

The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXV, Issue 12

Dedicated To Preserving The Marque Since 1973

December 2008

MARQUE TIME

“Meltdown? What meltdown.....?”

It's a welcome relief to spend a few minutes penning this month's input to the Dipstick. With the news channels flooded with 24/7 bad news on the economic front, I'm dealing with sensory overload. That's why now is the perfect time to reflect on the (unconventional) wisdom of LBC ownership.....but first, thanks to Anita and Ron for hosting the November meeting at their Kempsville home. Anita provided an awesome spread for the hungry masses, and Ron had plenty of cold beer in his immaculate garage. A cold nor'easter was blowing, but that didn't affect attendance. Also earning our gratitude are Alan and Beckey Watson for hosting the Beavertown Driveout on October 18th. (See the details in this issue of the Dipstick!)

And now, back to the news ticker.....Auto Industry Situation Report: General Motors has about 45 days of operating cash; Ford just had its worst quarter since before I was born (that's a LOOOONG time ago); Chrysler can't convince anyone to merge with them. Overseas, things aren't much brighter. Mini production has been suspended for at least 30 days at the Oxford and Swindon plants. Fiat won't be bringing those thrifty new 500's to North America any time soon. Even Toyota is getting hammered. At least Daimler-Benz timed the sale of Chrysler as well as they did!

In our area, car dealers are cringing as buyers have disappeared. Fuel prices have come down quickly, but the average SUV/minivan/light truck driver is still deferring maintenance in order to afford a full tank and a Starbucks visit. Hampton Roads driving skills and road manners are lousy. (At least something is consistent!)

Now let's look on the bright side....

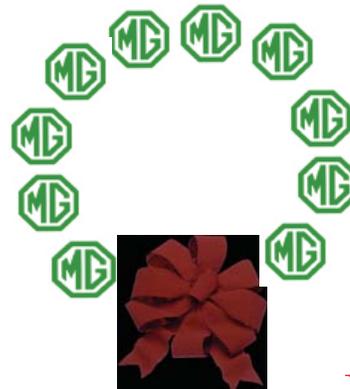
TMGC counts at least 97 households in its fold,

supporting approximately 150 assorted MGs as well as the occasional Morgan, Austin Healey, or Mini. Of those cars, about 100 are operational at any time. That's 100 fuel efficient, high performance (admittedly, a relative term), and FUN sports cars that have ZERO debt service hanging over their owners' heads. Our fuel tanks are small, but we wring more enjoyment from a gallon of petrol than anyone else. Cruising VA route 30 toward Beavertown through the falling leaves comes to mind. So does cruising down Ocean View Avenue on Veteran's Day at 7:00 a.m. with the top stowed.

So buck up everyone! Whatever happens on CNN or Fox, we still have a great club that's built around great people and eminently sensible cars! Life is good.....Safety Fast!

Mark Davidoski

PS: Hope to see you at the Fall Tech Session (November 16th) at the Bonds' place and the Holiday Party (December 19th) at Cynthia and Andy's home. Rumor has it that Andy will be breaking out his old Ventures albums so we can throw off the national malaise and party like it's 1962!



Happy Holidays!

UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

Dec. 19 Holiday Party at Andy Wallch's and Cynthia Faschini's

Dec. 22 Dipstick Deadline

Dec. 30 Holiday Lights Drive

Jan. 07 Meeting at Frankie's Place for Ribs

Jan. 12 Dipstick Deadline



NOVEMBER MINUTES

Anita Edwards-Struewing

Once again, our esteemed Secretary extraordinaire was absent from our scheduled meeting. Therefore, be alert to the fact that this will be absent her wit and whimsy as I only can convey the facts as I recorded them.

Guests or New Members:

We had neither guests, nor any new members. Mr. President brought our meeting to order at 8:08pm. Due to the Nor'easter that blew in earlier in the day and which was still causing wind gusts and heavy rain, no MGs ventured out that night but our MG was present to provide the necessary representation.

The meeting minutes from last month were approved. There was no VP report.

