



T•Talk

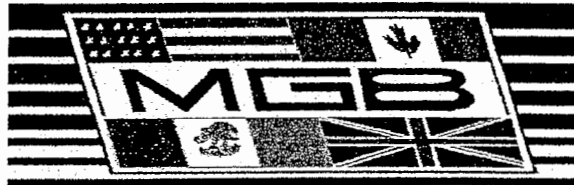


The Delaware Valley Classic MG Chapter

of the



New England MG T Register



North American MGB Register



North American MGA Register

OCTOBER 2004

T-Talk is the newsletter of the Delaware Valley Classic MG Chapter and is published four times a year, in January, April, July and October. Anyone with an interest in MG automobiles is invited to join. Full membership requires affiliation with the appropriate Register: NEMGTR, NAMGAR, or NAMGBR. DVC dues are \$20 per year per family.

Fall is the perfect MG driving season, cooler temperatures, (for you and your MG), beautiful fall colors to enjoy as you cruise along windy "MG roads" with the top down. Don't put your MG away yet for the season - there's still a few DVC events before the end of the year. Check out the calendar of events to the right. We have a Fall Tour, Guy Fawkes, the Membership Meeting and our Holiday Banquet coming up. Hope to see you at these events!

Saturday, October 23, 2004

Please note: this is a date change from original calendar.

Day Tour to Pioneer Tunnel Coal Mine

See Flyer in T-Talk

Saturday, November 6, 2004

Guy Fawkes Day

See Flyer in T-Talk

Sunday, November 21, 2004

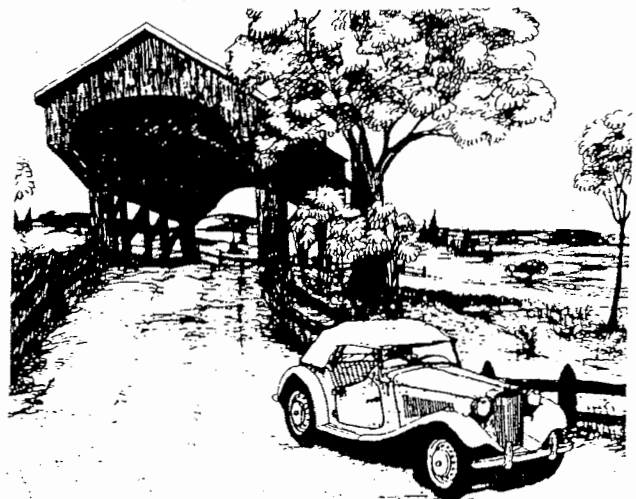
Annual Membership Meeting

See Flyer in T-Talk

Saturday, December 4, 2004

Annual Holiday Party

Separate Flyer to be Mailed



“THE HORNSBY RALLYE”
Sue and Roy Dougherty Take Home Cup Again!!

The third try was indeed the charm for the 2004 Tom Hornsby Rallye! After two soggy attempts, June 19th dawned sunny and beautiful. Starting in Elmer “the little town with the big welcome” the intrepid drivers and their skilled navigators conquered the scenic roads of rural Salem County, New Jersey. Working checkpoint #1, were Rallye Master, Jim, and wife Marie O’Brien. Evan Nolan and the newest Mrs. Nolan (Christy) were stationed at checkpoint #2 – a remote bar. Cyndi Nolan was stationed along the Cohansey River, and Ben and Mark Scherbekow collected the rallye sheets at Mark and Jan’s house – the final destination. June Bailey, Cyndi’s mom, was the official photographer for this year’s rallye.

Eight cars ran the rallye this year: Bob and Kim Dougherty and Barre and Eleanor Williams with their MGB’s, Walt King and Donna Bristol with their Jeep, Frank and Kathy Cocciolone with their MGA, and four MGTD’s belonging to Bob and Terri Tiley, Roy and Sue Dougherty, Lee and Liz Niner and Tommy and Jaimee Rippert. Competition was fierce for the coveted Hornsby Cup with four TD’s in the running!

The two Dougherty couples were neck-in-neck for most of the rallye, but when the dust settled and the calculations were made, Roy and Sue emerged victorious, taking 1st Place and winning the coveted Hornsby Cup. Bob and Kim placed 2nd and the 3rd place pewter plate went to Bob and Terri Tiley.

