



T•Talk

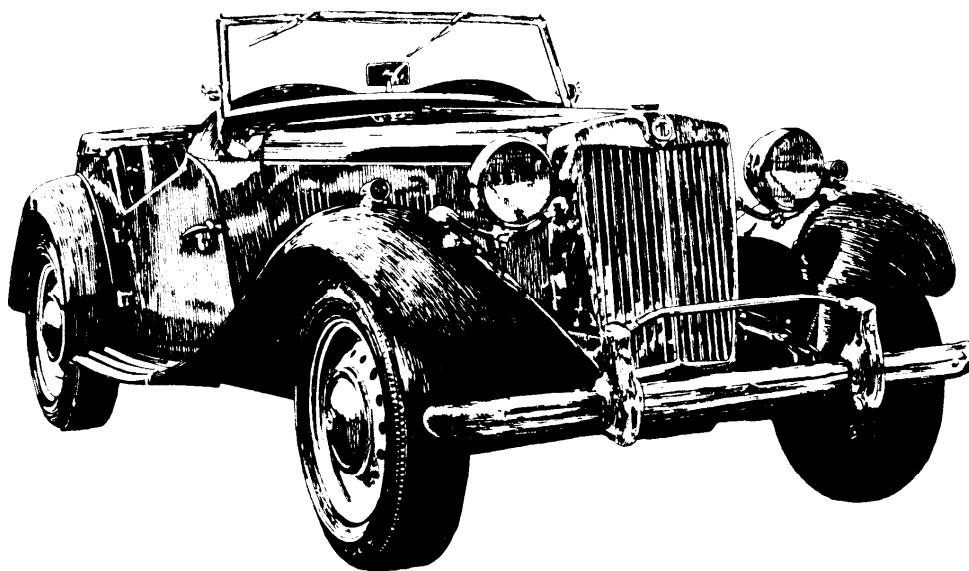


The Delaware Valley Classic Chapter

1970—2009 Our 39th Year

Vol. 39—Issue #3

July—August—September 2009



Third Quarter DVC Events - Don't Miss These !!!

July 11th - Saturday

Family Golf Outing & Picnic
Limerick, PA

August 1st - Saturday

Pennypacker British Car Show
Schwenksville, PA

August 28th - 30th Fri - Sun

Triathlon VIII - Jiminy Peak
Hancock, MA

September 20th - Sunday

DVC - Hornsby Rallye
Pennsburg / East Greenville, PA

Set aside Saturday, October 24th for Jim Sanders' Fall Event, Tour, and Picnic !!

Points & Plugs..... Tom Rippert

Hi DVC'ers..... I don't know about you, but I'm sick of the rain! I hope by the time you receive this newsletter, the rain has stopped. It certainly is not MG driving weather - although we all know they don't mind getting wet, it's us drivers and navigators that don't like to get wet. I'm definitely hoping for a sunny rest of the summer, as we have some nice events planned. Check your calendar, the website and this issue of T-Talk for upcoming events.

Please read Lew's article on T-Talk going paperless in 2010. Sometimes you just have to come up to the current century. Change is good. I believe it will be a really good thing, but remember, if you don't want to receive T-Talk electronically, just let us know and you'll be able to receive it by U.S. Mail, in black and white.

Don't forget, if you haven't already signed up for Triathlon, please do so now! There is still room, but don't delay. Contact Dick Suffredini for information.

Looking forward to seeing all of you this summer.

Safety Fast, Tom

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

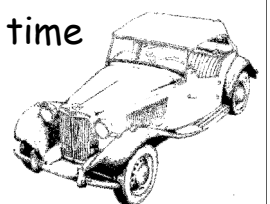
A careful examination of this issue of T-Talk will reveal a few changes in appearance. This is not accidental. As part of our preparation for the big changes to come later this year, we've taken steps to use a simpler, cleaner layout. The evolution of T-Talk may not be finished either.... we'll just have to wait and see what eventually happens. Frankly, we started over from scratch partly to remove the many "layers" of formatting that had crept in over the years. It was a problem for the webpage. This simpler format allows us minimize the amount of "digital space" occupied per page. In a nutshell, we cleaned up our act so you can have a better publication. Check out Webmaster Lew Phillips' article in this issue for more information about our upcoming plans for T-Talk. Ideas from our readers are always welcome too, so don't hesitate to e-mail and tell us what you think.... ttalk@dvcmg.com

Speaking of Lew Phillips, I wonder if you know how much work is involved in setting up the DVC website and keeping it up-to-date. I recently started to set up a personal webpage and now I know just how difficult a job it can be, especially as complex a web home as Lew has made for us to enjoy.

So when you next see Lew, I hope you'll join me in thanking him for the time and effort he has put into our excellent DVC website..... Thanks, Lew !!!

Until next time, let's all

Straighten Out & 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, and finally, 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 call comes in! You don't have to be a master mechanic, just come out and join us for a tinkering good time! **Dr DVC**

(Check out the website, www.dvcmg.com, for more info!)



NEMG'T'R



NAMGBR



NAMGAR



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

DVC SPRING TUNE UP

AT

SCHWAB'S MG GARAGE

POTTSTOWN, PA

We had a fine tech session Saturday Apr 18th with more than 34 attending. Along with the usual working on cars, we had a Fishing Challenge, Staring at people's Tops competition, a seminar on Air Brakes, a heavy lifting challenge, and a visit from the local Maaco shop owner Bill Silvershein, The winners won a shopping spree at the Philia Outlet Mall! (no money, just the opportunity to shop).

Projects undertaken were: Pat Cawthorne's MGA, Calibrate speedometer (dropped speedo gear into trans) - Jeff Rose's MGA, Install new tonneau cover—Warren Doerner's MGB, Oil change & lube—Lew Phillips' MGB, Free up frozen rear brakes—Tom Rippert's TD, Oil change & lube (broken lube fitting) - Dave Sarley's MGC, Benchtop master cylinder rebuild—Dave Schwab's MGA, Admire fresh body paint—and the "girls" went shopping !!

Dave Schwab was showing off his newly painted MGA body in a variation of Dove Grey that no one had seen before. Those attending welcomed a new member, Doug Yerger (74 Midget soon to be uncovered in his garage) and Bill McCurdie (69MGB),Chuck Dengler (walked),Jeff Rose (MGA twinkie) Pat & Patty Cawthorne (58 MGA), Dick Comly (70 MGB), Lee Wesner (10D Canon) Paul, Evonna , and Logan Phillips, Lyn & Bobbi Hughes , Ernie Feldgus, Bob Tiley (TD), Dave Sarley, Tom & Jaimie Rippert (TD), Jim Sanders (76 MGB), Lew Phillips, Dick & Sandy Suffredini (TD), Warren Dorner (77MGB),Bill Boorse (74 MGB), Donna Bristol,Chuck & Judy Goelz, Sue & Lisa Dougherty, and other guests.