Treasurer's Report: Jim Villers reported that we have a positive balance, a detailed report was submitted to be filed.

Activities: We've already had a few activities since last month's meeting: The Abacus field trip, Hunt Club Classic in Middleburg, VA and the Pig Pickin' in Beaver Dam. We have several upcoming activities as well, the next, a Tech Session at the Bonds' on Sunday November 16th. (Since their contractor isn't finished with the remodeling, it is strongly suggested that you wear boots.) Our Christmas party will be hosted by Andy Wallach and Cynthia Faschini at their home on Friday, December 19th, beginning at 6:30. If you could let Cynthia know what delicacies (sides, appetizers, desserts, etc.) you'll be bringing, that would be helpful. As mentioned in last month's *Dipstick*, this year's charity is The Dwelling Place. Becky (Hassler) reminded

everyone of the silent auction that will also be held during the Christmas party. The proceeds will go to The Dwelling Place.

History: Sue has everything packed away for now and until the contractor has finished.

Membership: Bill was away on busy but relayed, through Mark, that our current membership is 97.

Old Business: Ron Struewing reminded all that, as usual, please submit all articles for the newsletter to Peggy and him, no later than the 12th of each month.

New Business: Peggy mentioned that some people may not be reading their newsletters for details of upcoming meeting dates and locations. She'd be willing to send out e-mail reminders a few days prior. Everyone thought that was a great idea and Mark said he'd get with her and Bill Yoshida regarding the logistics of getting this done.

Marque Time: Mark's MGA is running, front brakes were giving him some trouble but he'd either just gotten them fixed or was getting ready to fix them – I didn't get clarification on what he said. He's hoping to drive it to the tech session.

John Terschak mentioned something about adding STP to the oil but I didn't catch all of it – sorry, John. I think it was something along the lines of 1 per oil change bringing it to 10% (?) He's also starting another MGB engine if anyone's interested or know of someone who might be interested.

Andy relayed that Cynthia's TD has a new carburetor cable that didn't work correctly but Vince gave them another that's longer and will surely work. The turn signal only works for right turns, so for now there will be no turning left! Many separate conversations ensued until Andy successfully drew the conversations back to the topic at hand, and talked about the hinges on the TD.

Ron mentioned that our hardtop was at Jesse's Rod Shop and ready for pick up. The day's weather deterred our efforts to get it on the car in time for tonight's meeting but we'll have it at our next function. Jesse's Rod Shop is having an open house this Friday (Nov7), beginning at 1PM and continuing until late afternoon.

Jim said that he and Betty had driven their SL to California and back while enjoying the scenery along Route 66 and others.

Regalia: Becky set up shop in the garage and had, not only shirts and jackets, but wonderfully warm blankets in several rich colors. They were quite a bargain. An issue of MGOC mag was won by Sue Bond; Mark on the coveted License Plate Holder; George Craig won a TMGC mug; Russ Ripp won 2 tickets to the Chrysler Museum; Stephen Daniel won the prize for first in line. We adjourned at 8:46 P.M.



The Tidewater MG Classics Annual

HOLIDAY PARTY



Cynthia & Andy Hosting

Friday, December 19th

6:30 - Social Hour, 7:00 - Dinner

THIS YEAR'S HOLIDAY CHARITY: The Dwelling Place

The Mission of The Dwelling Place is to provide safe and secure emergency shelter for families in crisis, and to assist them in achieving self-sufficiency. The Dwelling Place may house a family for up to 45 days. During their stay, residents must show initiative in seeking permanent housing and a stable income. The Dwelling Place is free of charge and available to all families regardless of race, color, creed, national origin, or handicap status.

There are an average of 30 children at the shelters at any given time, ranging in ages from newborn to sixteen years old. Beckey will send a list of gift suggestions for the children by age with your invitation, for members to use for shopping (or gift card buying) if they wish to participate in this year's charity. She also would like to receive donations of gift wrap, tape, and tags, so the parents can wrap the gifts for their children.

(The gifts should be brought to the holiday party unwrapped.)

