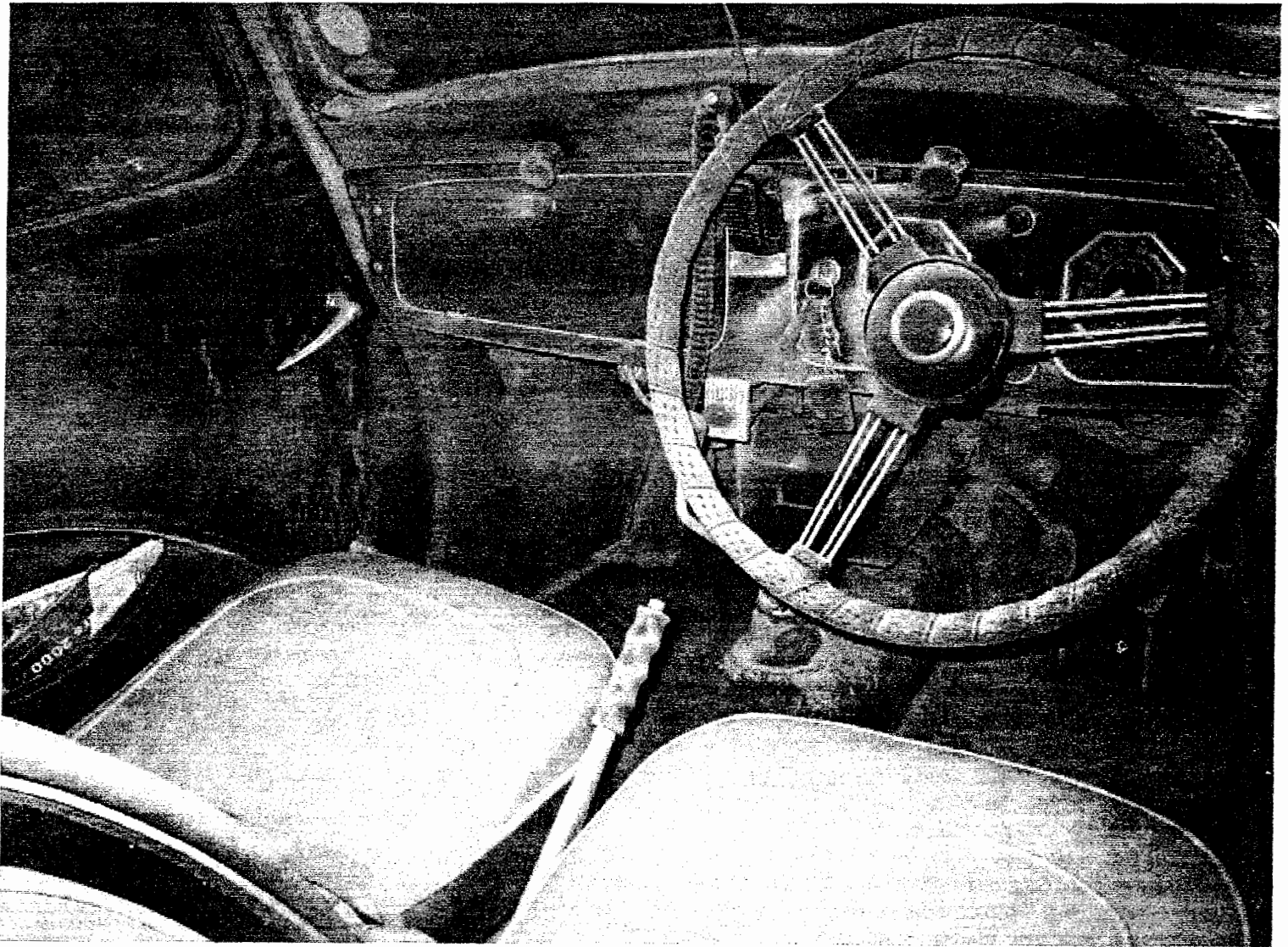
Of course, the fire extinguisher I always carry on board was inside the passenger compartment, and who knows if the car is going to explode... I ran for the garage...where is that really big extinguisher I keep there? Oh, no, it's in the shed... and the car and those flames...are right in front of the shed door! Into the house for the one in the hallway....and by the time I returned with the extinguisher, there was a steady flame and lots of black smoke coming from under the bonnet. Several passes with the yellow powder cloud from the extinguisher did the trick very quickly. I was catching my breath a moment later when the first of the boys from the fire dept. arrived. They took a look and doused the engine again, this time with a whitish powder.