Thanks to those who brought food to make for a delightful picnic on such a beautiful day.

Dave & Gloria.







Geoff Wheatley's ... Oil Change

The first car I owned was a 1931 Morris Eight two seated that I purchased for twenty dollars at college and eventually sold it for forty five. This convinced me that I was bound to be a financial success when I graduated. (This proved to be an ambitious assumption but if you can't dream at twenty one when can you?) The car burnt almost as much oil as it did fuel in fact I used to purchase nearly new oil from any garage, the stuff that had already been used in some modern vehicle and collected after an oil change! In those days the rule for such an extravagant exercise was around a thousand to fifteen hundred miles. However, when the multigrade oils hit the market an oil change advanced to a recommended three thousand miles or close. As already indicated my vehicle seemed to have a different approach to its oil needs demanding a complete renewal with nearly new oil at around a hundred miles or close. Most of it seemed to go in one end and flow out of the other via the exhaust pipe. (There were no environmental regulations in those days!)

With the advanced engine designs and the fact that multigrade oil was developed in the early 1950s, engine life was extended or to be more precise the length of time between oil changes was extended to three thousand miles. This recommendation has lasted for virtually fifty years but today we have a new policy being adopted by both oil companies and manufacturers. In 1984 GM introduced a system called "OLM", which means oil life monitor. The Ford motor company followed this same policy of research starting in 1992. The eventual results from both manufacturers indicated that oil change periods utilizing the new oil products could be extended from three thousand to five or even six thousand depending on the type of driving the owner pursued. Short periods in crowded traffic the former, open highways driving the latter. Today new cars are recommending six or seven thousand miles between changes and if you use synthetic oil you can go to ten thousand without any problems. Separate research has indicated that even if you have a vehicle that has been rebuilt such as a classic car or motor bike the new oil products will provide much the same period of protection. The secret is to get rid of the accumulated sludge in the engine this can be done by simply removing the oil pan and cleaning out the residue. Then pour in normal multi grade oil and run the car for about twenty five miles. Drain this and fit a new filter, the car is now ready for any of the new modern oils. In time we may well have sealed engines like a cooling system where oil is inserted into the engine at the production stage and the whole lubrication system sealed for the rest of the engine's life. We have come a long way from the days of my Morris Eight thank goodness. Apart from anything else just think of the environmental benefits achieved with less used oil floating around the world.

However, if I still had my Morris Eight I would have a problem obtaining my nearly new oil from the local garage!

Geoff Wheatley

British Marque Car Club News

Triathlon VIII

August 28th - 30th 2009

Jiminy Peak Mountain Resort, Hancock, MA

This is your last chance to register for the 2009 Triathlon VIII. There are still some openings but act soon. Go to www.BritishMarque.com and download the registration form or call Bruce or Faith at the British Marque at 401-766-6920 and sign up. Be SURE to list the " DVC " as your club affiliation. Once you have a team number assigned to you, let me know so that I can include you with future Email updates. Dick Suff, 215-355-3053, D.Suff@Juno.com .

This year we expect to have two groups of DVCers traveling to Triathlon. The first group will leave Thursday morning, travel on all back roads (no Interstates) and make an overnight stop at the Beekman Arms Inn www.BeekmanDelamaterInn.com (the oldest Inn in America) in Rhinebeck, NY. One of the sightseeing stops on Friday will be the Rhinebeck Aerodrome Museum www.OldRhinebeck.org The second group of will leave Friday morning, most likely travel the same back roads (it's only 215 miles) to arrive at Jiminy Peak, Friday afternoon, in time for the Welcome Dinner.

I can't tell you how many DVCers (we have a lot) we have signed up so far or what our DVC bribe will be (you won't want to miss this one) for fear this T-Talk will fall into the hands of our competition .

Remember, we need as many DVC members to enter and to compete for the "Dorothy Wiggins Tea Pot" club award. As Jaimee puts it "Those Nasty Pirates" from Cape Cod (our stiffest competition) are sure to have a boat load of competitors this year. So signup soon, then call or write to me to let me know that "Your In".

Best Octagonal Regards, Dick Suffredini

DVC SPRING TOUR TO HYDE PARK

FRIDAY, MAY 15TH – SUNDAY, MAY 17TH



The day started off great-yeah right. The rain was threatening us and we didn't know if we were all going to get wet. Good thing we have all been wet before, because everyone was brave enough to test the weather. We won though, even though we were ready it stayed away all day.

We had a great turn out with 14 people from the DVC and 10 from the BRITS. Or we could say 16 from the DVC and 8 from the BRITS, Jim and I belong to both. We began at the Eveready Diner, and went across the street to the Roosevelt Mansion. It was wonderful. Jim commented about how it is so neat that these crazy people are so interested, that we were all so quite. I agreed, because we don't normally behave like that, any of us. It was really very interesting, I learned a lot too.

After that we took some beautiful roads through the Vanderbilt, and along the Hudson we landed at Beekman Arms. We had Jim and Marianne get lost, and because of cell phones we were able to find them before they were lost forever, and brought them personally to the restaurant. After a great lunch we had time for shopping in beautiful Rhinebeck, and then it was back on the road to Clinton Winery. We lost most of the BRITS, but they live here, so that left Steve and Allison, Jim and I, and of course all of the DVC.

On the way to the winery Jim and I made a couple major mistakes, but that's okay-right? Jim and Diane Sander had major car problems, and we worked on their car at the corner of HICKS and Market for awhile- we all stayed together- Tech session- and we were able to get her running, that was great. By the way, that corner happened to be one of our mistakes where we had turn left, and they should have turned right. It turned out to be a great place to break down, nobody followed us the wrong way.



We arrived at Clinton Winery where Phyllis greeted us with her usual warmth and enthusiasm, and gave our group samples of her Champagne, Cassis, Nuit, and many other award winning nectars of the Gods. Every one really enjoyed themselves and then we made the hit the road again to dinner. Unfortunately this is where Steve and Allison left us, but we weren't done yet.

We took-again some lovely roads, they are all around us- to the Hyde Park Brewery. We made another major mistake on getting onto Route 9, we had everyone turn right when they should have turned left, and poor Jim and Diane had car issues again. They made it to the hotel, and we did a car pool- Jim and Chuck took Judy and me, and then went back and took Jim and Diane- that is the

best car pool you can get with MGA's. Our dinners were delicious, and we had a lot of laughs. After dinner we went back to the hotel, and hung around and had a great time with our friends.