Watch for your invitation in the mail. It will include additional details about the charity and food for the party.

Membership and New Members

Bill Yoshida

For the second month in a row I need to thank Mark Davidoski for presenting my report at the monthly meeting. I was all ready, with top up on my MG, but at the last minute I was called out of town on business travel.

There are currently 97 club memberships as of 12 November. There were no new memberships added during the past month. When I reported 96 memberships in the November newsletter I must have missed increasing the count for Bob and Missy McKenna who joined at the October meeting.

I've received one additional correction to the 2009 directory. The telephone number for Editor - Ron

Struewing – in the front section of the book is incorrect. The correct number is 479-0084. The Struewing's phone number listed in the members section of the directory was correct. Please pen and ink the change.



13th Annual Hunt Country Classic

by Craig Cummings

For the six of us, the 2008 Hunt Classic was like a trip to Ace or True Value. We left together on Saturday afternoon and had a leisurely drive up Route 17 to Warrenton. Chuck and Becky stayed in a favorite hotel of theirs. Doug, Eiko, Joyce and I stayed in our usual spot, the Comfort Inn. The four of us went to dinner at Molly's Irish Pub. We could not pass up Guinness and Harp on tap. We had a very good dinner of Irish fare.



We awoke Sunday to a crisp fall morning. The drive up to Willoughby Farm in Middleburg was beautiful with the fall leaves in vibrant colors.



This show, in my opinion, is the best British car show in Virginia and usually the biggest. Where else can you see more than a dozen T-Series MG's in one beautiful setting? The numbers of gorgeous British Marques are staggering. "Triple C" and Little British Car Company



were vending their British wares and regalia. The ca-



tered lunch this year was exceptional. Past years it left something to be desired. They even had Scottish Pipers. So what about Ace and True Value you may be



Doug Wilson

wondering? Well, we all brought home some **hardware!!!** Doug and Eiko took third in rubber bumper



Chuck and Becky Hassler

"B's". Chuck and Becky took first in chrome bumper MGB/C's. And Joyce and I came home with a first in the MGB/C GT class.

The run home was uneventful and we were home in time to watch the evening news, of course it was



Craig and Joyce Cummings

mostly political news.



Officers and Committees

President	Mark Davidoski	499-4647
Vice President	Bill Olcheski	467-4046
Secretary	Michele Peters	482-1012
Treasurer	Jim Villers	481-6398
Editors	Peggy Craig	226-7755
	Ron Struewing	479-0084
Membership	Bill Yoshida	554-0402
Activities	Becky Watson	804-227-3807
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Becky Hassler	874-1477
Clubs	Mike Ash	495-0307
Webmaster	Mike Haag	mikehmg@cox.net



Geoff Wheatley
July 2007

Looking back I recall that my first purchase of our famous Marque was a 1952 MGTD from the local dealer who just happened to have one that the original purchaser had ordered some six months earlier but for reasons best known to himself, did not turn up with the ready within the two weeks allowed for collection.

I know that there must have been others on the waiting list for this car but I got there first with the notes in my hand. I recall that it was about eight hundred quid or close as I had just acquired a boat left to me by a relative that I sold post haste for six hundred. The balance was my total savings over the past three years destined for a new Royal Enfield 350 Bullet that suddenly lost its charm with the windfall from the deceased Uncle George. Why me I asked? I have never been a keen boater in fact my only memory of the joys of the water was a punt on the Themes at Oxford with a pretty female companion and a bottle of Algerian wine, all you could get at a modest price in 1952.