By this time, the poor car looked like it had been snowed on...but, as another fireman opened the driver's door, apparently he saw what looked like sparks or flame INSIDE, under the dash...so another entire extinguisher was emptied in there. What a mess. But... **thank God for the firemen**...even though ours is a volunteer force, they assembled and arrived within minutes, as did the **EMTs**...how they do it, I don't know, but I'm grateful. It was thought likely that the cause of the blaze was gas from a carb leak dripping down onto the **incandescent lightbulb** in the trouble light I was using under the car. Later, this was confirmed, when we found a split in the pump-to-carb fuel line.

Lesson One: NEVER, NEVER use a droplight with an incandescent bulb anywhere around a car!! In the old days, there was no choice...but today we have fluorescent drop lights with plastic sleeves to protect the fluoro tube...much safer. **Lesson Two: ALWAYS** keep your extinguisher where you can get at it. This unfortunate event didn't cause any injury, but it could have...I could have been under the car when the gasoline dripped. **Lesson Three:** Those Teflon-lined fuel hoses with the metal braid reinforcement that everyone uses **DO NOT** last forever. The protective braid keeps any rubber deterioration hidden...so they need to be replaced regularly, even if they "look" OK.

I will also be giving thought to an alternative to powder-type extinguishers... as you can see from the photo, they make an awful mess. And the powder is somewhat corrosive...it can etch

your paint if it isn't removed promptly. I must also say that the J.C. Taylor Insurance folks were really great, too. I hope you never have occasion to find out firsthand how promptly and efficiently they respond when called upon, but they were there for me when I needed them. The cleanup and repair work is being done by our friend...and fellow DVC member...Mike Engard, in his *Ragtops & Roadsters* facility in Perkasié, just 20 minutes away.



Safety fast!

Guy Fawkes Day 2001

Chuck Goelz

It seems that each year, a few weeks before the *Guy Fawkes* Day celebration Judy & I decide on what house renovations are absolutely necessary before the party. Guy Fawkes Day always provides the motivation to do something productive, and the absolute deadline ensures that the project will not evolve into a multi-year effort. This year Judy decided that the powder room needed a face-lift, and she even found help from a local paperhanger to deal with the part that neither of us wanted to struggle with. That left me with the mostly unpleasant task of plumbing (arghhh!). Well, things fell into place in spite of the major electrical problem that PECO insisted was serious enough to warrant a threat of service cut-off! Replacing the required equipment wasn't the hard part... It was PECO's refusal to dig that hole in the ground half way to China!

Early arrivals on that beautiful, sunny, warm Saturday were presented with the tour directions and invited to go forth and enjoy the unseasonably gorgeous driving weather on the most remote back roads of Montgomery county that I could find. I would like to be able to say that my instructions were accurate enough to avoid losing anyone, but as Dar and I started to bring up the rear in my 'A' we soon found Donna & Walt on the side of the road trying to figure out which way to go. They agreed to bring up the rear as we proceeded into the sun-glare. I'm sure glad Dar saw the dog on Gerloff Road that almost became a victim of near zero visibility! About three quarters of the way through we realized that there was an MGB following Donna's TD. Who was it? Donna thought it was my son Jeff and his girlfriend Cindy in Judy's 'B'. Arriving home we found out that the previously lost souls were none other than the DVC's supreme navigators – Bob and Kim Dougherty. I guess the Air Force doesn't require much navigation by pilotage these days! Next year I'll have to see if I can include some radio nav aids...