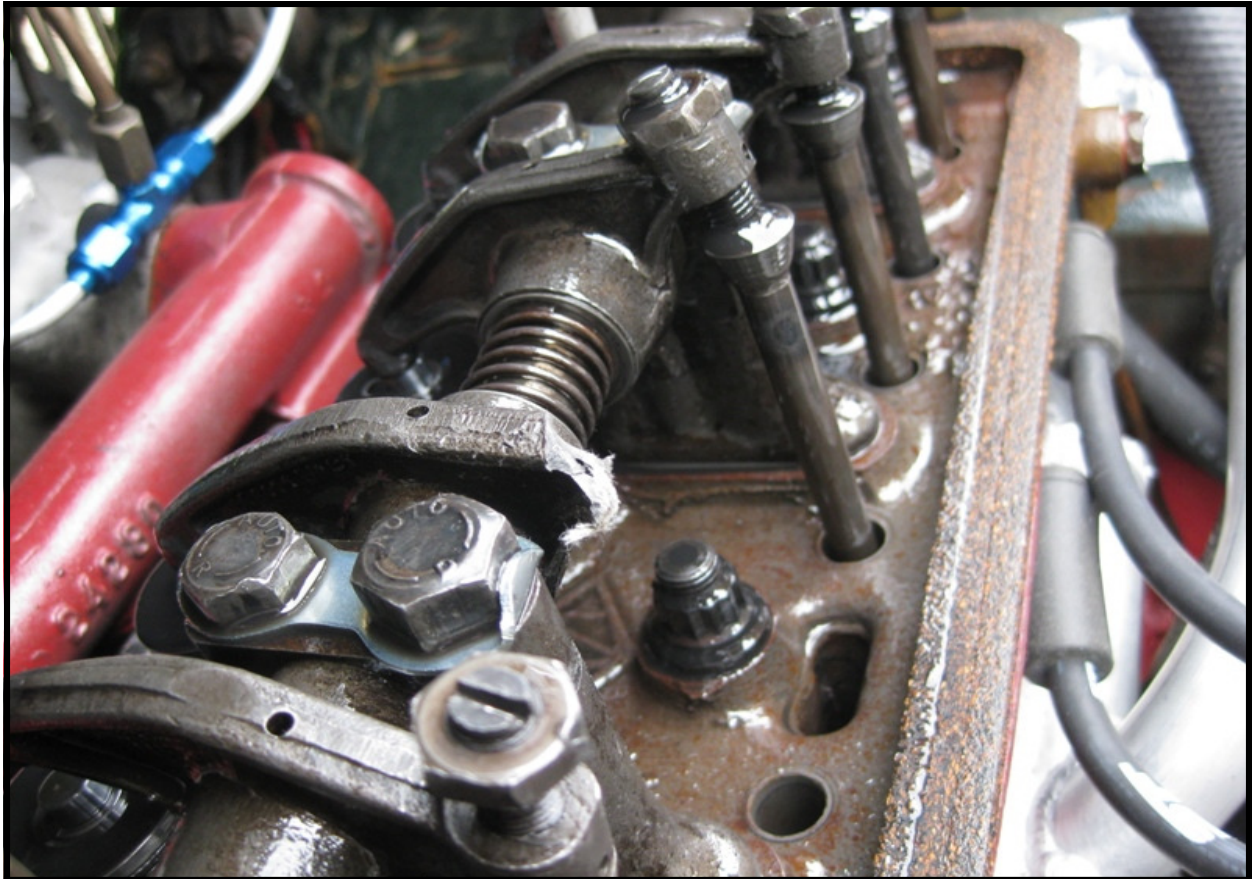
All in all it was a really wonderful day. Thank you to all that attended, we hope you had a memorable time.

Drive safe and enjoy life.....Ruth Bottomly















OOOHHHHH, JAIMEEEEE !!

Geoff Wheatley remembers.... And laments....

Over the years we have lost so many wonderful cars that graced our streets and highways. Cars that simply said drive me, and buy me!

As there are far too many throughout the world to remember and mourn their passing, let me concentrate on those that I recall when I lived in the UK.

I will do this in alphabetical order so that no one can say that I am biased in my selection. First on my list is the graceful ALVIS produced from 1920 through to 1967.

Throughout its total production period the company hovered between success and bankruptcy. As early as 1924 just four years after the doors opened, a receiver was appointed by a supporting bank. What is not generally known Alvis played an important role in the development of the front wheel drive in Europe. Always adventures the company built a sprint car in 1925 with the engine mounted back to front that would drive the front wheels. In the following year, a one point five liter supercharged straight eight, grand prix car was produced that showed a clean pair of heels to many contenders on the European race circles. In 1928 virtually years ahead of the competition, they produced a Front Wheel Drive production car with all round independent suspension. The post war market tended to move away from the graceful lines of the 1930s while performance on the highway was no longer a major consideration to the average buyer as Britain's roads were becoming increasingly congested as more people purchased motor cars. In 1965 the company was taken over by Rover and within two years production ceased although, and this is an endorsement to the excellent design of these cars, military vehicles continued to be manufactured well into the 1980's. The irony of Alvis was that it could not survive for another few years when Britain developed a modern road system from north to south, east to west copreable to any auto route in Europe. It would certainly have been an ideal vehicle to use this facility with both speed and comfort.

The name ALARD immediately brings to mind a large car that looked as if it should be on a race track rather than the highway. Not in anyway attractive to look at unless you were/are an Alard owner, but truly a classic in its own right. Limited production commenced in 1936 with Sydney Alard winning the Monte Carlo Rally followed by the first British Hillclimb Championship. The 1936 Special was based on a 1934 Ford V.8 power unit that proved to be ideal for the competitive activity that Sid Alard pursued with success. It was after the end of the war in 1945 that the company found its slot in the post war market. Not a mass market slot but a demand by the competitive few for a car that could succeed in any competitive activity. Each model and there were several produced between 1945 and 1962 utilized a Ford V8 power unit however, the J Type could be ordered with the 3917 (Four Liter to most people) Mercury V.8. Without doubt the most successful model was the J2 Alard, a car that could top 110 mph and a bit more if pushed! Not a car for the average owner but as mentioned before, certainly the vehicle for any competitive

driver. By chance I had the experience of taking the J2 around a motor track just a few miles north of Edinbrough, Scotland a few years ago. Yes I did push my luck on the long straights and almost hit 95 before I lost my nerve and slowed down to a modest 80 mph. Without doubt that car certainly had at least another thirty mph under the bonnet but as indicated I left it there in order to write this review and a few others.

ARMSTRONG SIDDELEY is a name that is easy to remember if you are British and over sixty years of age. Produced from 1919 through to 1960. Without doubt a truly classic car from its looks to its performance. If you desired comfort but could not afford a Roller this was certainly the car for you. Elegance was its second name personified by the 1956 348 Saloon, one of the last models to leave the Coventry factory.

The Armstrong Siddeley name was created by the amalgamation of Armstrong Whitworth and Siddeley Deasy of Coventry, England, in 1920. Their desire was to produce a quality car that would appeal to the emerging Middle Class Market of Professional People who wanted to own a car with both image and quality. Remember, this was in the roaring twenties when the world economy was booming and a new generation of well heeled people had money to spend. The first car produced by this new company was a rather large 5 liter Saloon (Sedan), due to its size, (you needed a special driver to use the car), it was not an outstanding success and the management soon changed its design model and introduced a two liter version in 1923. Followed by an even smaller version in 1928 when the World Wide Economic crisis started to take a toll on luxury spending. The company was successful in developing the preselector gear box an idea that had been around for several years without much success until A/S came along.