The MG was yellow, not my first choice but when the waiting list was anything up to nine months you did not have much say in terms of colour. At that time 90% of all MG production was scheduled for export most going to the USA. I think the production ratio was about 10% for the home market and the rest for export. John Thornley, the general manager at MG during this period said that they could build about two hundred MGTC cars for export and this allowed the company to obtain enough steel to make twenty Y. Type vehicles for the home market. When the TD came along it was much the same. Also there was a rather severe purchase tax. I think it was around 40% when I obtained my TD, which added up to the eight hundred that I handed over. Petrol was rationed and the allowance was about three gallons a month, which you could easily use up in weekend jaunt with the good looking girl that you had met at the local Saturday night hop. Yes, there was a black market and I have no hesitation in saying that as and when; 'AS' being where you met the guy with the large petrol can. "When" being when you had enough money to pay the guy with the large petrol can! We never asked where the stuff had come from or what brand it might be. In reality most of the petrol around that time was a mixture called POOL PETROL no brand name and a dubious octane value. To stop the engine pinking uphill you simply adjusted the firing sequence a few degrees before TDC. This did rather slow down the performance but you did have the joy of an afternoons drive.

On one fateful day a friend with a Singer of post war vintage, not sure of the model, turned up with a can of Aero Spirit. In reality I still don't know what the stuff was but we added it to the petrol tank of our

cars and set off to explore the delights of the Oxford countryside. About three or four miles on the road the Singer suddenly gave a tremendous fart and the rear section of the exhaust came flying past the front wind-shield of my TD. Obviously I stopped; in fact I had little choice as my engine also made a few strange sounds followed by a loud bang under the bonnet. Inspection revealed that one of the carburetors had virtually designated or to be more precise the float chamber had separated from the rest of the body.

With a little endeavor we replaced what was left of the Singer exhaust with good old fashioned bailing wire, (A must in any tool kit) and hitched a tow rope, (Another useful companion for the bailing wire) and set off home.

Spare parts in 1951 were hard to obtain and a carburetor was properly the most difficult. The dealer promised a replacement in about three months, give or take a few weeks! The scrap yards did not carry modern parts, the term modern being anything post 1945. The black market might be able to help providing I could rob a bank or perhaps two. Strange to recall there was no other serious damage to the TD apart from a brown scorch mark on the side of the bonnet. As the car had about 1500 miles on the clock it seemed a sad situation to park it away for the next few months while the spares dept. at Abingdon got round to supplying one replacement carburetor. Whoever says that there is not an MG Saint looking over all us owners needs to see a shrink.

After two weeks of telephone calls and many visits to every garage within a twenty mile radius without success, I resigned myself to the trusty old bicycle that I had used as a school boy during the war. Good for the figure but not that useful when it came to the weekend trip into the country with the latest dance hall conquest! Around week four which was a holiday weekend the Abingdon factory held an open day which really means that family members of workers could come and see what their relatives were doing to help Britain back on her feet through export. Through my father I got an invitation to enjoy the tea and sandwiches provided by the factory canteen. Remember, certain foods were still rationed at this time so any free goodies were always welcome. A tour around the assembly lines, a visit to the paint shops, a peek at the half finished cars and a visit to the stores dept.

There behind the wire mesh were boxes of new SU Carburetors smiling at me.

All I needed was one or even a part of one, the float chamber. Returning to the assembly lines I noticed a bin full of discarded bits and bobs. There right on top was a SU in various pieces that looked like a truck had driven over it but the float chamber was intact. The tour guide was busy talking about how many cars they could push through each shift, and he meant Push Through," as the

whole process was manual labour. Could I slip the broken SU under my jacket? No luck it was summer and I did not have a jacket. A broken SU would tend to stand out under a summer M&S shirt!

Ask the man. The worst he could say was no. "Could I buy that broken SU" I heard myself say. "What?" "The broken SU in the bin" "Why"? I explained the situation but not mentioning the Aero fuel bit. "How much would you pay?" Now this was the delicate bit. If I said too little I would lose the moment, however my current bank balance was in my pocket and it did not stretch to more than a couple of quid. "How about a pound?" "Done," was the reply and an official paper bag with MG printed on the outside passed through the factory gate later that afternoon with me by its side. The purchase was completely in order, I paid the agreed price and was even given a receipt that stated that I had purchased an item of scrap for the sum of one pound sterling. The float chamber fitted like a glove and we were back on the road again in a matter of hours. From that moment on I never put any unknown substance into a fuel tank, not even scotch which I understand will fire up a MG!



