



T•Talk



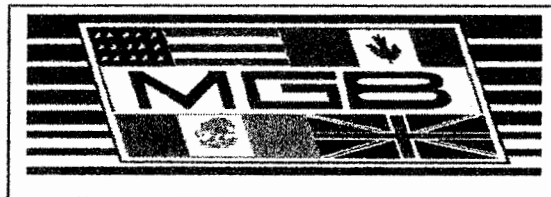
The Delaware Valley Classic Chapter

Includes A-Talk and B-Talk

Vol. 32, No. 3

July 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.



Bits & Spares.....

Blow Your Own Horn Dept....Here's a note we received via Lee & Liz Niner: "I guess you know folks with MG cars!!, well I still have a few of the 28 types of LUCAS ALTETTE HORNS since 1930. Most are being used on Motorcycles of the periods & I have to change voltage etc to suit 6V for them. However, for the last 15 yrs plus I have had a waiting list of never less than 3 months for my restorations...I have 7000 original horns here from 1900 & probably the largest known P.C. DATABASE re what goes where & when. I restore plus take swaps & trade ins of incomplete incorrect damaged or very dud and grubby items. Visit the website of Britain's Largest Mainland Motorcycle TT Circuit from 1948 to 1953.www.silverdragons.co.uk All the best:- Taff the Horns"

MG WANTED: My nephew, Chris Lake, is looking to buy(or will take free, if it has wheels) a MGB(doesn't know the fun or troubles yet). You can reach him at 215-483-5125 or christopherlake@yahoo.com. Maybe we will have a new member soon... he's a PSU grad & can party us under the table. Thanks. Greg Lake.

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Shocking, What?..... The following was received from Roy Dougherty.....
"Regarding the front shock upgrade for the TD, the MGB shock kit is sold by Brown & Gammons in the UK. The kit contains an MGB shock, a modified top trunnion to match up to the TD, top bolt, nut seals, thrust washer, distance tube and seal supports. The cost is about \$190.00 per side. I was able to find some folks in the UK who had upgraded to the MGB front shocks and they were very happy with the results. I'm looking forward to getting mine on the road soon to try the new suspension & shocks out."

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A Funny Thing Happened Dept..... Driving to the office this morning on the Interstate, I looked over my shoulder to the left and there was a woman in a brand new Mustang doing 65 miles per hour, with her face up next to her rear view mirror putting on her eyeliner! I looked away for a couple seconds and when I looked back she was halfway over in my lane, still working on that damn makeup! It scared me so bad, I dropped my electric shaver, which knocked the donut out of my other hand. In all the confusion of trying to straighten out the car using my knees against the steering wheel, it knocked my cell phone away from my car which fell into the coffee between my legs, splashed and burned my lap," ruined the damn phone and DISCONNECTED AN IMPORTANT CALL!!!!!! WOMEN DRIVERS!!!!!!!!!!!!

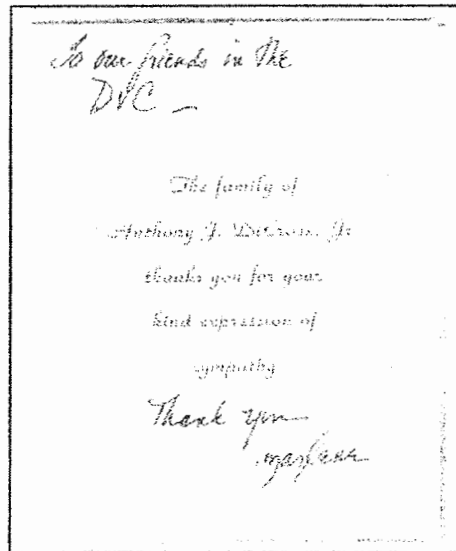
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WELCOME!!!! A hearty welcome to the following members who joined recently. Perhaps some of you who live close by them might give them a call just to say hello and invite them to the next DVC event!!

New Members

First Name	Last Name	Joined	St. Address	City, State	Zip	Phone	Car
Greg & Susan	Van Hook	4/13/02	72 Rock Ridge Rd.	Upper Black Eddy, PA	18872	610-294-8290	54 TF
Joe & Sue	Cloran	4/28/02	3827 Robin Rd.	Furlong, PA	18925	215-794-0500	70 MGB
Gordon	Todd	5/31/02	2118 Buxford Road	Lonsdale, PA	18448	610-584-4871	55 TF

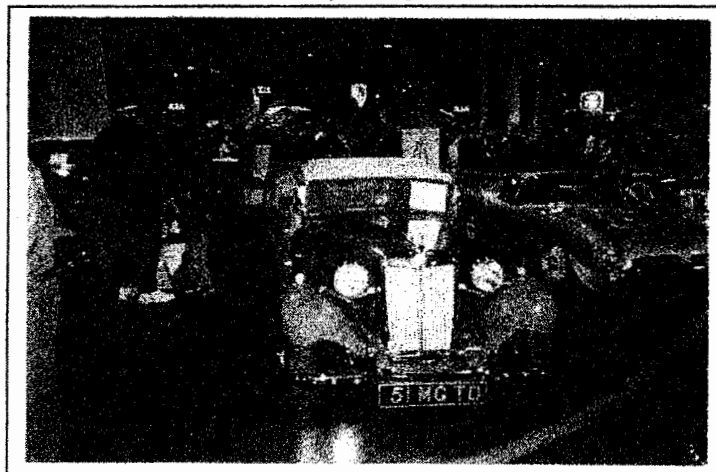
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REMEMBERING TONY.... We received the following note from Marlene DiCroce.....