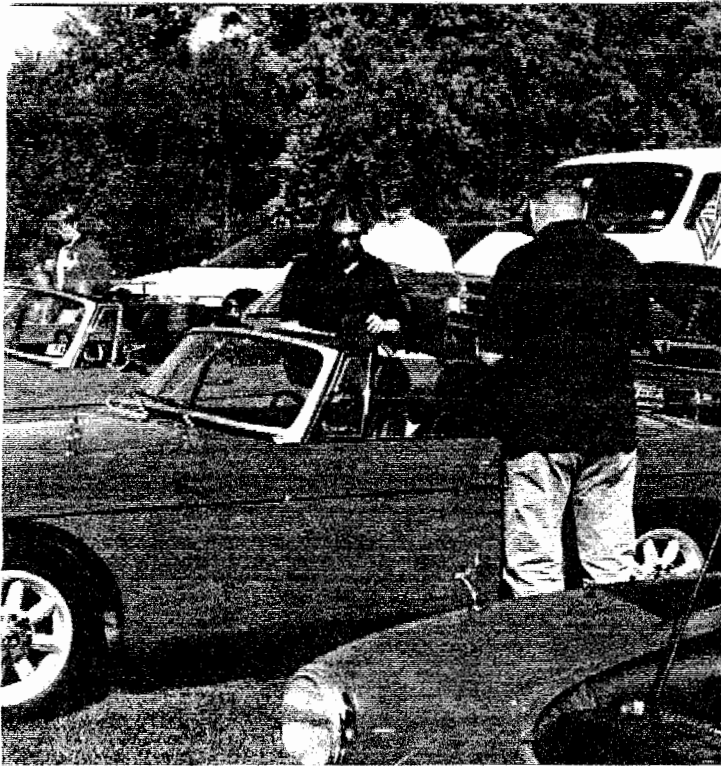
As we became completely engulfed in no sunlight after the tour, Dar started his setup of equipment in preparation for delivery of hours of fine acoustic entertainment. And the bonfire was started. The keg was placed into service. Appetizers were served on the deck and more DVCers were arriving. The nice weather allowed us enjoy the outdoors and avoid the usual congestion in the kitchen. When the time was right, Dar made the announcement asking everyone to move out to the bonfire. This year **Michael Price** delivered a wonderfully prepared dissertation on the true meaning of *Guy Fawkes Day*. On Michael's cue, emphasized by an additional 60 voices shouting "**burn the bastard!**", *Guy* met his fate. *Guy* was particularly loud this year for some reason. With *Guy* out of the way, Barrè & Eleanor took the spotlight to make a presentation of engraved DVC Pewter Mugs to Judy & me. In celebration of the completion of my pilot training, Barrè also contributed a windsock, which is now flying conspicuously behind the house.

OK, time for more food. Judy & "the kitchen crew" (!) served the many main dishes (too numerous to describe individually) that our guests brought. Dar started into his second set and that seemed to draw some folks into the family room... And the music was enjoyed outside as well by the crowd gathered around the bonfire. Our resident pyromaniacs took their places in the corn field to launch the fireworks that Judy & I bought earlier this year. Ohh, Ahh--- Well, I guess we'll leave the fireworks procurement to those more experienced in the future.

Those who made the event so enjoyable this year were: Don & Suzanne Stewart (MGB), Barrè & Eleanor Williams (MGB), Lee & Liz Niner (MGB), Betsy Pollock +4, Bob & Kim Dougherty (MGB), Michael & Karyn Price, Bob & Terri Tiley (MGB), Dick & Sandy Suffredini (TD), Tom & Jaimee Rippert (TD), Mike & Joellyn Williams +2, Roy & Sue Dougherty (?), Louise Story (MGB), Jerry & Lee Keller (Major Green – ZA), Mike & Lisa Maloney +2, Donna Bristol & Walt King (TD), Rocky & Louise Grillo (BGT), Joyce & George Bulwinkle (MGB), Chuck & Judy Goelz (MGA), Ernie & Barb Feldgus, Luis & Marie Alicea +2, Greg Lake & Judy, Larry & Connie Cordiero (BGT), Dave & Gloria Schwab (TD), Jeff Goelz & Cindy Meyers (Judy's MGB), Wade Albright & Shana (HD Soft Tail). My apologies to anyone I may have inadvertently omitted.