It was praised by both the Motoring publications and new owners to such an extent that it became standard equipment from 1933 onwards. Another interesting fact that certainly contributed to vehicle development was that Armstrong Siddley was one of Britain's largest manufactures of aero engines both before and after WWII. At the same time that the war ended in 1945 the company announced two new models for the post war years, the LANCASTER FOUR DOOR SALOON AND THE HURRICANE DROPHEAD COUPE.

A not very subtle reminder that this company built these famous aircraft during the war! In 1959 Bristol Aero Engines merged with Hawker Siddeley to form Bristol Siddeley. This spelt the end of Armstrong Siddeley as a car manufacturer and the last car left the factory in the spring of 1960. How much this was to do with the fact that Bristol went on to produce cars for a few more years is anyone's guess. They were both seeking a sales slot in the same luxury market, but that's another story for a later review.

Geoff Wheatley

DRIVE AROUND PHILLY 6/7/09

The weather was great!

Thanks to the following who attended; Donna Bristol and Walt King, Pat and Patty Cawthorne, Ernie and Barbara Felgus, Wolfgang and Gudrun Fisher, Bill and Ann McCurdie, Lee and Liz Niner, Ben and Cyndi Nolan, Paul and Evonna Phillips, Tom and Jaimee Rippert, Jim and Diane Sanders, Dick and Sandy Suffredini, Bill and Evelyn Webb. Dave and Gloria Schwab not able to attend.

Ten MGs were present and accounted for: 2 MGAs, 2 MGBs, 5 MGTDs, and 1 MG Midget. Two alien cars managed to crash the party.

The run through Springfield Township and Chestnut Hill was off and running before 4:00 o'clock. It was a leisurely drive through streets lined with old gorgeous stately homes. One house had a section brought over from England brick by brick. Chestnut Hill reflects an English heritage with some cobble stone streets, trolley tracks (trolleys no longer in use) as well as homes with English architecture.

The run ended back at our home after 16.1 miles. The picnic had a menu of hamburgers and hot dogs, dips, salads, lots of beer and ending with cookies, brownies, strawberries and ice cream cones.

Car stories were traded plus talk about the Chestnut hill area from the folks who grew up here or work in the local area.

We had fun sharing our expanded neighborhood.

John & Pat Hunt









University Motors is No More



Some pretty sad news came across my desk this past month.... John Twist is closing down his University Motors, probably the very best MG repair facility left here in the US. John and University Motors have been a fixture here for nearly 35 years, and John is well-known in MG circles for his expertise and his ability to share it. He actually trained at the original University Motors in England.

I once attended his renowned "School of MG-ineering" for 3 days and came back with lots of materials and quite a bit of hands-on experience, but more than that I came back truly impressed with John and his staff. The University Motors Summer Parties were legendary... always the high point of the summer MG season. John is a co-founder of the North American MGB Register and has served as its technical advisor for many years. University Motors will close its doors on July 1st, and it will be sorely missed. We can only hope that John Twist will continue to lend his talents to the MG world, in print and in person.

EVENT DATE CHANGED

Jim Sanders' Fall Event, Tour, & Picnic

This is your advance notice to mark Saturday, October 24th, 11 am on your calendars, to hold that date for the Fall event being planned by Jim Sanders. This is a change from an earlier notice. Jim has made arrangements for us to visit "Jack's Garage in Dublin, PA, a very nice local private collection of vintage vehicles belonging to John Thompson of Thompson's Toyota. John also does some restoration there.

We'll meet at Jim's place in Hilltown, and proceed to wherever we're going. Afterwards, there will be a tour of the local Bucks County countryside for an hour, returning to Jim's for a picnic. Look for a detailed flyer in the October 1st TTalk.

Please contact Jim as soon as possible to confirm... he needs a headcount for Jack's Garage... phone (215) 453-1564 no later than October 1st.

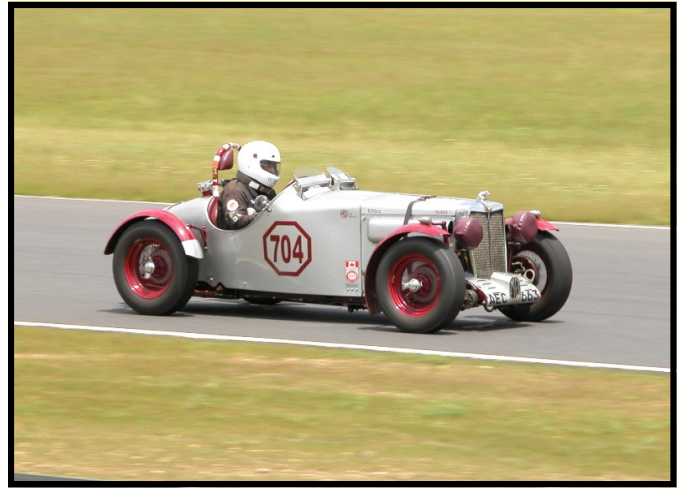
ATTENTION: EVENT DATE CHANGED

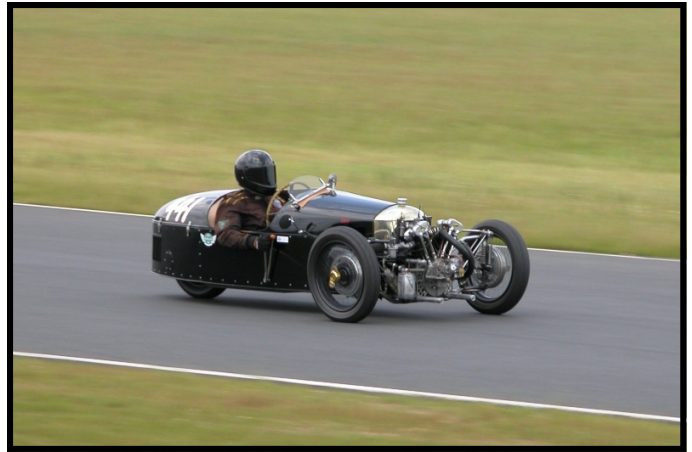
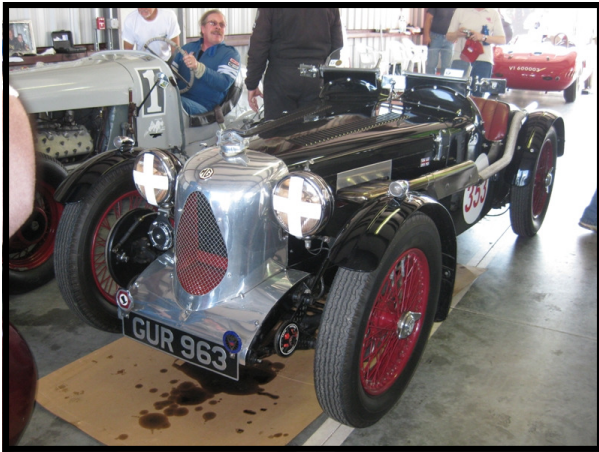
New Jersey Vintage Grand Prix

May 29—31, 2009 Millville, NJ

A few of our DVC members provided support at the VSCCA—sanctioned NJ Vintage Grand Prix races recently. Dick Suffredini and Wolfgang Fischer performed as pit crew for Jim Sanders and his green MG TD racer, and Jim Bottomly served as a Flagger at Flag Station 6. Here's a few photos, provided by Dick Suffredini....