ON THE COVER... Those of you that subscribe to the New England MG T-Register's award-winning newsletter THE SACRED OCTAGON will recognize the tribute paid here to the creativity of its long-time editor, the Reverend Richard Knudson. The covers of several recent TSO issues have shown us a glimpse of an MG bit through what might be likened to a "mailslot" in a large solid green door. In keeping with Rev. Dick's semi-religious theme for the Register, we can only surmise that this must be the door of heaven, with lots of MG's inside! Thanks, Dick, for the idea and the inspiration.

MORE FROM GREG LAKE... If you recall from the April issue, Greg Lake's fine TD was featured at the Philadelphia Auto Show. Greg provided another photo and writes 9in part)... "I was asked by the Buckingham Concourse D'Elegance to... [show] the car... to obtain donations... for preservation of open space... [I] will be putting the car with them in the fall at their annual show for the same benefit which is covered by Auto Week Magazine. If anyone else in the club wishes to show their car, I am sure we could make arrangements...the other MG there...was a 1934 MG... owned by Chip Durell of the Lambertville, NJ area.



DVC TECH SESSION – APRIL 2002

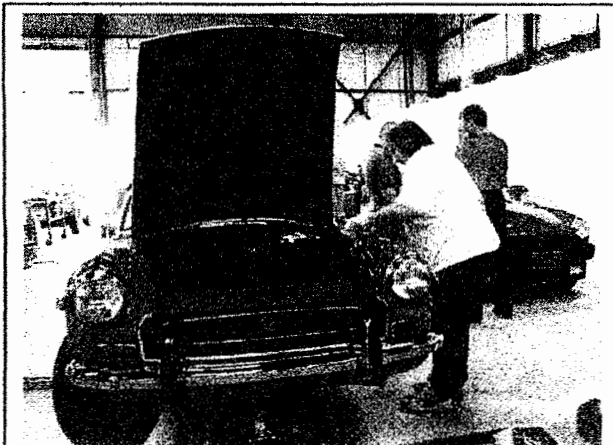
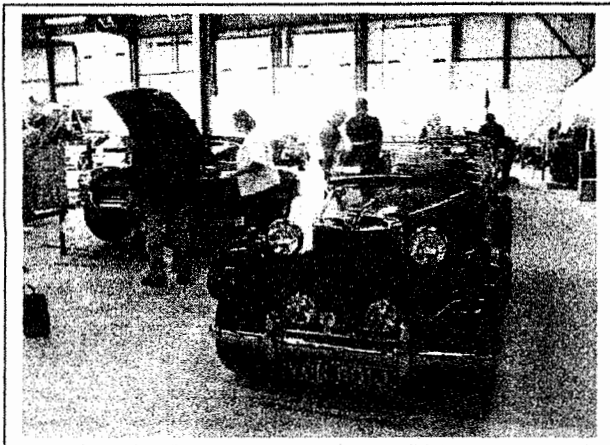
Bob Tiley

It was a nice day to drive the MG's and we all got to see Havis Shields new building. What a great business with all the equipment needed to convert the average automobile to Police cruisers and Paddy Wagons. Louise Story arrived and started replacing the front brake hoses on her MGB. David Schwab took the points out of his TD distributor and replaced them with the Pertronics Igniter electronic ignition. Yours truly gave a presentation on SU carburetor rebuilding with a little help from Wolfgang Fischer and Bob Wagner. We had the use of a great facility at Havis Shields thanks to Joe Bernart. All had a good time, and some technical information exchanged in the process. If anyone has a subject they would like next years session to have information or a group discussion about let me know at Zoomer@comcat.com or drop me a line by snail mail.

Those in attendance were: Dick Suffredini TD, Tom Rippert MGB, Jeff Rose MGB, Carl Jost, David Schwab TD, Donna Bristol, Walt King, Joe Bernart, Mike Maloney, Wolfgang Fischer MGB, Roy Dougherty MGB, Louise Story MGB, Chuck Goelz MGA, Bob Tiley MGB, Ernie Feldgus, Mike Minnucci, Bob Wagner MGA Coupe and Lew Philips

If I missed anyone I am sorry for the omission.

Safety Fast



DVC SPRING TOUR – MAY 2002

By Connie & Larry Cordeiro

The DVC spirit lives wherever DVC members travel, and this year's Spring Tour was no exception. Friday, May 17th we started our tour with lunch at Bube's Brewery in Mt. Joy, Pennsylvania just outside of Lancaster. Yes they do pronounce it "Boobies". Bube's Brewery claims to be the only intact 19th century brewery complex left standing in its original condition, and it also happens to be on the National Register Historic Site. Founded by a Bavarian immigrant named Alois Bube. Cyndi & Ben Nolan (MGA), Louise & Rocco Grillo (MGTD), Jaimee & Tom Rippert (MGTD), Sandy & Dick Suffredini (MGTD), and Connie & Larry Cordeiro (MGB/GT) enjoyed a private luncheon in Bube's own outdoor Biergarten and sampled a few of Bube's own crafted beverages, toured the brewery, original hotel, and the catacombs. (three stories below street level.)