Thanks to:

- Barrè & Eleanor for the lovely gifts they presented to Judy and me.
- Tommy & The Dickman for their work before the tour to prepare the bonfire.
- Dar Frantz for sharing his exceptional singer/songwriter talents.
- The Lower Salford Police and Fire Departments for having someplace better to be that night!
- All of those DVCers who attended for making it so enjoyable.



Fall Tour — Stroudsburg — Oct 2001

A-TALK...

“THE A’s HAVE IT” BY YOUR MGA CORRESPONDENTS – LEE & LIZ NINER

The cold chill seemed to emanate from the garage floor unto our feet and continue right up through our bodies as we were putting the car cover back on our MGA after giving it its semi-monthly thirty-minute workout. We try to get our MGA out and exercised at least twice a month during the wintertime, weather permitting. Somehow, for some as yet unexplained reason, a winter’s drive in a top down MGA can be a relaxing and reflective time for us. We may be all bundled up in various kinds of wraps and coats complete with gloves and hats so that just our red cheeked faces are showing but somehow the cold and crisp winter air transports us back in time to winters in the early sixties. We used to go to ice skating parties or go on skiing trips or take long walks in a park and there was always an MG that drove by or was parked close by us. We remember seeing a few T’s, lots of A’s, even a Magnette or two and some early B’s and wishing that some day we would be able to own an MG. Our MG dreams somehow got pushed aside as we concentrated on raising a family and pursuing our careers. In the early eighty’s, as the family grew and our jobs became secure, our dreams became reality. On through the ninety’s and into the twenty-first century, MG’s have now become a major focal point in our life. Maybe that’s why we look forward to enjoying a cold winter’s drive in our MGA.

Navigator: “Pay attention, you’re drifting into the other lane.” Driver: “Huh! No I wasn’t. I was just testing the steering. Say, do you remember when we took family rides and our two parka clad kids were stashed in the back of the TD behind the top? Wow, that’s against the law now.” Navigator: “Do you remember when our MG’s did not have seat belts and we put both our kids at once in the right hand seat of the A or the B. Well, that’s against the law now too.” Driver: “When do you think we’ll have to part with our MG’s? I mean, can you imagine our life without at least one MG?” Navigator: “Aren’t we really just preserving these cars for future owners? I mean we are in reality just *temporary owners*, aren’t we?” Driver: “Hmm, *temporary owners*, I like that term.” Navigator: “So don’t worry about our cars leaving us, that will happen when it happens. Now pay attention! You’re too close to that rice burner in front of us.” Driver: “Yes dear” (geesh, can she wreck a moment or what?).

As MG’s have become our main avocation these past twenty plus years, we’ve also taken our other hobby of collecting antiques and Americana and combined it with MG articles and things. We refer to this collection MG articles and things as our “MG Crappola” collection. What’s MG crappola? It’s anything that has MG on it, MG in it or MG around it. It is all things MG. It’s magazines, jewelry, tools, pictures, prints, toys, puzzles, stuffed animals, posters, bottle labels, lighters, badges, clothes, accessories, signs, sculpture, manuals, books, lamps, brochures and ad infinitum. Really serious collectors of MG crappola can be found at toy auctions bidding against each other for “MG tin” or at old book stores looking for a copy of The Red Car by Don Stafford or buying an old Life or Saturday Evening Post Magazine just for an MG advertisement. How sick is this end of the hobby you’re wondering? It does not start to get really pathetic until you start stockpiling doubles and triples of items such as MG fly swatters or better yet, MG windshield ice scrapers or how about MG gas tank measuring sticks.