Geoff Wheatley's.....

Memories of a MG J2

A few years ago I purchased a J2 that needed some love and lots of attention. Why? I have no idea as the car was just a touch larger than the model pedal car I had as a child. If you were much over the standard five foot eight in stocking feet you would never get into or out of this car. I am average so I could squeeze in but after that it was, to say the least, an intermit relationship. If you took a passenger you stood every chance of being sued by a female for indecent activity whilst driving the vehicle simply in the process of changing gear. If it was a male friend there was a good chance that the relationship would come to a brisk end when you tried to get into reverse. All the publicity I have seen on the J2 indicates that this is a fast and roadworthy vehicle designed in order that poor mortals like me could purchase a real sports car with a performance equivalent to much larger and of course expensive vehicle. In reality this may have been true but I never managed to get my J2 past the fifty MPH setting, not the cars fault just my wish to remain alive and draw my senior citizen pension. The J2 was presented to the would be buyers in 1932 featuring a baby 850 cc engine and a promised performance of over seventy MPH. My only comment to this publicity statement was great, but how do you stop the thing at that speed?

No fancy hydraulic breaks, the General Manager of Abingdon, Cecil Kimber did not trust such things, much like his boss William Morris who would not allow independent suspension on his cars until the competition forced him to repent and that was about 15 years after the independent wishbone unit was invented at the Morris factory.

A few versions of the J2 were fitted with a supercharger, which had a tendency to blow the head off of the engine including the OHC equipment! Superchargers were all the rage in the 1930s although most, outside the race track, did little to enhance performance unless you were driving a straight six.

Fitting such things to a baby power unit may, and I use that word with caution, have pushed your top speed to an extra ten mph but they certainly looked good.

After WWII when Abingdon built its first real post war sports car the MGTD there was a craze to fit expensive blowers to these cars which was not an easy task.

The eventual result was about the same as the prewar performance, about an extra ten percent increase in performance and the risk of a damaged engine if you pushed the car too hard. By the time the MGA appeared the number of blowers sold had dramatically reduced and the situation remained the same from that point onwards.

Returning to the J2, one of the real attractions was the price off the showroom floor at less than two hundred pounds the least expensive sports car in its class. Throughout its short life of just three years a few modifications were made to the engine and the design. The most obvious was the introduction of swept wings,

(Fenders) in 1933 because female passengers objected to being sprayed with dust or mud on every trip. The actual swept fenders were taken from a small commercial delivery van produced by the Morris Company and set the ongoing style for MG sports cars through to the MGT in the mid 1950s. The J2 also featured the now famous slab tank at the rear end that continued in company with the swept fenders through to the MGT.

Working on a J2 was no easy matter simply because the passenger compartment virtually becomes the engine bay where the average driver's feet should end. Everything tends to be small and difficult to reach unless you are fortunate enough to have three hands all different in size and length. There is no water pump so the cooling system is like the bathroom water in the average house with a first floor boiler. As it gets hot it rises to the radiator and when it cools down it returns. On a cold day this may not be the complete operation of the system while on a warm day you can easily boil over. (Note: I said warm rather than hot!)

Another interesting feature is the tire size, virtually equal to the average motor cycle rubber. Traction can be good but not on a wet road. Whilst on the subject of wet roads the so called convertible hood is about as successful in keeping out the rain as a tin roof with a hole in it! My car was the deluxe version which meant that it had a clock set in the machine turned alloy dash in company with a speedometer and a light switch. Comfort was not a requirement with these cars in fact quite the reverse, if you wanted to impress a girl friend this was not the car to achieve this objective except that as previously stated it was very intimate which might be an advantage in certain circumstances. Another feature that was missing was luggage space.

I can only assume that people did not visit hotels or go on vacation driving a J2. You might get away with a small shopping bag on the passengers lap but that was about the limit. I owned my J2 for about three interesting years then decided that the need for a modest amount of comfort exceeded the pleasure of driving the car. As for performance as indicated I never pushed my luck in that direction but a road report by "Motor Sport" in 1933 claimed a performance above 70 miles per hour. The people who tested cars for such publications were usually part time journalists who were given a car for a weekend to drive and review. Pick the car up on a Saturday morning, go for a spin in the afternoon, visit a local pub to get public reaction and return the vehicle Sunday when it was out of fuel. Somewhere within this time frame the reporter would find a stretch of open road and put his foot down for a few miles, usually after that visit to the local pub!

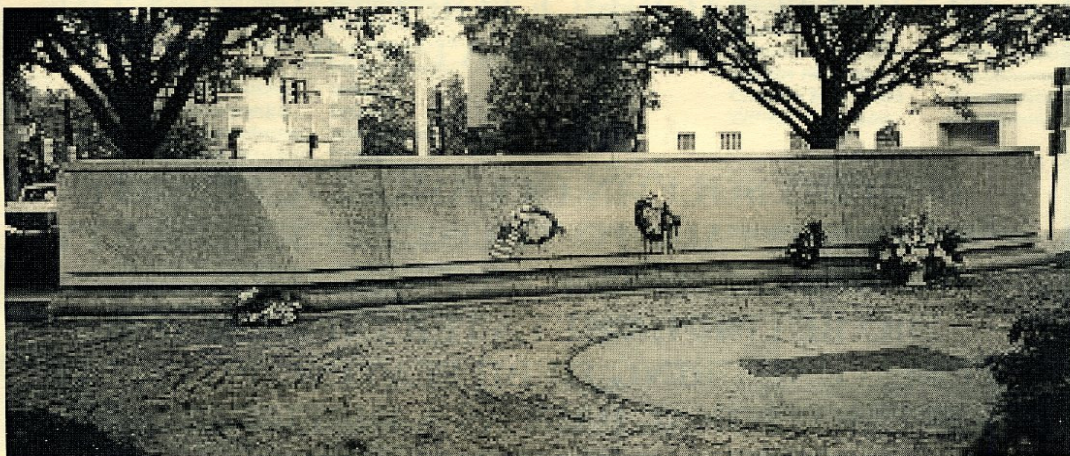
If you want attention at any motoring event the J2 is your best choice next to a gold plated Roller of course. Do I miss my baby? Not often but I do get a twinge when I see one of its brothers at a car show. Ownership was an experience that I recall with fond memories but not enough to purchase another!