From Bube's the group traveled to our base for the tour, Four Points Sheraton in York, PA to relax by the pool, sample a few of Pottsville's crafted beverages before having dinner at the hotel restaurant. Did we mention rain Friday night, so it rained a little Friday night it cleared off by morning. Saturday morning Carol & Larry Kain (MGB) joined us at Four Points for our scenic drive down to Seven Valleys Vineyard in Shrewsbury, PA for our tour and lunch.

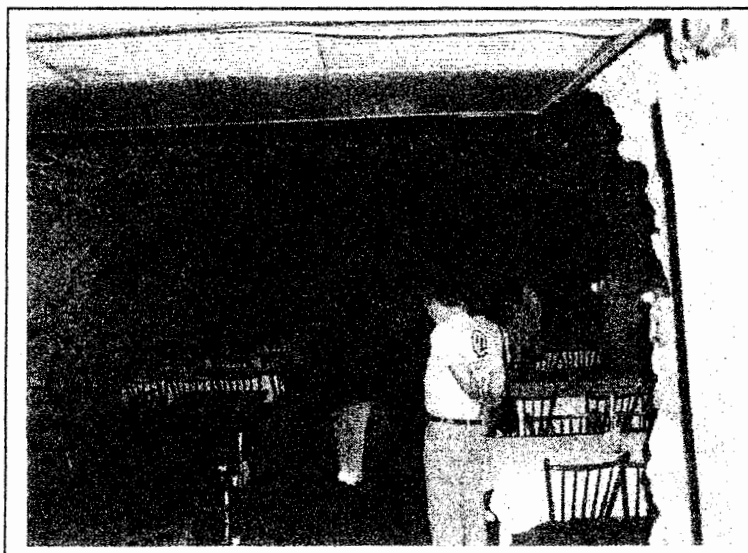
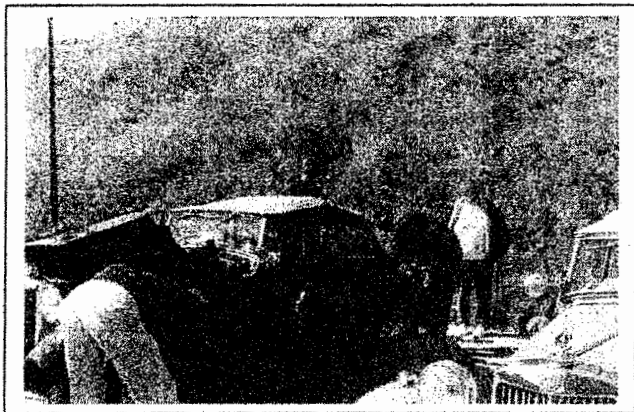
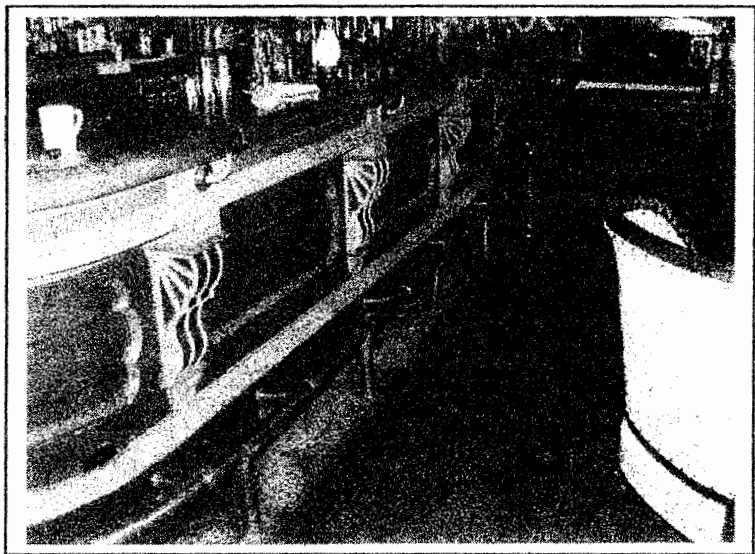
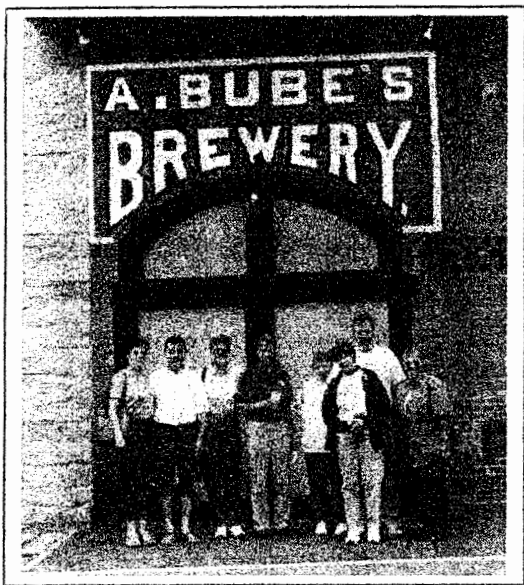
At Seven Valley's our group was greeted by our hosts Lynn, Fred, and Lorraine & Bob Jay (MGB) who somehow managed to not only arrive before us, but open a bottle of red wine? Shortly thereafter, Betty Burleigh & Trevor Mees (Jaguar Saloon) from the British Car Club of Delaware joined the party at the vineyard. The drive down must have been a little cool, for those who were not there, we also saw Ben Nolan actually install the side curtains in the MGA! He said for the first time ever? We were all treated to a sampling of Seven Valleys finest wines, and an excellent lunch prepared by Chef Michael from Baltimore, followed by a tour of the vineyard.