Special thanks go out to Jan and Mark Scherbekow, who for the third time, opened up their home and prepared a delicious dinner for the rallye participants. Thanks also to all who drove down to South Jersey and to Ben and Cyndi for running the rallye.

“POOL PARTY” AT O’BRIENS

We had a mixed bag of weather from Mother Nature the weekend of the Pool Party at the O’Briens. Driving, flooding rains on Friday night damaged some of the roads that we were going to use for the Covered Bridge Tour and we had to cancel that event. We decided to take a chance and try for the Pool Party, as scheduled, and it turned out to be rain-free, nice temperature-wise, and we all wound up having a grand time. There was only one MG at the event and that was Barre and Eleanor’s MGB. Even Earl didn’t want to take a chance with the elements and he arrived in his Outback. Other members attending were Mark and Becky Bilinski and their son, Nicholas, Larry and Carol Kain and their son and a friend, Mike and Joellyn Williams and their sons, Dick and Sandy Suffredini, Tom and Jaimee Rippert and Lee and Liz Niner.

As always, there was plenty of good food, good conversation, good liquid refreshments and the kids had a ball swimming. We look forward to having a nicer day weather-wise for next year.

Thanks, Jim

IF NOBODY ELSE IS GOING TO DO IT TOUR

FALL TOUR 2004

SATURDAY, OCTOBER 9, 2004
(NO RAIN DATE)

ITINERARY

MEET AT THE BRIDGEWATER WEGMANS, RT 206 SOUTH

*TOUR DOWN THE RIDGE OF THE SOURLAND MOUNTAIN, THE
LARGEST CONTIGUOUS FOREST LEFT IN NEW JERSEY*

*DESTINATION WILL BE THE PHILADELPHIA MG CLUB
"BRIT'S at MERCER" BRITISH CAR AND BIKE SHOW
DOYLESTOWN, PA (They may have a gate fee.)*

*LUNCH AT 1:30 AT PORTERHOUSE BREW PUB, LAHASKA, PA
(We will order from the menu with separate checks.
The dining room overlooks the parking lot.)*

TOUR HOME ON YOUR OWN THROUGH BUCKS COUNTY

Wegman's is on Rt. 202 South about 3 miles south of the Bridgewater Mall. It shares a shopping center with a Home Depot Expo (their sign is bigger). You can get coffee, breakfast (or any other meal you choose to eat) and make a pit stop before we leave.

We will leave **promptly at 9:30 am**. This will give us enough time for a leisurely tour that we have mapped along the ridge of the Sourland Mountain. Driving instructions will be provided so that you can drive at your own pace. These are fun MG roads through the woods but we will have to be mindful of the bicycles that seem to love this area as well. From there we will brave the traffic across the New Hope – Lambertville bridge and continue on to Doylestown and the park at the Moravian Pottery & Tile Works for the Philadelphia MG Clubs annual show. We will leave there and meet for lunch back at Peddler's Village.

Please RSVP by October 1st so that we can confirm the reservations
and so that we don't leave without you.
e-mail Jim and Marianne at jsfinne@optonline.net or call 732-494-0474

50's CLASSIC CAR EXTRAVAGANZA

Wildwood, New Jersey

WHEN: Saturday, October 16, 2004

WHERE: Wildwood Boardwalk

TIME: 12:00 Noon to 4:00 PM

A cash prize will be given to the best of the 1950's cars that are entered. A cruise through the Wildwoods is scheduled, where the many spectators can enjoy seeing these beautiful cars in action. This Car Extravaganza will be in conjunction with the Wildwood Fabulous 50's Weekend, and will be one of the activities scheduled for that weekend.

Please contact Dee Barrett of The Greater Wildwood Hotel & Motel Association, PO Box 184, 1 South Route 47, Wildwood, NJ 08260. Phone: 609-522-4546, Fax: 609-522-5420, or visit www.wildwoods.org.