Navigator: “Why did you just buy a copy of Maintaining The Breed by John Thornley off the Internet? After all you already have three other copies.” Driver: “Not this copy, it’s quite rare, it’s in Spanish and it has its original dust jacket.” Navigator: “Why did I ask? Please spare me any more details. What’s next, A copy in Swahili? (Why did I suggest that, now he’ll actually go looking for one!)” Driver: “Actually, I just saw an advertisement in an old Mechanics Illustrated Magazine, for Judson Superchargers featuring an MGA for \$27 and we don’t have that one.” Navigator: “You’re nuts, we have enough ads.” Driver: “I thought we were in this hobby together. You’ve never really complained before.” Navigator: “I just saw a red eight inch tin friction toy MGA coupe for \$95 and I think that this cute little child’s toy takes precedence over your foreign print books and your old yellowed magazine ads.” Driver: “Yes dear.”

B-TALK.....

“Wintry Conditions”

By Connie & Larry Cordeiro

Winter arrived this year right on cue, December 21 signaled the freezing temperatures soon to follow. Since Connie and I drive our MG's year round (mostly weekends) except for extreme icy wet conditions precautions need to be taken for wintry operations. For us (read me) this begins with the installation of an oil cooler shroud over the oil coolers on the “B & Midget” to prevent overcooling of the engine oil. While most parts suppliers can provide a very nice ABS plastic version of the original old factory option, for years we've been using a length of foil faced insulation with a wrap of wire to hold it in place. In extremely cold weather we may even install a partial cover (high-tech black cardboard) inside the front grille to minimize overcooling the radiator. Which always reminds me of the Volvo P-544 we owned years ago. It was equipped with a factory installed radiator shield that looked like an upside down window shade in front of the radiator that had a length of chain which allowed control of the amount of shield that covered the radiator from inside the car, but that's another story.

Of course all of this leads back to Abingdon some seventy years ago when M.G. found itself in a race of sorts with the Austin Motor Company to have the first 750 c.c. car to achieve 100 miles per hour. While M.G.'s were attempting to set this record with Capt. George Eyston in a normally aspired specially built M-Type Midget (a.k.a. EX 120) at the Montlhery Track in France. Austin's were using a specially built (supercharged) Austin Seven at Daytona Beach Florida driven by none other than Malcolm Campbell who had designs on driving the largest, and smallest cars to record speeds. Give the edge here to Austin's.

The first attempts by M.G.'s back in December 1930 fell short by some thirteen miles per hour, but before the valves in the little engine broke they did manage take several speed records away for Austin's. And so, a lot more power was needed, and Abingdon decided that supercharging would be needed if they were to take the record. Reg Jackson, Fred Kindell, and Gordon Phillips of M.G.'s set about rebuilding and fitting a supercharger to their Morris engine and Jackson and Kindell set off to the Montlhery track in January 1931 for testing.

There they found the conditions very cold indeed, and could not get the radiator warm enough for the engine to run cleanly. The methyl alcohol fuel used compounded the problem. So Jackson began blanking off the radiator bit by bit to increase the coolant temperatures. The testing and tuning continued, and it became obvious that a cowl would be necessary to shield the radiator. And after working seven consecutive eighteen-hour days they phoned Abingdon for help. Cecil Cousins and Gordon Phillips joined the effort. Cousins fashioned a warm air intake for the carburetor which improved performance, but the team agreed with Jackson that a radiator cowl was needed.

Jackson and Kindell used an old oil drum for material and formed a cowl using a two pound hammer a block of wood and a concrete drainage gully. They welded the seams, and fitted it to the car. With the cowl fitted the water in the radiator warmed up and the engine finally ran cleanly. With a little more tuning the engine was maintaining 7,000 rpm which was the equivalent of over a hundred miles per hour. The official attempt followed by George Eyston, and the records were taken at over one hundred and one miles per hour!

Safety Fast!

2001 Holiday Party

Well, we did it again! We rang in the New Year and celebrated the holidays in the typical DVC fashion...with an extraordinary party!!!

We began the evening greeting all DVC families in attendance during our cocktail hour. You could easily hear long time and newer DVCers talking about friends, families, old times, and of course...cars. If smiles were electricity, the DVC would have been a power plant that evening.