And then it was off to nearby Shrewsbury, PA antique and coffee shops for the remainder of the afternoon. After a pleasant drive back to the hotel Saturday evening we enjoyed cocktails, good conversation, and our group dinner at the Four Points banquet facility. The friendly staff made this an enjoyable and relaxing event.

With no major incidents to report (one tire puncture) the group gathered for Sunday morning for farewells, planning different routes home, and breakfast. Our thanks to those who joined us on the tour, and we look forward to the next event.

Safety Fast!

DVC SPRING TOUR - MAY 2002



NEW HOPE AUTO SHOW

AND THE "DVC" POST PARTY PICNIC
AUGUST 10, 2002
PARTY TIME 4:30 pm
THE HOME OF SUE & ROY DOUGHERTY
689 PICKERING RD.
SOUTHAMPTON, PA. 18966
215.322.3151

CAR SHOW INFORMATION

BEFORE THE SHOW:

Notice to all members! Pre-registration is required to show your car in this year's New Hope Auto Show.

This show always attracts a large number of quality antique and collector automobiles so pre-registration is a must! Don't be the one who is turned away at the gate because of a sell out crowd.

Registration can be made either by mail or on the Web. Information regarding registration can be obtained on the web at www.newhopeautoshow.com. There is an online form that can be completed on line or you may print a mail in copy. You may also phone for an application at 215.862.5665.

POST PARTY INFORMATION

Enjoy all that the car show has to offer. There are many craft vendors and lots to see and do, remember it's a Bucks County tradition. After the show relax and enjoy friends, food, conversation and all of the MG's that I know will be there. In past years the DVC has always brought home plenty of pewter.

Meander over after the show or just come for the festivities. Don't miss out on all of the fun! Call Sue or Roy at 215.322.3151 to RSVP. When you call let them know what covered dish you would like to bring (if you can't decide Sue will give you some great suggestions).

A-TALK...

THE A's HAVE IT!

BY YOUR MGA CORRESPONDENTS – LEE & LIZ NINER

The beads of perspiration were running down the driver's head and into his eyes as he tried to simultaneously ever so cautiously arise from his semi-supine position and reach up to grasp and turn the "twist on oil filter" which is supposed to make oil changes so much simpler. He had just returned from another NAMGAR GT and happened to belong to the MG school of thought that subscribes to always changing the motor oil when it's still hot right after a trip of several hundred miles. It's now been over twenty years since he and his navigator had started going to T series GOF's, A series GT's or B series Conventions in their MG's. That's a whole lot of oil changes but that's also a whole lot of different places around the world that the MG's had taken him and his navigator.

Driver: "Someday I will master this inane oil filter business to where not one drop of oil will get on me, the driveway or my clothes." Navigator: "It's been twenty years of oily clothes, arms and hair. What makes you think that you're going to master this oil change business?" Driver: "Thanks for the motivational pep talk. How many miles do you think that we've covered on these trips over the years?" Navigator: "It's not the miles but rather the smiles. Our MG trips throughout North America and the UK have enriched our lives with a sampling of the many sights, sounds, personalities and traditions that will be forever etched in our life's experiences. The MG's have brought us together, now our focus is on MG people." Driver: "You know, you're right. Now, if there was just an easier and less messy way of changing this #@%*ing oil!"

As all of us journey down that road of life, we realize usually later rather than sooner, it's the route and not the destination that's important. Our MG trips and friends have certainly broadened our experiences and enriched our lives. Without MG's, our life would have certainly taken an entirely different course. We're just glad that in April of 1981, we were able to choose the road with the MG on it and to this very day that road continues to lead us on a grand adventure. Driver: "By the way, here's a Robert Frost poem I came across that I really feel describes our MG 'road' and the route we chose twenty-one years ago." Navigator: "Why dear, you never cease to amaze me, you now have taken on a poetic side to compliment your far less than perfect auto mechanical side. Now, please get those oil soaked clothes off and take a shower while I read your oil stained Robert Frost poem." Driver: "Yes dear (hmmm, the poem angle works better than the old chocolates and nylons ploy!)."

THE ROAD NOT TAKEN

Two roads diverged in a yellow wood,
And sorry I could not travel both
And be one traveler, long I stood
And looked down one as far as I could
To where it bent in the undergrowth;

Then took the other, as just as fair,
And having perhaps the better claim,
Because it was grassy and wanted wear;
Though as for that the passing there
Had worn them really about the same,

And both that morning equally lay
In leaves no step had trodden black.
Oh, I kept the first for another day!
Yes knowing how way leads on to way,
I doubted if I should ever come back.

I shall be telling this with a sigh
Somewhere ages and ages hence:
Two roads diverged in a wood, and I –
I took the less traveled by,
And that has made all the difference.

B-TALK.....

The Etiquette of Motoring

By Connie & Larry Cordeiro

We recently came across a copy of Copper Beach Publishing Ltd (Sussex, England, "The Etiquette of Motoring" compiled by Nat Barnes, with an introduction by Lord Montagu of Beaulieu whose father became an early spokesman for the early motor industry in Britain at the turn of the last century. While most all of concerns operators of early "Petroleum Carriages" had to deal with in 1902 are certainly not applicable in 2002 they do seem humorous to us now, and perhaps a few may still be relevant. What does any of this have to do with MGB variants you ask, well let's look at few excerpts and see?