"DVC HOLIDAY BANQUET"

Mark your calendars for Saturday, December 4, 2004 for our Holiday Banquet to be held at 'Ralph's of Philadelphia.' A separate mailing with your invitation, food selections, raffle tickets and directions will be sent to you in early November.

NEW MEMBERS

Please welcome our newest members to the DVC!

Stacy Dougherty
207 Saratoga Court
Warminster, PA
215-441-0772

John W. Deck
21 W. Ferry Road
Yardley, PA 19067
215-295-1686
Car: 1952 MGTD

Christopher & Embry Hussin
140 Shelbourne Lane
Phoenixville, PA 19460
610-983-9917
Car: 1953 MGTD

John Whitehead
155 North State Street
Newtown, PA 18940
215-579-2810
Car: 1949 MGTC

Pioneer Tunnel

COAL MINE & Steam Train

An illustration featuring a coal mine entrance on the left with a wooden cart on tracks, and a steam locomotive pulling a train on the right. The text 'Pioneer Tunnel' is at the top, and 'COAL MINE & Steam Train' is in the center.

Come out and enjoy the autumn weather for a top-down MG tour through some of Pennsylvania's most scenic anthracite regions!

We'll be departing from The Country Chef's Kitchen Restaurant on Route 29 in Zieglerville at 9:00 AM (or arrive by 8:00 and have breakfast). We'll drive about 1-3/4 hours (Bio-Breaks and Tech Sessions NOT included!) up to Ashland, where the Pioneer Tunnel will offer a variety of activities, including: The Mine Tour; A Steam Train Ride; Coal Mining Museum; Gift Shop; Snack Bar; and a picnic area.

Those interested in taking the Mine Tour should prepare for a somewhat damp 52-degree environment. The tour lasts approximately 25 minutes. If you are interested in riding the Steam Train, the *Henry Clay*, the ride is about 30 minutes, so you could plan on doing both if you wish. Cost is \$7.50 for the mine, and \$5.50 for the train.

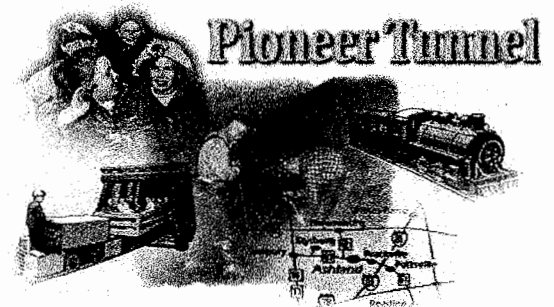
You can plan on bringing your own picnic lunch and staking your claim on one of the picnic tables (recommended), or take advantage of the inexpensive burgers, dogs, cheese steaks or other items at the snack bar.

When: Saturday October 23rd 9:00 AM

Where: Country Chef's Kitchen
Rt 29, 1.7 mi north of Rt 73W
Zieglerville, PA

RSVP: Chuck & Judy Goelz
215-256-9578 (For headcount
only; Last minute participants welcome!)

Fuel Requirements: Plan for 150 miles.



WATKINS GLEN VINTAGE RACE WEEKEND
September 10-12, 2004

You really missed it if you didn't attend the GOF or GT in Watkins Glen for vintage race weekend. The featured Marque this year was the MG - and what a showing - even the Glen did not anticipate the number of MG's that would be racing OR the crowd of spectators that these little MG's would draw. There wasn't a room to be had - everything was sold out for miles around the Glen.

The day long festival on the main street of Watkins Glen was fabulous - the racers did a few laps of the original race course, then displayed their cars right on the street for all to see. There were vendors, food, music, lots of vintage cars on display (other than racers), fireworks, etc., etc. The roar of the engines as the vintage MG racers went by you was fantastic - something to be experienced!

Best of all was the Collier Cup races and being able to get into the MG Paddock. The entire weekend was spectacular - even the weather was perfect!

It was really nice to see some old friends that we haven't seen in a while. If you've never been to the Glen for vintage race weekend - put it on your list of things to do - you won't regret it!