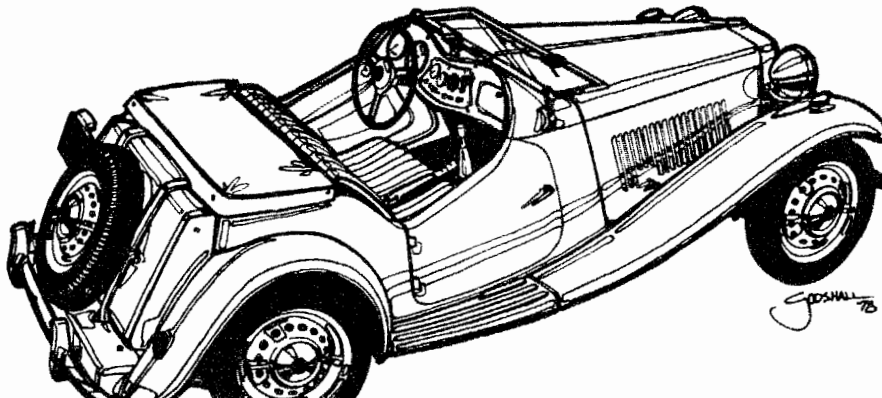
Of course, during the cocktail hour and for that matter, most of the evening, the *vultures* were on the hunt. The *vultures* are the few, the proud, the raffle ticket sales agents. These highly trained and determined individuals make their rounds appearing to be DVC members. But in actuality, they are a highly paid sales force with one thing on their mind...close the deal.

It was evident that they did a wonderful job. Nothing however was more evident than how well they swarmed upon the weaker mind. A perfect example of this was the irritating table in the center of the room that included Dougherty's, Tiley's, Feldgus's and the Herrons. They may seem like nice people but when their hands kept going out to accept another prize...they became irritating. They also spent a collective \$5,000.00 in tickets for \$2,000 worth of prizes. Like I said, the weaker mind.

Great job and a big 'THANK YOU' to Lee and Liz Niner for purchasing the raffle prizes. Also, to all that donated gifts for the raffle (and there was a GREAT response) a big thank you as well. And finally, another good job at calling numbers to Roy Dougherty.

The following wonderfully dressed DVC glitterati were in attendance: Jeff Erwin, Bob & Terri Tiley, Jerry & Lee Keller, Dick & Sandy Suffredini, Wolfgang & Gudren Fisher, Patrick & Carmita Alzamora, Roy & Sue Dougherty, David & Kathy Misner, Tom & Anita Shannahan, Mark & Becky Bilinski, Robert & Margie Wagner, Tom & Jamie Rippert, Jim Finne, Marianne McGarrity, Ernie & Barbara Feldgus, Rich & Margaret Harron, Jeff & Robin Rose, Ben & Cyndi Nolan, Linda & Chris Gaylo, Don Short, Mark & Jan Scherbekow, Bob & Kim Dougherty, Jim & Marie O'Brien, Luis & Marie Alicea, Chuck & Judy Goeltz, Tom & Ingrid & Neil Rivel, Charles H. Jost, Louise & Rocco Grillo, Bill & Evelyn Webb, Earl Wanklin, Mike & Lisa Maloney, Betsy Niner & Steve Novelli, John & Linda Zemany, Lee & Liz Niner, Connie & Larry Cordeiro and Jim & Ruth Bottomley

If you missed this years holiday party we are sorry we missed you. But rest assured we'll be doing it again next year to celebrate another holiday season with the DVC.



MG CRAPPOLA CATCH OF THE YEAR

Long time DVC member Ernie Feldgus hooked one of the rarest MG collectibles recently while attending a flea market in Lambertville, NJ last November. Ernie literally stumbled onto a complete untouched original Doepke model kit complete with box and top, price tag, instructions and the ever-elusive original dash decal. Doepke's are prized, not only in the MG world but also in the general world of toy collecting, because of their looks, size and construction. Any serious toy or MG crappola collector has at least one Doepke and it is almost always assembled and painted. The value of just an assembled Doepke's has lately been anywhere from \$85 in rough number five condition to \$500+ for a number one condition. Doepke's remain collectable also because most of the parts such as windscreens, bumpers, headlights, etc have been reproduced and are readily available. Ernie stated that the price he "negotiated" for the unassembled-boxed Doepke was more than he originally paid for his TD. Congratulations Ernie and enjoy your toy. OK Barb, it's your turn to surprise Ernie....go on a shopping safari and rack up purchases that exceed what Ernie's TD is worth today.