Lost and Found

Someone left a jacket hanging in Ron and Anita's garage after the November meeting. It is a MED REG size, grayish colored jacket made by TOWNE with a zipper pocket on the left sleeve. If it is yours please contact Ron and Anita at 479-0084 to arrange return. If not claimed before the Holiday Party, we will bring it to the party in an effort to make a last attempt to return it to its owner.



Note from the Editors

by Ron Struewing

As this year comes to a close, Peggy and I would like to thank all of you who wrote articles or took photographs during events this past year. Your inputs help to make this a great newsletter. Keep up the good work and we will look forward to another great year with all the pages filled!

Beaverdam or Bust

by Mark Davidoski

photos by Mark Davidoski and Susan Bond

October 18, 2008

The much-anticipated driveout to the new home of Alan and Beckey Watson was another fun Fall event for TMGC. Several convoys formed at mid-morning, originating in Suffolk, Hampton, and Virginia Beach. Vince Groover and Bill Yoshida met the Davidoski's at the defunct Haygood BP station in Virginia Beach. We were underway by 0935, which was early enough to see a Winnebago engulfed in flames just outside the eastbound tunnel on the Norfolk side. Several fire trucks were pumping away, but it was obvious that this Winnie was toast. Needless to say, the eastbound traffic was at a standstill. It was smooth sailing the rest of the way to Chuck and Becky Hassler's place in Kiln Creek. After some leisurely coffee and Entenmann's, it was off to the Candle Outlet in Norge to link up with yet another group led by Craig Cummings. The consolidated gaggle included about a dozen vehicles. The Hasslers brought their MGC, Doug and Eiko Wilson drove an MGB, as did Russ Ripp and Buffy, Tad and Karen Carter, Josh Robinson and Jessica, Vince Groover, Bill Yoshida, and yours truly with Kathy. Ron Struewing and Anita Edwards-Struewing were in an SUV, as their hardtop was still receiving its final touches at home. Craig Cummings brought his C-GT (with Bob Reisse navigating), and the McKenna's drove their red Bugeye with updated drivetrain.



Bill Yoshida



Andy Wallach & Cynthia Faschini

Our route took us through West Point, VA (final resting place of Marine Corps legend Chesty Puller) and along VA route 30 through the undeveloped countryside. Notable sites along the way included Meadow Farm near Doswell, the birthplace of Secretariat. We continued across I-95 and up US 1 for a short distance,



Barry Tyson & BJ

before the final leg that took us through a massive lumber operation, past the Ashland Berry Farm, and into the Watson compound in Beaverdam. On arrival we were greeted by Alan's white MGB marking the driveway entrance. Already on scene were the Suffolk convoy group, led by Susan and Terry Bond in their 007 BGT. Olive and Robin Watson, Andy Wallach and Cynthia Faschini, Bruce Woodson and Dennis Urich were also there. (Dennis and Bruce represented the local Richmond MG club.) Also in attendance were Barry Tyson and BJ, as well as Michele Phillips with daughter Blair. Alan and Beckey's daughter Lena was there as well.



Bruce Woodson and Terry Bond



Bob Reisse.

Later arrivals included Mike and Jennifer Ash as well as George and Peggy Craig. They had been delayed at the Hampton Roads Bridge Tunnel by the aftermath of the flaming Winnebago mentioned earlier. Beckey had prepared a sumptuous feast for us, including pulled pork BBQ with all the trimmings. Alan had also provided an impressive selection of beers and other appropriate beverages.



Mark and Kathy Davidoski

Participants received a themed "goody bag" courtesy of our hosts, which included a balloon which contained a raffle ticket for a major door prize. Russ Ripp was selected to pull the winning ticket from the bowl. Imagine Russ's surprise (and ours) when he drew his own ticket and was able to claim the prize – a limited edition Blaze Orange Beaverdam Ball cap. New headgear for Russ – now there's "Change we can believe in!"