FROM THE EVENTS CHAIR

Hope everyone has enjoyed the MG driving season so far. The best is yet to come - **FALL** - so get out there and enjoy the Fall Foliage in your MG. Fall is also Membership Meeting/Dues Renewal time. I'd just like to remind everyone of our annual membership meeting coming up on November 21st at Betsy and Steve's house. The Membership Meeting is our only "meeting" a year - but it's a very important event. So, if you can, please come to the meeting and support the DVC by offering suggestions/ideas for events, or volunteering to host an event. Don't be afraid to present an idea in fear that you have to host it if you don't want to, it's not mandatory. Or if you have some ideas or suggestions and you can't make the meeting, please give me a call at 610-287-9325 before the meeting.

I hope to see many of you at our Fall events - Goelz's Fall day tour to an anthracite mine on October 23rd, Guy Fawkes on November 6th at Mike and Joellyn Williams, and of course the Membership Meeting on November 21st at Betsy and Steve's.

As I've said before, if you have anything you'd like to talk over regarding the DVC, I'm at most events, or just give me a call.

Safety Fast,

Tom

"GUY FAWKES DAY"

BON-FIRE

WHEN: Saturday, November 6, 2004

WHERE: Mike and Joellyn Williams
240 Woodglen Road
Birdsboro, PA 19508

PHONE: 610-404-4331

TIME: Tour of French Creek State Park starts at 3:00 p.m.
Fall colors and great winding roads!

Please bring a covered dish – call Joellyn or Mike at 610-404-4331

DIRECTIONS:

From PA Turnpike

Take Morgantown exit. At tollbooth, stay to the far right side, take 1st exit just out of tollbooth. At bottom of ramp, turn right onto Route 10 North. Take 3rd right (1/2 mile) onto Joanna Road. Follow Joanna Road to dead-end. Turn right onto Elverson Road. At 1st stop sign turn left onto Route 82 North. Travel 2.9 miles to a right onto Geigertown Road. Follow Geigertown Road to a left on Woodglen Road.

From Route 422 East or West

Turn south on Route 82, follow into Birdsboro. Route 82 South detours at 2nd traffic light onto Route 724 East (left turn). Follow Route 724 East 0.5 mile to a right onto Route 345 South. Take Route 345 South for 2.2 miles to a right turn on Geigertown Road (aka Route 82 detour). Travel 1.7 miles on Geigertown Road to a right on Woodglen Road.

Alternate from Route 422 West and Route 100 North and South (Scenic Route)

Route 422 West to Route 100 South. Exit Route 100 South at Route 724 West. Follow Route 724 West for 6.3 miles to Shed Road. Turn left onto Shed Road for 0.5 mile. At this point, continue straight ahead, you'll now be on Crusher Road (one lane bridge dead-ahead). Take Crusher Road to dead-end at Route 345. Turn left onto Route 345 South. Take 1st right onto Geigertown Road. Travel 1.7 miles to a right on Woodglen Road.

QVR XXI
September 23-26, 2004

Glorious weather shone upon the 80+ attendees of this year's QVR, as they started to trickle into the Esplanade as early as Monday to enjoy a beautiful, relaxing week at the beach. The QVR started off Thursday night with our drive to the Lobster House in Cape May for dinner, then socializing at the Esplanade until bedtime.

Friday night after dinner, our DJ's Marc Berman and Mike Pine showed up to entertain us for the evening. To the tune of "Tiny Bubbles," three very sexy Hula Girls (Wolfgang, Dick and Tom) appeared from the second floor to pass out leis and grass skirts to everyone, (even the children had tiny grass skirts to wear). What a sight..... Our Polynesian bartenders were very busy serving Bahama Mama's and Pina Colada's, as everyone danced and partied the night away. After the music stopped, we graduated to "froth blowing" contests in the garage. When Saturday morning arrived, it looked like a hurricane went through the Esplanade - grass from our hula skirts was everywhere.

Rich and Margaret outdid themselves again this year with the QVR Rallye. The results of the rallye are as follows: 1st place to Justin & Christy Nolan, 2nd place to Ben & Cyndi Nolan, 3rd place to Rick Ruth & Stacy Dougherty and honorable mention to Sandy & Jaimee. Longest piece of driftwood prize went to Dick and Tom (they showed up with an 8-foot long railroad tie on Dick's TD! And last but not least, the "great effort" award went to Liz and Lee Niner. Thanks Rich & Margaret, it was very creative and loads of fun for all who participated.