'The Changing of the Guard'

2002 DVC

Anniversary Party



Where: Julie's Steak House, Horsham, PA
Time: 5:30 PM

Please join us for food and fun at the Annual DVC Anniversary Party. This year's party features a fabulous buffet, which will be sure to please even the pickiest appetites. The buffet includes Prime Rib of Beef, Turkey, Grilled Redskin Potatoes, Sausage & Peppers, English Style Cod, Vegetable Medley, Rice Pilaf, Fried Honey Dipped Chicken, Meatballs Marinara, BBQ Ribs, Sour Cream Mashed Potatoes, Blueberry Cobbler, Assorted Cookies, Cakes, Pies, Salad Bar, Soda Bar, Coffee, Hot Tea and Iced Tea.

***Alcohol will also be available at our private cash bar.

Directions: Julie's is located on Rt. 611 in Horsham, PA near the Willow Grove Naval Air Station. From the PA turnpike, take exit 27 (Willow Grove) to Rt. 611 North. Travel North on 611 for approx. 3 miles and Julie's is on the right hand side just before you reach the Air Station.

If you have any questions about the party, or need further directions, please call Lisa or Mike Maloney at 215-674-1721.

Please return this portion with payment to:
Mike & Lisa Maloney
644 Cypress Rd.
Warminster, PA 18974

Deadline to respond is Wed. February 27, 2002. Late responses can not be guaranteed!