Roy Dougherty...a Marine Remembered

Recalling the heroes of Vietnam

Roy's widow, Sue, assisted by Richie Gresko of Newtown, another Marine Vietnam vet, unveiled a new bronze plaque at the Bucks County Vietnam War Memorial. Among other things, it acknowledges the terrible price paid, often many years later, by the men who returned after exposure to Agent Orange defoliant chemicals. Roy was one, and there have been too many others who have suffered and died, many with no recognition for their sacrifices.

Bucks County Vietnam War Memorial *To Remember and Honor.....*



The DVC has made a donation in Roy's memory to the Knudson—Churchill Scholarship fund.

*It is an honor just
to have known Roy...
and he lives on in
Sue, Lisa, and Stacy.*

"A country like ours is a great country," he said. "It's just a shame we have to pay a terrible price to keep it. It's a terrible price on our young and the people who survive them. This is the price we pay for our freedom."



For some, that bill comes much later in life.

When you get the answering machine in Susan Dougherty's Warminster home, you hear the voice of her husband Roy.

The couple was married for 38 years before Roy lost a decade-long battle with prostate cancer last August at the age of 61.

Yet, the recording remains.

"I just want to hear his voice," she said.

The Doughertys believe the genesis of Roy's cancer occurred when the Marine Lance Corporal was stationed in Vietnam in 1967-68. So did Roy's doctor, who discovered the cancer.

Roy's exposure to the herbicide code-named Agent Orange, which the U.S. government sprayed in areas of Vietnam to defoliate the jungle that hid the enemy, was the

likely cause. It was used between 1962 and 1971. In 1977, Vietnam veterans started reporting serious health symptoms.

Roy found out he had cancer during Christmas of 1998, on the day his grandson Connor was born to his daughter Lisa Maloney of Warminster, also a veteran. Lisa served with the Marines in Operation Desert Storm after graduating from William Tenant High School.



**Roy Dougherty
of Warminster**

The decade that followed — Roy's last — was not easy.

"He had everything removed," Sue said of her husband's surgery. Then there was radiation, hormone therapy and chemo.

"Our daughters were devastated," Sue said of Lisa and Stacy Ruth. Lisa, with a military background like her dad, doesn't show as much emotion, Sue said. But Stacy "found it very hard to accept that he was dying. She was daddy's little girl."

Roy never spoke much about Vietnam, Sue said. "To him it was private. He didn't want to share and we didn't press him."

After the cancer diagnosis, however, and through therapy "he was more open. Thanks heavens," Sue said, "because it did help him come to terms with what he went through."

Roy told Sue he felt like he was going to die. "I'm a Marine, I'm not afraid to die," she recalled him saying. "I just don't want to."

Through it all, Sue said her husband, the love of her life, "was very all-American. He would do anything for his country."

"He said 'If I was ever called again, I'd be there in a second.'"

Life of a car

In the good old days we usually changed our vehicles after four years because the car was starting to cost a few bucks in repairs and the mileage had hit middle age with sixty thousand or more on the clock. However, things have changed due to various factors like the economy. In a recent study it was noted that people are keeping their cars and trucks anything up to six or more years and now consider a hundred thousand miles use as normal. Looking through the Guinness Book of Records there is an owner of a 1966 Volvo P1800 that passed 2.6 million miles of road use. Not quite in the same class but certainly impressive is a 1989 Saab 900 that managed over a million miles before it retired to a car museum with its original engine in place. In case you think that its only foreign vehicles that can achieve such records let me mention a 1991 Chevrolet Silverado truck that matched the performance of the Saab with the same engine. However, it did go through four radiators, three fuel tanks and six water pumps. No information on how many sets of tires! It would be easy to associate dependability with durability but it would seem that these two do not necessarily go together! A recent durability study involving a total of 46,000 responses indicated that the two out standing vehicles mentioned earlier, Volvo and Saab rank below the average when it comes to dependability. In other words they may last a long time but are more likely to let you down during ownership. Obviously good regular maintenance and the use of correct replacement parts will contribute to the life of your vehicle. These ain't no special cut price deals when it comes to buying a new radiator or starter. Always get a factory made unit when ever you can. Some of us are total masochists of course! I am referring to that gallant band of dedicated idiots who lay on cold concrete floors working on cars that are thirty or even fifty years old. Then there are the truly dedicated brigades who suffer the same punishment maintaining vehicles that my Grandfather admired ninety years ago. There is no way of ever knowing with any certain the mileage of these vehicles even when they have a mile indicator, but it would be fair to say that most will have completed the range of their speedometer several times over!

This being the case why did the vast majority of these cars not complete the 100,000 mile record in their day, when that classic you have under a dust sheet in the garage is still here and running. To be honest I have no idea. I do recall that the family car that my father owned always seemed to be in need of attention before a long journey. I also recall that when the multi-grades came along in the early 1950's there were a number of owners who were suspect of the product and continued to use single grade lubricants. Perhaps the antiques we have belonged to owners who were more adventurous and used the new stuff! I am sure that 200,000 miles will be the standard for all private vehicles in the near future when you consider that manufacturers are now providing 100,000 mile warranty on all new cars and trucks. Will we continue to keep our cars longer? I suspect we will.

One of the pleasures of changing your car was to have a new model that people would admire. Today most cars look very much the same in almost every aspect so why bother!

Geoff Wheatley

MGA !!!

The MG Company had officially competed in races until 1936 when a new policy was adopted by Morris Motors which excluded any future participation by the MG Company in competitive activity. This was a cost saving measure brought about by the fact that MG Abingdon was not a profitable branch of the Morris Empire; in fact it was usually in the red and was looked upon by the Morris Motors management as a money pit that the Boss, Lord Nuffield, kept going as his pet project regardless of the costs. Some of the activities undertaken at MG were transferred to the Morris operation like design and development with a requirement that all future MG products should, where ever possible, utilize standard Morris components. The result of this was the attractive but unreliable and gutless MGTA that had a production Morris ten engine that broke crankshafts and a few other things when pushed to perform like a real sports car. One of the last international events that featured a MG works team was the 1935 Le Mans. No Factory vehicle was placed which did not help the situation of competitive activity. However, through a third party the MG Company managed to enter various cars at Brooklands between 1936 and the start of World War Two in 1939. Regretfully they were tuned up versions of the then new MGTA and in consequence did not set the any track records. Although there is no written evidence to support the idea I suspect that Lord Nuffield was aware of this activity despite his official mandate to end all expensive race support. His principle rival Austin were still fielding a factory race team with their very successful Austin Seven Sports and took many awards both at Brooklands and in Europe. In 1938 three so-called private entries featuring the MG Logo battled it out in the annual twenty four hour endurance race at Brooklands with one MG and two Austin Sevens taking the honors. One of the three winner's cups for this race ended up in Lord Nuffield's office which I think supports my suggestion that he was more than a simple spectator of this contest. After the end of the Second World War the now famous MGTC hit the racing scene with some success. Autosport photographer, George Phillips modified his MGTC and entered it in the Le Mans in 1949 and 1950. The following year he purchased a then modern MGTD and had it modified by Abingdon. After a couple of British race attempts he decided that the design of the car was not competitive for post war racing and certainly was no match for the European entries that were winning the annual Le Mans. Abingdon realized that a Le Mans win would certainly enhance the sales appeal of the TD in America and, on a strictly unofficial basis took a standard TD chassis and fitted it with a streamline body developed from the same design as the land record MG that had shattered all speed records in America a few months before. The streamline body was designed by Syd Enver and the car also featured a highly tuned TD engine that gave the car an estimated speed of 116/120 mph. Despite all of the work at Abingdon and the driving skill of George and his co-driver the car was not a success at Le Mans. It failed to complete the race and with a valve embedded into a piston the car limped back to the MG camp. The one good aspect of this other wise disappointing story was the fact that Syd Enver took the streamline body of the Le Mans TD and created the now famous MGA. Fitted the car with a redesigned engine and decent breaks and created one of the most attractive MG to ever come out of Abingdon.