Under the title, "The First Rate Driver," "Almost anybody can learn the elementary part of motor driving, but few attain the perfection of competence which implies an acute sympathy with the vehicle being controlled. The first-rate driver of a motor car anticipates every variation of the mechanism under his control, preventing, rather than waiting to correct it's aberrations, foreseeing and avoiding difficulties of traffic rather than extricating himself from them! When overtaking lady cyclists, do not steer to close to them. Drive slowly when you see a drunken man on the road, and drive as if you had no brakes." C.S. Rolls.

Under the title, "The Pedals," "At the drivers feet will be found two or three pedals. One of these is for operating the clutch. Another pedal actuates a brake which works on a drum on the counter shaft or differential. A third pedal is often fixed, and is called the accelerator pedal; when it is depressed, the governor of the engine is thrown out of action and the power developed by the engine is 'temporarily' increased."

Under the title, "Accessories and Fittings," "Speedrecorders, or 'speedometers' are now made which are supposedly accurate in recording in miles per hour the rate at which the car is traveling; but be doubtful whether they give much pleasure to the average car owner. On the whole, it is not advisable for the ordinary motorist to have a speed recorder." "The blinding search lights used on some cars are both disagreeable, and dangerous. For ordinary starlight, or moonlight nights two good paraffin lamps are all that is necessary."

Under the title, "Motorcars and Health," "Ladies with defective nerve power have derived great benefit from the invigorating and refreshing effect caused by 'driving' an automobile. Furthermore, the action of the air on the face and the continual inspiration of fresh air, tend to promote sleep, and aid towards the prevention of insomnia?" "Men who are occupied long and closely with brain-work state the automobile has filled a great want in their lives. In the automobile he finds ample sources of interest, amounting to a gentle, healthy excitement with complete absence of fatigue."

Finally a few samples under "Motoring Matters," "The worlds first exhibition of motor vehicles was organized by Sir David Salomons at the Agricultural Showground, Turnbridge Wells in Kent, on October 15, 1895." In an attempt to form an independent body to champion the cause of the motorist, Fredrick Simms started the 'Automobile Club of Great Britain' in July 1897. Ten years later it became the 'Royal Automobile Club' with the patronage of King Edward VII. The RAC was also involved with the creation of the famous Brooklands track which opened in Weybridge, Surrey in 1907.

Safety Fast!

Connie & Larry Cordeiro



Chinese character for tea

TEA-TALK.....

Making a truly savory cup of tea requires the following care:

Use the best quality leaf tea you can find (often British, like Twinings or Jackson's of Piccadilly--American teas often contain higher percentages of stalk, as well as tea "dust" to gain fast color, but not necessarily wonderful flavor). The best qualities can be purchased in bulk, but there are some fine qualities in tea bags, like the above brands.

1. Start by filling your kettle with fresh, cold water and then heat.
2. Use a teapot and warm it by swirling boiling water in it before use. This gets the pot well heated so that the water for steeping does not cool down too quickly from cold ceramic or china. Empty hot water and place one teabag, or one level teaspoon of loose tea leaves in the infusing basket for each cup (6 fl. oz.) in the pot. For 30 fl. oz. of water, for instance, use five teabags. Water must be fresh and just off a rolling boil.
3. Allow tea to steep without stirring for three to five minutes (depends on the strength you like--decide by trial and error). To keep the tea at ideal extraction temperature use a "cozy," usually a quilted cover that fits over the teapot and holds in the heat.
4. After the steeping period in step four, remove teabags without squeezing them (squeezing can press out some of the bitter tasting polyphenols that remain in the leaf).
5. Pour hot tea from pot into cups and enjoy. Add what pleases you, but NEVER use cream -- it contains too much fat for the delicate flavor of tea and reacts unfavorably with the natural tannins in the tea. You may add a dollop of whole milk, milk and sugar, Sweet 'N Low, or the like.
6. Finally, save your used tea leaves and add them to your garden. They make a healthy fertilizer for your flowering plants

If you have never developed an interest in hot tea, give the above a try. The unadulterated taste of tea itself -- properly steeped to yield a rich, bright flavor and color -- is a 2,000 year old delicacy begun by China's first emperor in 2737 B.C. There is a world of difference in the true flavor of fine tea if it is prepared correctly.

The Champagne of Teas...In India, teas are denoted by the regions in which they are grown. Hence Darjeeling tea, the Champagne of teas, can only grow in the Darjeeling hills of West Bengal in North-Eastern India, and nowhere else. Nestling in the foothills of the snow covered Himalayan range, Darjeeling grows this exclusive tea at altitudes ranging from 600 to 2000 metres. The cool and moist climate, the soil, the rainfall and the sloping terrain, all combine to give Darjeeling its unique 'Muscatel' flavour and exquisite bouquet. The combination of natural factors that gives Darjeeling tea its unique distinction is not found anywhere else in the world. Hence this finest and most delicately flavoured of all teas over the years acquired the reputation of being the 'Champagne of Teas'.

Today, Darjeeling tea is acknowledged as the superlative standard for flavour unmatched by teas grown anywhere else in the world.



Green Lane Park

SCOTTISH IRISH FESTIVAL & HIGHLAND GAMES

Saturday, September 7th, 2002



On the shores of Deep Creek Lake in Green Lane Park
Montgomery County
Green Lane, Pennsylvania...