Name: _____

Phone: _____

Number Attending _____

x \$28.00

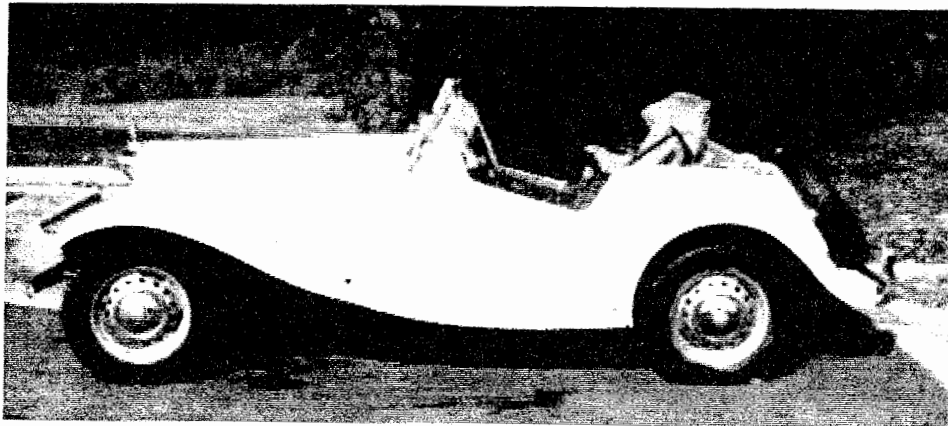
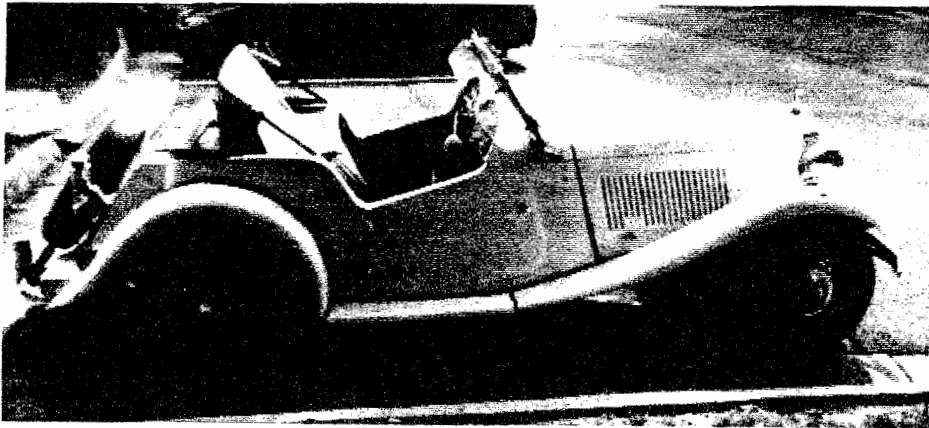
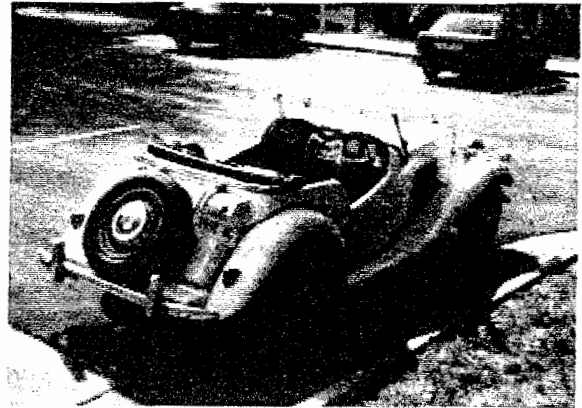
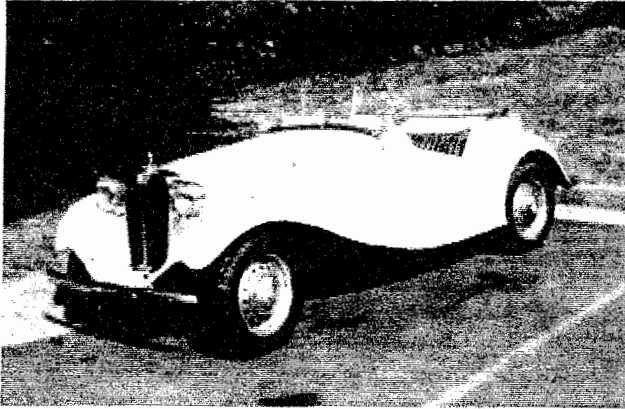
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BOB & KIM DOUGHERTY GET A SQUARE-RIGGER !

Well, we've done it! Kim & I are proud owners of a 52 RHD TD! We had way too much money laying around so decided to "invest" in a moneypit! I'm sure I will be calling on 1 and all for advise as I start my restoration. It's running now, it held 48psi at idle and about 55-60psi while running. The transmission shifted fine and the steering was tight. Body tub was rebuilt 5 years ago (\$6000) and I saw no rust. Hopefully this will be a running restoration and not the hell that the B was!

Bob & Kim



(Ed. Note: The car looks GREAT!! Congrats, Bob & Kim. Not as many instruments as you're used to, but it will do, right? Can't wait to see you two on the road in it this Spring!....Jerry)



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(215) 257-1202

DVC NAMETAGS

Yes, DVC nametags are still available. These are very valuable at events because, if you're like most of us, you can't remember your own name half the time... let alone anyone else's!! And best of all, they're CHEAP!

The nametags measure 1" X 3" in black plastic with the DVC logo in gold. To get one, send \$5. along with your name the way you want it to appear on the badge, TO:

Liz Niner

1125 Ellen Court, Box 510

Creamery, PA 19430-0510

Nametags will be mailed to you in 2 - 3 weeks

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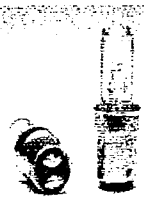
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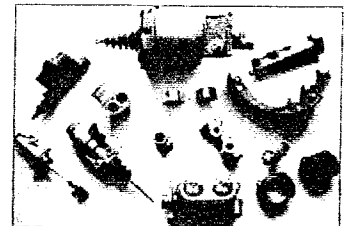
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