(Written by Cyndi Nolan) - Competition was fierce at this year's Valve Cover Race. Twelve contenders had their eyes on first place, but the real battle was between four worthy racers. Reigning champion, Marianne McGarrity, was challenged by former winners Barre Williams' 'Champagne Lady,' Carl Finne's 'Viking,' and, on the domestic front, by Jim Finne. When the last heat was run, it was Diva Marianne's 'Eliminator' that took home the top prize, followed by Williams and Finne (Jim). On the Junior Competition, Danny Kain, Victoria Tiley and Brian Williams drove their racers to victory!

After valve cover racing we headed into the garden for our funkana. Unfortunately, I threw away the results (sorry). Hope everyone who participated enjoyed themselves and keep those pictures, never know when you'll need them!

At 6:30, J. B. Barbecue showed up with our pig roast. Everyone looks forward to this food every year - it's so delicious. After filling our bellies, some DVC'ers congregated to the sidewalk to watch (or was that "YEH" and "BOO") all the cars (dogs, pedestrians, etc.) that were diverted past the Esplanade Motel.

At the awards ceremony Saturday night, Barre & Eleanor Williams presented beautiful engraved clocks to Niners, Suffredini's and Rippert's for meritorious support of the DVC and to Wolfgang & Gudie Fischer for hosting the QVR for the past 9 years. They also presented an engraved pewter mug to Earl Wanklin as a long-standing member of the DVC. Then Wolfgang & Gudie announced that this was the "last QVR", they plan to retire this year and hopefully sell the Esplanade. The DVC presented a very "heavy" chiminea to Wolfgang & Gudie in appreciation for hosting the QVR at their motel. The "Queen Victoria Cups" were then retired to Liz and Lee Niner for planning and organizing the QVR weekend from 1983 to 2000. Thank you Liz and Lee, the QVR evolved into the biggest and best DVC event because of you. You were a tough act to follow.

The QVR had a wonderful run of 21-years, and now we feel it's time to move on to something else - maybe 3-4 day fall tours - there's a lot to see and do within a few hours driving distance of our homes. I just received an e-mail this morning and I'm going to quote from it: "Don't cry because it's over, smile because it happened."

See you at the next DVC event!!!!

Jaimee & Sandy

DVC ANNUAL MEMBERS MEETING

The DVC has only one meeting a year, and all members are invited to attend. At this yearly meeting we will decide the dates for the monthly events, hopefully come up with new and different events, along with the traditional Guy Fawkes and Holiday Banquet. The Treasurer reports the yearly finances and, when that is all completed, we tend to enjoy everyone's company while munching on a few goodies. If you are interested in hosting an event or have any ideas for events, please attend, or call Tom at 610-287-9325.

WHEN: November 21, 2004

**WHERE: Betsy and Steve's
321 Southern Avenue
Ambler, PA 19002**

PHONE: 215-654-0133

**TIME: 2:00 p.m. until finished
(usually only takes about 1 hour)**

DIRECTIONS:

From the PA Turnpike and Route 309, take the Fort Washington Exit to Pennsylvania Avenue, this will dead-end to Bethlehem Pike. Make a right, go to the first light and turn left onto Highland Avenue. Go to the first stop sign and turn left onto Church Street, make the first right onto Southern Avenue. We are the 3rd house on the right. Park in the driveway or in the street.

From Morris Road or Skippack Pike, make a left onto Butler Pike and go about two miles to Bethlehem Pike and make a right. Go to the first light and make a right onto Highland Avenue. Make a left at the first stop sign onto Church Street and then make the first right onto Southern Avenue. We are the 3rd house on the right. Park in the driveway or in the street.