One of the largest Scottish Irish Festivals in Eastern Pennsylvania, and the only event of its type that is totally free, no admission or parking fees. The Green Lane Park Scottish Irish Festival and Highland Games began in September 2000. That one day event attracted over 10,000 visitors. The 2001 event attracted over 42,000 visitors. There will be an evening Concert on Saturday night featuring "The Hooligans".

The rolling hills surrounding Deep Creek Lake provide the backdrop for the event. The setting is second only to Scotland and Ireland. This family event is a great way to celebrate the best of the Scottish and Irish cultures.

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We were unable to get permission for a special parking area or gathering point, so... rather than cancel... this will be a "loose and easy" style event : you can arrive anytime, do whatever you like, and leave when you've had enough. Formation of small groups to meet at a common point and caravan to Green Lane Park might be a good idea. Don't forget to bring your lawn chairs, sunscreen, and picnic lunch and blanket too. There's lots of room. There will be food vendors and other crafts vendors also, as well as a program all day including: sheepdog trials; highland dancers; pipe bands; Scottish athletic contests; harp, fiddle, and drum demonstrations; folk music; and storytelling. Bring the kids and grandkids, it's all free (except the vendors, of course), and there's something for everyone.

Directions: From the Phila area, take the Northeast extension to the first exit at Lansdale, and follow Route 63 north to its end in Green Lane at the Texaco. Turn right on Route 29 north, and go only about 200 yards, making a left onto Hill Road at the Green Lane Reservoir/Park sign. Go down the hill, across the bridge, and then immediately turn left at the second Green Lane Park sign (DO NOT continue up the hill to your right). Proceed into the park, there will be signs to parking on your left, and it will probably be best to park on this side of the lake and walk across the dam to the Festival area. However, if you wish, you can follow the road around the lake, keep taking lefts, and there is also parking across from the Festival, to your right.

From the North and East, take the turnpike extension south or Route 309 south to Route 663 south in Quakertown, then follow 663 south to Route 29 in Pennsburg. Turn left on Route 29 south and follow through Red Hill and into Green Lane. As you go down the steep curvy road into Green Lane, watch carefully on your right for a sharp right turn into Green Lane Park at the sign. Then follow directions above.

From the South and West, take Ridge Pike, German town Pike, or Route 422... to Collegeville, then follow Route 29 north through Schwenksville and Zieglersville to the Texaco in Green Lane, then continue straight on Route 29 for about 200 yards, turning left onto Hill Road at the Green Lane Reservoir/Park sign... then follow directions above.

If you are thinking of a common meeting place and time, it's suggested that DVCers gather at the lake side of the large central Pavilion at 10 AM and/or at 2 PM.

Take care in traveling to and from the Festival, wear GREEN or your family tartan if you have one, and have a wonderful time.

KNIGHTHAWK ON PODIUM AT SEARS POINT

MG-LOLA TAKES HARD-EARNED SECOND

(thanks to Bob Dougherty for getting this off the internet)

First - it rained. Then it rained some more. Then it rained harder. And then they started the race. The clouds let loose this weekend at the Grand Prix of Sears Point presented by Fosters and didn't stop until the first few laps of the race. At the end of the day, KnightHawk walked away with a very hard earned second place finish.

While the rain did it's best to "dampen" the spirits of the die-hard fans and competitors participating in this weekend's second-round American LeMans Series race, it all seemed to be taken in stride - especially when some clever, intuitive staff member at Sears Point played the timely "Rain Drops Keep Falling On My Head" over the track's PA system. It's as though the song, and the track's willingness to play it, galvanized both the teams and the spectators.

The #11 KnightHawk MG Lola piloted by Chad Block, while qualifying second in class, luckily started the race first in class due to the pole sitting challenger Intersport being stuck in the pits for the race start. The first five laps of the race where under the yellow flag to help disperse the water from the rain that had mostly come to a stop; the green flag was finally waved at 1:30. At 1:47 Block spun the turbo-charged car at turn 11, quickly recovered and continued on. Shortly thereafter, the car stalled on the backside of the track with an apparent electrical system malfunction.