Some say the most attractive and I would not dispute that statement.

Geoff Wheatley

T-Talk is back on the web! Bigger and better than ever!

By Lew Phillips—DVC Webmaster

That's right... T-Talk, the DVC newsletter you've loved for years, is back on the web! And in FULL COLOR! Every three months for years, you've waited anxiously for the postman to deliver your latest T-Talk. Meanwhile, the T-Talk Editor has been gathering the articles, putting the newsletter together, printing it, getting it copied, collated, stapled, stuffed into envelopes, printing and affixing address labels, sticking on the postage, and running it to the post office. Finally, the postman brings it to your door. Here it is... in all its <sigh> black and white glory. Probably a bit dog-eared and maybe bent or torn, but its finally here!

Now, let's fast forward a bit... you've enjoyed reading your latest copy, there is probably a coffee ring or spill on it, but you can still read through the stain. What's that? You left it at the office? Or was it in the garage... maybe you lent it to the neighbor... be honest... you really don't remember where you left it. Darn. Its probably with those other missing copies that you can't find either. Now what are you going to do?

Wouldn't it be nice if you could just print out a new copy? How about having finger-tip access to copies from the last eight years (with more coming)? Let's do that one better. What do you think about having FULL COLOR pictures instead of the black and white ones? Let's take that two steps further! How about we save our poor Editor the hassle of printing, packing, and mailing them AND get them to you faster - PLUS... it won't run the risk of getting bent up or dog-eared!

Sound too good to be true? Well guess what... IT IS TRUE! Not only that, **IT IS AVAILABLE**

NOW! That's right, our latest issue (and those of the last few years) are available NOW in FULL COLOR on the website! Just click on the entry to read them, or right click and save a copy to your PC. Now it is your choice - read it on the PC screen or print it out. Heck, you can even read it on the PC and just print out the pages that you want in hard copy. (If you happen to be a geek, like your ol' Webmaster, you can even view it on your phone!)

"But what is this stuff I read about not getting T-Talk sent to me starting next year?", you ask. -- That is true. The club leadership and several others have seen how the color issue look and how the system will work. Their reaction - "WOW! This is SO much nicer than the black & white one!" So, it was decided that we would publish T-Talk on the web and in print for the remainder of the year. But, starting with the January 2010 issue, T-Talk will only be available via the web.

"But how will I know when it is ready?" -- Easy! As soon as the issue is released, it will be put up on the website. An email will be sent out to all members notifying them that the issue is ready for viewing and download.

"OK, that's cool, but what about this password thing?" -- Well, we don't mind people seeing what kind of fun they could have if they joined us. Still, we want to keep the latest issue under wraps for our loyal members. In order to do that, we have tucked the latest issue away in a secure spot. When you click on it, you will see a pop-up window asking you for your "user name" and "password". This info will stay the same for the entire year, and will be included in your issue notification email as a reminder. That way you can get right in and enjoy the issue. Since we want you to be able to try out the system right away, here are the pass codes for 2009:

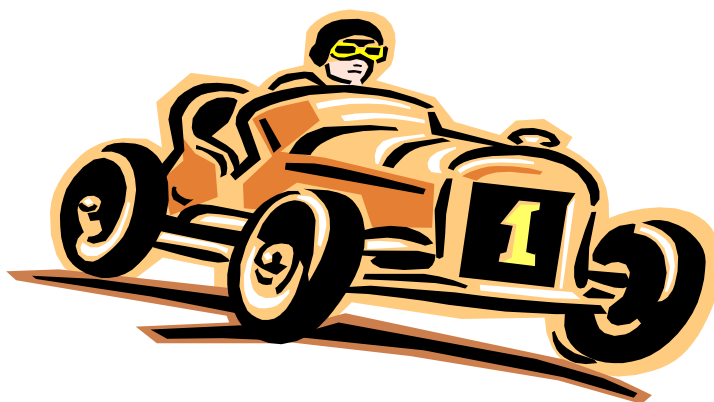
Username = member2009

Password = dvcmg

(Note: Use all lower case letters.)

So pop over to the T-Talk page and try it out. Give it a look, download a copy, and print out some pages. For a real blast, try printing out a picture page on photo-grade paper! We are certain that you will love the "new T-Talk". And as always... if you have any questions, just send the ol' Webmaster an email and we'll get you fixed right up!

DVC – HORNSBY RALLYE



DATE: **SUNDAY, SEPTEMBER 20, 2009 (*Rain or Shine*)**

START: **The rallye will depart from the parking lot of the Super Wal-Mart in East Greenville, located on PA Route 29, about ½ mile north of the intersection with PA Route 663. (After turning into the Wal-Mart center, look on the right for a small isolated lot with clothing donation boxes along the curb).**

TIME: **12:00 NOON – FIRST CAR OFF AT 1:01 P.M.**

FEE: **\$10.00 PER CAR**

RSVP: **RSVP JIM TAYLOR BothJT@verizon.net**

This year's Hornsby Rallye will begin at the Walmart Shopping Center on Rte. 29 in East Greenville, with the first car off at 1:01 p.m. for a Question-and-Answer touring event (no average speeds, no checkpoints) of about 50 miles. A high priority has been given to following the course with ease, and the route has been selected to both challenge and delight participants with an enjoyable ride through the scenic hill country of Montgomery, Berks and Chester counties. The rallye will conclude in the Pottstown area with food and beverage available. The coveted Hornsby Cup goes to the highest placed MG T-Series car. Trophies for 1st, 2nd and 3rd place cars will be awarded.

Family Golf Plus!



The perfect summer event for the whole family!