Drive Through Time

With Peace of Mind

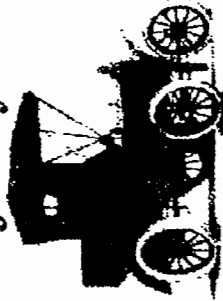
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My MG-TF and Me - A Fifty Year Love Affair

John L Zeman

Reprinted from 'Antique Automobile'

Sometimes things just happen. The year was 1954 and I was just out of high school and thinking of college as I paged through a magazine. As I came to the colorful centerfold, the image jumped off the page at me. I couldn't remember seeing anything that beautiful since I first set eyes on my wife, who was my girl at the time. In fact the feelings were remarkably similar, butterflies in the stomach. No, I was not looking at a Playboy centerfold, I was looking at an issue of Road and Track Magazine and the image was that of a 1954 MG-TF. It was the beginning of a fifty-year love affair.

Living in a small anthracite town on the top of a mountain in Pennsylvania didn't engender many sports car enthusiasts, but I was hooked. I purchased my first car the following year, a repossessed '51 Ford, for eighty-five dollars. I used the Ford to commute to the local Penn State center and I earned spending money by working for my father in his auto electric shop (I was rebuilding carburetors and generators before I was old enough to drive). I was driving the Ford but dreaming of the day I could afford that TF. As I was about to transfer to the Penn State main campus, tragedy struck. My dad died unexpectedly leaving me as the sole provider for my younger brother and sister. Fortunately, my father trained me well, and at twenty-one I was able to continue on with his business, but my college days appeared to be over.

The next few months were tough, but in the spring an auto parts salesman told me the owner of his company had an MG-TD for sale. His son was using it at college and now that he was graduating he wanted to sell it. I immediately called and offered the money I had saved for my next college tuition, which was much less than the going price at the time, and he accepted. Just like that I was the owner of a British Racing Green 1953 MG-TD with only twenty thousand miles on the odometer. What a joy. It still wasn't my TF, but I was getting closer.

Over the next two years I enjoyed the MG, but times were tough with my brother starting college and my sister graduating from high school. That Christmas a local friend, now living in New Jersey and working for RCA as an engineer, stopped for a tune-up on his Buick. He asked how college was going and I related my sad story. He asked if I would be willing to relocate. His company was hiring technicians and had a tuition refund program that would enable me to continue my education by attending night school. I laid down the wrench I was holding and said, when and how? To make a long story short, I landed a job as a laboratory assistant working on high power radar transmitters.

My new job gave me the opportunity to return to college and my MG became my transportation traveling back home on weekends and three nights a week to Drexel University (of course it was Drexel Institute of Technology in those days). I often parked the MG on Walnut Street at thirty-second while attending class. With side curtains and no locks, I had no problems – try that today!

On one of my winter weekend excursions to the mountains of Pennsylvania, I lost my muffler in a snow bank a few miles from home. I stopped, pulled it out of the snow bank, and placed it behind the seats of the MG. I drove back to New Jersey, drove three nights to Drexel and back to up-state Pennsylvania before replacing the muffler with the only thing I could find that would fit - a Studebaker truck muffler. The funny thing is that in four hundred miles of travel, no policeman gave me a second look Go figure! With the new muffler the MG never sounded the same.

On another occasion I was driving north on route 309 in northeastern Pennsylvania in the wee hours of the morning after visiting my girl (now my wife), who was in nurse's training at the Allentown General Hospital, when I fell asleep at the wheel. How we survive youth I'll never know. My MG, with me sound asleep at the wheel, crossed four lanes of traffic and wandered into a gas station which was closed for the evening. We went between two islands of gas pumps and I awoke just as I was about to go through the big plate glass window of the station. I was on macadam all the way so there was nothing to jar me awake. The quick reaction time of youth had me back on my route wondering how I missed going through that window or with only inches to spare, how I missed those pumps. Someone had to be looking out for me that night.

The following year I got engaged and decided that a larger mode of transportation would be more practical. Enter the Chevy Corvair. I liked its looks and it handled as good, if not better, than the MG, but I had no butterflies in my stomach as I drove it off the dealer's lot.

Things improved when my brother, now out of college and working, informed me that a mutual friend had an MG-TF for sale. It needed work (little did we know how much), it was gutted for wood replacement, but otherwise looked healthy (it wasn't). My brother bought it (paid too much) and we towed it to a neighbor's garage where it sat for eighteen years. By this time I'm married with two kids, two cars (a Pontiac and a 68 MGBGT), a Drexel graduate living in the Philadelphia suburbs (my five year old daughter thought it was funny to have daddy just graduating from school), but only that TF (and my wife) still gives me stomach butterflies.