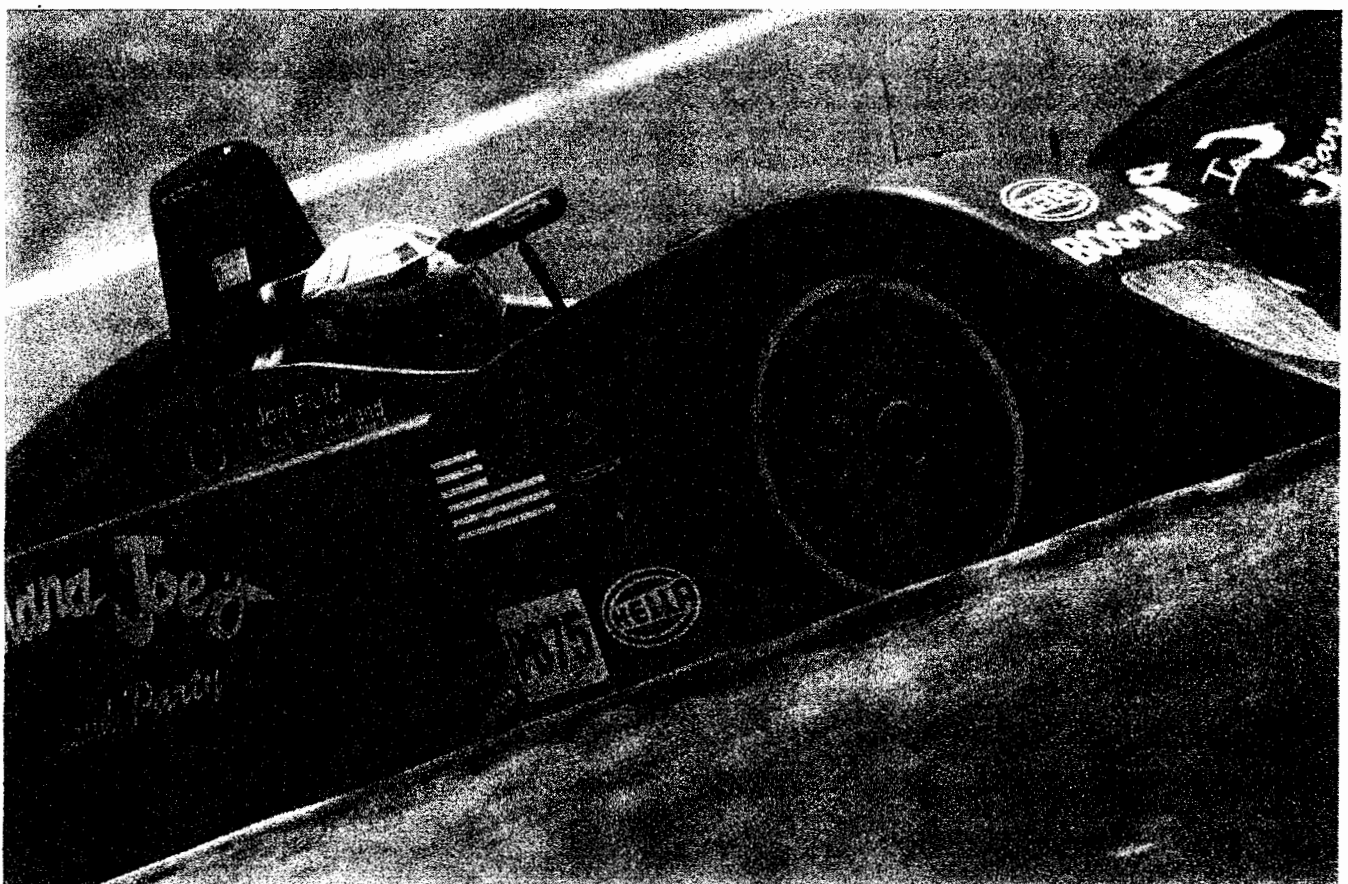
Astute radio communication from the pit directed the out-of-car Block to a temporary repair of the problem that allowed the car to make it back into the pits at 2:00. The crew worked very quickly on the electrical system problem and added water as well - only to receive a stop and go penalty for exiting the pit lane too quickly. Eight minutes later Block brought the car back in to the pits for the penalized time. The ten minute off-course repair not only caused KnightHawk to lose the class lead to the Archangel squad - but also any realistic chance of regaining it.

Determined to the end, Block continued to try and make up the laps lost, and combined with the efforts of teammate Steve Knight - who took over driving duties at 2:54, they skillfully reduced a 10 lap deficit to only a 2 lap deficit by race end. But the real effort was not in just making up lost ground, but fending off the strong pursuit of the third in class Intersport team. While Knight and Block were slowly gaining on the leader Archangel, Intersport was accomplishing the same with KnightHawk's lead on them - and for both teams they almost succeeded, with KnightHawk finishing only 2 laps behind the class leader - and 1 lap ahead of Intersport.

"We started the race with the idea that we had a good chance at the win," said driver and co-owner Steve Knight. "Unfortunately, we had a little electrical problem from the rain which took us out for about ten minutes or so, but Chad (Block) did a really good job of clearing up the problem out on the course and got the car started again and back into the pits for a

thorough repair - and we had a really nice race after that. We actually started making up a lot of time at the end and we finished only a couple of laps down. The team did a great job - the crew was superb. Chad did a great job and it all worked out really well. I had Jon Field charging in from behind me all the time I was in the car - and Jon's a fast driver. I just kept the pedal to the metal the whole time and was fortunate to beat him to the line."

"We were really fortunate at first, starting 1st in class and 4th on the grid due to a problem with the Intersport car," said Chad Block. "I struggled at first in the wet - not sure if it was me or the car. As soon as it started to dry up we were really much better off and the drier it got the better we were. I came in to get the slicks on the car and it was just phenomenal after that - and really stuck to the track. I'd like to thank both Steve Knight and Mel Hawkins for the opportunity - it was great having the chance to get behind the wheel of their MG Lola - and I look forward to hopefully doing it again."



JON FIELD IN THE MG LOLA

GRAB THE KIDS & GRANDKIDS... YOUR PICNIC BASKET... AND YOUR MG... AND JOIN US FOR THE

DVC SUMMER PICNIC

AT THE

WALTZ GOLF FARM

303 WEST RIDGE PIKE, LIMERICK, PA

NOON, SUNDAY JULY 14, 2002

(RAIN DATE: July 21st)

The Waltz Golf Farm has something for everyone of every age... two 18-hole miniature golf courses (**FARM** and **CASTLE**) or a nine-hole **Par 3** course. There are other things to do as well, and we've arranged for a **special parking area for display of our MGs**. This DVC event is one for the **KIDS** and **GRANDKIDS** as well as the adults, so bring everyone along for a great afternoon of fun.