Craig Cummings

Another activity involved answering Beaverdam area trivia questions during the drive. When the answer sheets were scored, the winners were Ron and Anita Struewing, who won the other major award -- a train whistle simulator direct from the Ashland station. Weather was crisp and dry in Beaverdam, with

a steady breeze. Those of us who started on the Southside encountered light rain for a bit, but conditions steadily improved as we moved northwestward.



Jess Zarkowski and Josh Robertson

With Robin and Olive's red MGB, I counted at least 14 LBCs on hand, plus Bruce Woodson's yellow E-type coupe, Jim Viller's black 190SL (which was headed to Betty's high school reunion in Amelia), Mike and Jennifer's "Big Mini", and several SUV's. It's safe to say that Beaverdam, VA has never seen so much impressive British iron in one place.



Jim Villers and Dennis Urick

Kathy and I departed in company with Vince Groover for the homeward interstate run. After topping up our fuel in north Ashland (cheap gasoline prices!), we dashed along I-95/I-295/I-64 at a steady clip. Vince enjoyed his overdrive as Kathy and I contributed to our hearing loss at 4,000 RPM. (Note to self: get that overdrive gearbox ready for installation!)



Karen and Tad Carter



Michele and Blair Peters

We had time for a leisurely stroll through the BassPro store in Hampton. There was no sign of the economic abyss in there, with eager shoppers browsing the boats, guns, fishing tackle, camping gear, and other guy stuff. The only morose faces were on the striped bass living in the giant aquarium.

Hats off to Beckey and Alan for organizing and hosting yet another memorable TMGC event. But wait, there's more! Beckey reminded us that she is working up Wine Tour 2009, to be held in



Mike & Jennifer Ash

April. Stay tuned for further details.....



Olive & Lena Watson & Abby



Olive & Robin Watson



Peggy & George Craig



Russ Ripp and Buffy



Vince Groover



Ron Struewing & Anita Edwards-Struewing

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Field of Dreams



Allen hands out a prize



Russ helps Beckey pick a winner

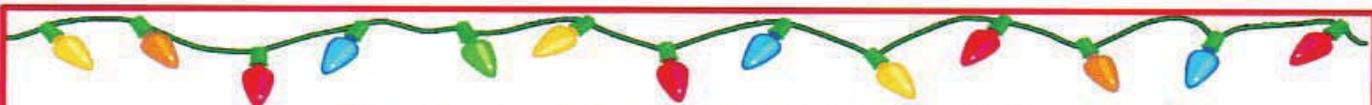


ACTIVITIES COORDINATOR NEEDED

If interested, please contact:

Beckey Watson : Mgactivities@aol.com

Mark Davidoski: davidoskicrew@cox.net



Garden of Lights Drive-out to Norfolk Botanical Gardens

Tuesday, December 30th

We will depart from Franco's Italian Restaurant at 7:30pm

6200 North Military Highway, Norfolk

(corner of Military Highway & Norview)

If you'd like to eat prior to departure, recommend you arrive at Franco's by 6:30pm

Tickets will be available at the Holiday Party on December 19th

POC: Mark Davidoski: 831-4196 (cell), 499-4647 (home)

davidoskicrew@cox.net



Fall Tech Session at Bond Estate

by Stephen Daniel

photos by Terry Bond and Stephen Daniel

Well Gang our fall tech session was hosted by Sue and Terry Bond and was held on the grounds of the Bond Estate with its lovely wooded area surrounded by all the construction and what one would think is a baja course for MGs. But never fear, there was no baja needed there, the weather provided was clear and crisp for a very large turnout. There were at least 15 MGBs, a couple MGAs and even some C model MGs there, also, along with a Bugeye and a Daimler.

Those of us who arrived early assisted Sue in putting the hardtop on her Jeep for the winter. Sue's black MGB-GT was in the back of the barn, looking lonely and forlorn as it sat there in pieces crying, "Please put me back together". Terry had some MG parts that were

free for the taking, if anybody could use what was there. Ron and Anita pulled their B into the tech bay, seems they



are still having fast idle problems with this car, but hopefully between Vince and Frank it may be sorted out. Also Ron, that hard top looks nice--of course it would look nicer on my B...lol. In the next bay the Daimler was getting its parking brake cable checked for proper function. John Terschak was busy reassembling the head for a B and Chuck Hassler fixed the distributor for his C model.