After much unproductive discussion, I finally convinced my brother that I would have the TF restored if he gave it to me. All the numbers matched (car # HDE43/1362 and engine # XPAG/TF/31405 with 9600 units total production), although the gutted tan TF's paint letter (only TF's have a letter designating paint color on the chassis ID tag) said it was originally painted Almond Green. The restoration took two years and was often rocky, but in the end I had my restored 1954 Clipper Blue MG-TF (I didn't like Almond Green). On my maiden drive my head hit the side bow, it was hard to stop and lacked power. During the first year I drove the MG seventy miles, replaced the top because it was put on wrong, repaired two frozen wheel cylinders, and the biggie, a total engine rebuild due to one bad camshaft being replaced with a second bad camshaft. After that first disastrous year, however, it all came together and my MG TF has had no problems and has been an absolute joy to drive. I keep it in a 12x16 foot barn that I built myself and start it once or twice during the winter months. It's on its third battery in twenty-three years and I recently removed one of the twenty-three year old tires to check its condition. The tire guy wouldn't believe the tire's age until he saw the date code on the tire. I drive the car between five hundred and fifteen hundred miles a year, mostly to shows and club events, and I still drive it up to that little anthracite town on top of the mountain where my love affair began, to participate in an annual car show every August and visit with old friends.

Want one of those nifty shirts you see DVC'ers wearing with the DVC logo and their name? They're available from "Triple C Motor Accessories." Contact Bob Tiley at 215-355-1992 for more information.	Hope everyone's been accessing the new DVC website. Lew Phillips has done a terrific job creating and maintaining our new website. Next time you see Lew, pat him on the back and say "thanks."
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OUR SERVICE PUTS US A-PART FROM THE REST.

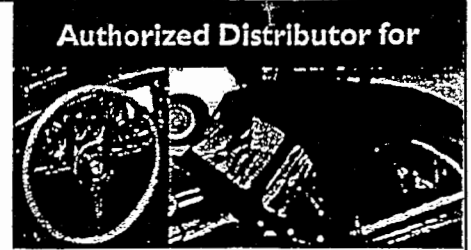
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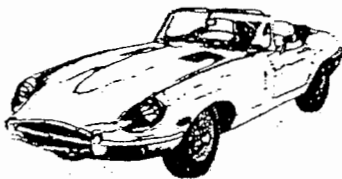
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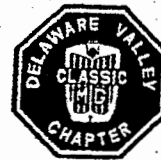
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DVC NAMETAGS

These 1" x 3", black plastic nametags have the DVC logo in gold and your name in big white letters. They 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 !! To get yours in about 2 - 3 weeks, send \$5 and your name as it should appear on the nametag to:

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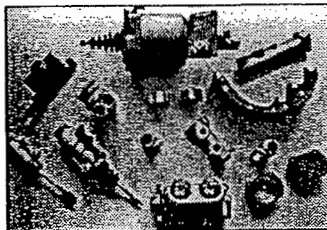
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The Delaware Valley Classic MG Chapter



DELAWARE VALLEY CLASSIC MG CHAPTER

Chairman: Mike Maloney
644 Cypress Road
Warminster, PA 18974
215-674-1721
mmaloney@p21.com

Membership: Chuck Goelz
126 Eastwoods Drive
Harleysville, PA 19438
215-256-9578
cgoelz@comcast.net

Events: Tom Rippert
63 Cepp Road
Perkiomenville, PA 18074
610-287-9325
jrippert@penncolor.com

Webmaster: Lew Phillips
1329 Campbell Road
Green Lane, PA 18054
215-205-4362
lew@dbigwoo.com

Treasurer: Liz Niner
1125 Ellen Court, Box 510
Creamery, PA 19430-0510
610-831-1531
leeliz9r@aol.com

Website: www.dvcmg.com
Regalia : Bob Tiley, Sr.
215-355-1992
zoomer@comcat.com

Electronic Bulletin Board (Members Only)
groups.yahoo.com/group/dvc-mg-club

Rallyemaster: Jim O'Brien
610-436-0234