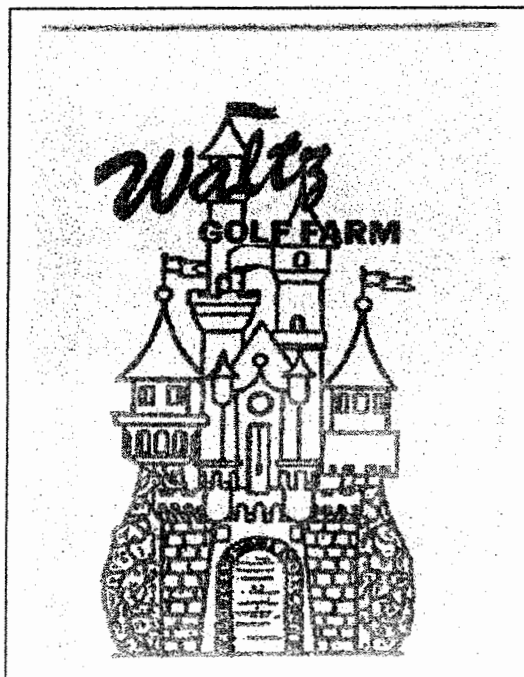
You can bring your own picnic lunch, or take advantage of the on-site snack bar which serves hotdogs, burgers, sandwiches, fries, and sodas...as well as nachos, popcorn, and icecream.

We will have our own reserved tables from 12:00 to 2:00pm, and paper plates, cups, and utensils will be provided, along with a hostess to help out with set-up, clean-up, etc.

**Your choice of : Miniature Golf - \$7 (Farm Course)
- \$8 (Castle Course)
Par 3 Golf - \$9**

(Note: You will buy your golf tickets from Jerry or Lee Keller when you get there. No advance payment needed. A 21-oz beverage and a bag of chips is included for each golfer, plus the gratuity for the hostess is included. You will pay separately for anything you purchase at the snack bar, or for other on-site activities.)

Directions: From King of Prussia area, take Rte. 422 West, exit at Royersford. Turn right at bottom of ramp, at 2nd traffic light turn left onto Ridge Pike. Waltz Golf Farm is 1.5 miles on left.



Please call Jerry & Lee Keller at (215) 234-0846 or e-mail k3bz@arrl.net no later than June 22nd, with your head count reservation... children and adults... and whether you will bring your own picnic or use the snack bar.

Remember, your golfing ticket will include a beverage and chips.

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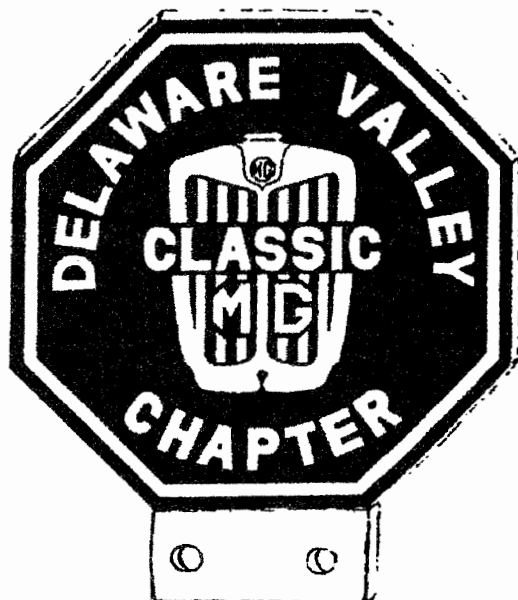
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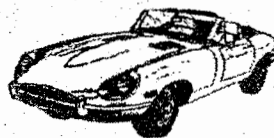
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DVC CONTACTS

Chairman:	Ben Nolan	(856)358-2645	cnmole@aol.com
Events:	Mike Maloney	(215)674-1721	malonem@towers.com
Treasurer:	Liz Niner	(610)277-5278	leeliz9r@aol.com
Membership:	Chuck Goelz	(215)256-9578	chuckg@enter.net
T-Talk Editor:	Jerry Keller	(215)234-0846	k3bz@arri.net
Photography:	Rocky Grillo	(215)368-6427	cat1cat@aol.com
Advertising:	Roy Dougherty	(215)322-3151	roydoc689@aol.com
Regalia:	Bob Tiley	(215)355-1992	zoomer@comcat.com
Rallyemaster:	Jim O'Brien	(610)436-0234	job801@aol.com
Webmaster:	Bob Tiley Jr.	(215)957-5355	btiley@drexeltrucks.com

DVC PUBLIC WEBSITE: www.comcat.com/~zoomer/index.html

DVC "Members Only" WEBSITE: <http://groups.yahoo.com/group/dvc-mg-club/>

REGISTER CORRESPONDENTS:

T-Register (NEMGTR):	Tom & Anita Shannahan	(610)867-4794	shan30@ptd.net
A-Register (NAMGAR):	Lee & Liz Niner	(610)831-1531	leeliz9r@aol.com
B-Register (NAMGBR):	Larry & Connie Cordiero	(302)453-0221	connie2077@aol.com

U.S. MAIL TO: T-Talk Editor c/o J. Keller, P.O. Box 166, Green Lane, PA 18054

E-MAIL TO: Send items for T-Talk as E-mail attachments to: k3bz@arri.net