Saturday, July 11, 2009 - 11AM-??

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

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

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

Reserved picnic table area (in the shade)

DVC Party Pass - \$14 person gets you a round of golf and lunch (miniature golf at either the Castle or Farm course, a Par-3 chip and put, or a small bucket for the driving range; a hot dog or hamburger, chips, and unlimited soda)

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

Picnic at Paul and Evonna Phillips' house

(257 Old State Rd, Royersford, PA 19468)

Come join us for a swinging time!!!

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



Ridge Pike, Limerick, PA 610-489-5133

Car Show to Benefit Veterans

Corvette Club of Northern Delaware

[Delaware Porsche Club](#)

DelVal BMWCA

[British Car Club of Delaware](#)

Hello my name is Claude Lacombe and I work for the VA Hospital in Wilmington Del. For the past 2 years we have been having a welcome home the troop's event that has a car show within it. The main purpose of this welcome home event is to let our troops from our current war know what services are available to them from the VA. The hope is that a car show brings them in! This is a 100% totally free event to all that come. Meaning no charge for food for anyone and of course registering your car for the Show. This year motto is defensive driving. Our vets are dying because they are operating there personal cars like they are still in a war zone. You have been contact because you are a Car Club can provide a types of cars from your club. There is no limit to the amount of cars and people you bring. I only request that you inform me that your club would like to attend ASAP and that at least a month from the event you give me the number of cars you will be bring. Clubs with over 10 cars will be permitted to park together in there own section. Remember this is to show our troops support and I hope that you can find it within your self to attend the special event. If you request an area of a tent, need tables, chairs, booths, or that you would like to have your own club BBQ please let me know in advance.

Location

VA Hospital

1601 Kirkwood Hwy

Wilmington, Del 19805

August 1st, 2009 Saturday rain date August 2nd, 2009 Sunday

1:00PM to 5:00PM

Car Clubs please get here before 12:00 Noon as you will be circling the hole event and we don't want to have you driving thru the public.

Again as we must know the number of people that will be coming please do not post in general public areas. Last year we had 168 cars and over 600 people attend. This year we are looking at 1500 people with hopes of 400 cars.

Claude Lacombe

Electrician

Department of Veterans Affairs

VHA

1601 Kirkwood Highway

Wilmington, Delaware 19805

(302)633-5275

5th Pennypacker Mills British Car Day



Hosted by the Delaware Valley
Classic MG Chapter



In Association With The Pennypacker Mills
Historic Site's "In The Good Old Summertime" Festival

Saturday, August 1st 2009

The Pennypacker Mills Historic Site, located aside the Perkiomen Creek just below Schwenksville, PA off of Route 73, is an ideal and picturesque location to display your British car. Plan also to attend and enjoy the sights and sounds of the Pennypacker Mills Historic Site's "In The Good Old Summertime" Festival adjacent to the car show field on the mansion's grounds. There's a lot to see and do for the whole family including vintage big wheel bicycles, live music, and Victorian lawn games. Refreshment service is available so you can relax under the stately trees and enjoy both the car show and the festival.

Car show registration opens up at 10:00 AM and voting begins at 12 Noon. Trophies will be awarded by popular vote based on marque and there will also be "Best of Show", "Ladies Choice", "Diamond in the Rough" and "Club Participation" awards.

The entry fee is \$15/car prior to July 15th and \$20/car thereafter and includes a dash plaque. Free T-shirts to the first 40 pre-registrants. Free entry to "In The Good Old Summertime" Festival and a tour of the mansion are included. The Pennypacker Mills' British Car Show pre-registration form is available at www.DVCMG.com or call 610-792-1158 for information. Don't delay, pre-register now. See you on the car show field.

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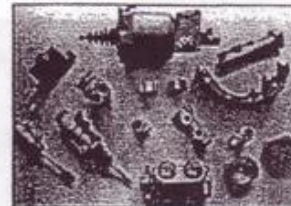
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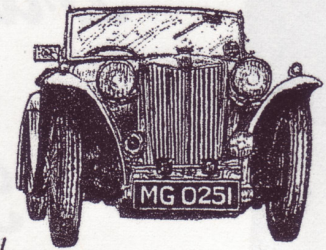
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DVC Name Tags Just For You!

Yes they're still available! Wow, nearly 200 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 name!

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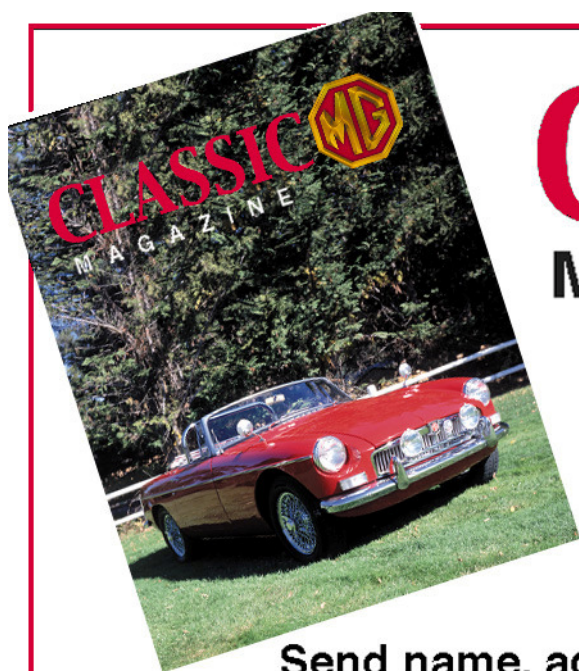
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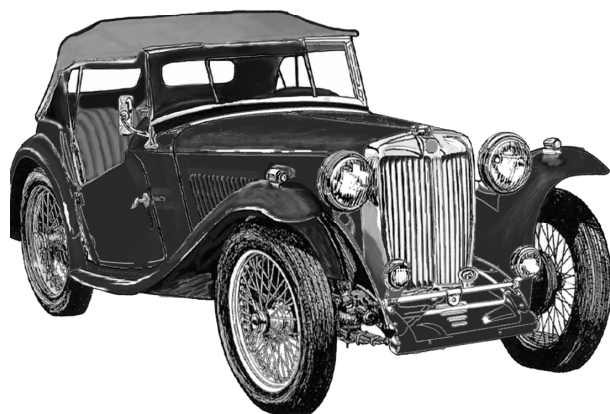
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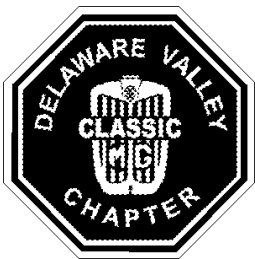
Did you know that we have an agreement with Triple-C Accessories @ 888-854-4081 to apply the DVC logo on all of their shirts, hats, sweaters, jackets, coats or blankets? Now is the time to order that particular DVC piece of regalia that you've been longing for or better yet to surprise your driving partner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



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



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



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