Around 12 O'clock Sue announced lunch which consisted of BBQ for sandwiches and cold cuts along with plenty of liquid refreshments. Throughout the course of the day several people came and went but all had a good time. Those in attendance were Ron and Anita Struewing, Frank Linse, Vince Grover, Chuck



Hassler, Mark Davidoski, Roy Wiley, Mike Haig, Bob Ross, Jim Freeh, Jim Villers, John Terschak, Bill

Olcheski, Robert Perrone, Peggy Craig, Frank Hurley, Tad Carter, Bob Reisse, Jack Pavlidis, Doug Wilson, Bob McKenna, Jeff and Lynn Jolly, Donald Ladd, and Tom Grisgby. It was good to see Richard Hall there who is recovering nicely after losing an argument with a sanding wheel and the one who traveled the farthest to be with us today, Robin Watson. I hope I did not miss anyone and if I did blame my assistant, Sue.



Frank tinkering with his '59 A



It seemed we had quite a few from the "other side of the water". For those who could not attend you missed quite a good gathering and if I

missed anyone's name I apologize. Again, thanks to our hosts, Sue and Terry Bond, and despite all the construction activity at the Bond Estate, hosted a very gracious and enjoyable fall tech session for TMGC members.



Tech Sessions are a good place to pick up some spare parts!



Checking out a restoration project



'Twas the night before Christmas

'Twas the night before Christmas, and out on the street
 Sat my poor little TC, all covered with sleet.
 The starter was frozen; the battery dead.
 And clusters of icicles hung from the head.
 Mama with the cables, and I with the crank
 Were trying to start it, but drawing a blank.
 The best we could raise was a weak little clatter,
 And we couldn't determine just what was the matter.
 When what did our wandering eyeballs perceive,
 But a fat little man you just wouldn't believe.
 His cap was made of a bundle of wire;
 The tails of his coat were crackling with fire.
 His eyes were like lightbulbs (and one didn't work);
 A glowing face with an electrical smirk!
 He was so badly wired that I knew in a wink
 That this poor apparition was from Lucas, Inc.

He opened the bonnet and started to poke,
 Thus causing a short and a cloud of blue smoke.
 He crackled and sizzled, and giving a zap,
 He fractured the god darn distributor cap.
 He walked to the back, and giving a thump,
 He boogered the points on my old fuel pump.
 And laying a finger alongside of his nose,
 He sizzled away, while the two of us froze.
 He sprang to his car in a move oh-so-smart,
 We almost expected the darn thing to start.
 The starter turned over; the engine roared out,
 And over the clatter we heard Lucas shout:
 "Out, Healey, out Jaguar, out MG and Sprite,
 Out Lucas Ignition, this cold winter's night!"
 And we heard him exclaim, as skyward he roared:
 "So long, crazy Yanks! I'm powered by Ford!"

The Dipstick



The Tidewater MG Classics

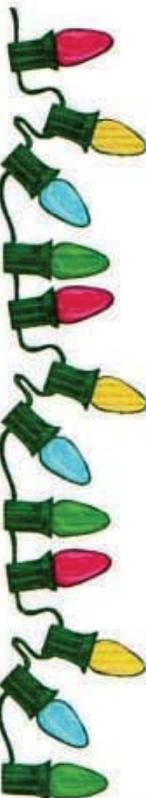
Ronald Struewing
5483 Doon St.
Virginia Beach, VA 23464-7732

Affiliated with



North American MGB Register
“Newsletter of the Year”

FIRST CLASS



TMGC's Holiday Party
Friday, Dec 19th

*Watch your mail for Party
invitations and details,
including charity
information*

Andy Wallach &
Cynthia Faschini's
545 Mayflower Rd
Norfolk
622-8315

