

The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXI, Issue 3

Dedicated To Preserving The Marque Since 1973

March 2003

MARQUE TIME

I think the club has found a new favorite restaurant in which to hold dinner meetings. The backroom at Frankie's Place for Ribs worked out so well for the February meeting that we all agreed to have the March meeting there as well, since no one had signed up to host it. In fact, with all the socializing and eating, it seemed a shame to actually hold a meeting but, as they say, “the show must go on”. Thanks to Alan for arranging for our guest speaker, Gretchen Forbes, to talk about exploring the back roads of Gloucester County. Hmm, now we can turn the annual 2-hour trip to Topping in late September into a weekend adventure. Thanks to Barry for taking the minutes, as Doug was flying out to Salt Lake City to speak at a conference.

As I pulled the MGB into a parking space for the meeting, my car set off the car alarm next to me. I'm sure my friend Nikki, who was riding in an MG for the first time, was thoroughly impressed by the sheer power my car exudes. Yeah, right! She was more likely mortified with embarrassment, but she was a good sport about it and we just laughed. Reminds me of the time a few years ago driving around another Kempsville neighborhood trying to find Bill & Leslie's house for a meeting, and setting off the motion detector lights in several driveways. Too bad my car is all bark and no bite!

Dan and Sue talked about the upcoming events planned for this year. Sounds like we are going to have another full year of club sponsored events to participate in and enjoy. Now, imagine all the other MG clubs throughout the US and Canada planning similar events. Think about all the other clubs whose members also enjoy working on and driving their MGs. Think about all the other folks who get together in their own regions to socialize and promote the marque. The national registers are comprised of individuals like ourselves, who give their time on a national basis to promote and preserve the various MG makes. You have heard from Barry, others, and myself about the wonderful times we have at the national conventions. You have also heard from previous Presidents extolling the virtues of joining one of the national registers, and now it is my turn.

Our club is affiliated with both the New England MG T Register (NEMGTR) and the North American MGA Register (NAMGAR).

UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

March 1 TRAACA Swap Meet
www.aaca.org/tidewater (see page 3)

March 5 Wednesday Meeting at Frankie's Place for Ribs
(see map on back page)

March 15 CVBCC Show, Williamsburg
<http://hometown.aol.com/colonialvintage/myhomepage/business.html>
(meet at Cosmo's at 9:00)

March 20 Dipstick Deadline

March 29 Gloucester Tour
(see page 3)

March 29-30 SCCA Evolution Driving School
Pungo Airfield
www.odr-scca.org

April 1 Tuesday Meeting at Bill Seib & Leslie Paul's

April 5 Tartan Day Scottish Festival
www.tidewaterscots.com/SST/index.Html (see page 3)

April 5-6 SCCA Solo II, Pungo Airfield
www.odr-scca.org

April 13 Tech Session At Mark & Debbie Childers

April 18 Dipstick Deadline

April 25-27 April Fools' Tour

If you own a T Series MG, please consider joining this organization if you aren't already a member, as it is very active in maintaining and promoting this model, and holds its annual GOF convention at various locations along the East Coast. A quick perusal of the club roster shows 13 members belonging to the NEMGTR, and appears to be about half the number of members who own T series cars in the club.

NAMGAR is also a very active organization promoting the MGA model, and we can boast having its Technical Editor as one of our members. Mike Ash has been writing his Tech Session articles for the bi-monthly *MGA!* magazine for many years, and is known throughout the country for his technical knowledge of our favorite British car. *MGA!* is a very good magazine and, having been a member for several years, I have a large collection of technical tips built up to use if I ever get around to actually working on my A. Reading about the long-distance trips people take in their MGAs is always interesting and provides inspiration for others. Again, a quick look at the roster shows that 14 members own MGAs, but only 6 members belong to NAMGAR. Folks, if you own an MGA, you need to join this register!

Our club once was affiliated with the North American MGB Register, or NAMGBR, but is no more as the minimum number of members required for affiliation is eight, and at one point we had dropped below that. Having now enough members to become re-affiliated (just barely), we are once again pursuing that. Most of our members own MGBs (Midgits are also included in NAMGBR), but I counted only nine memberships in NAMGBR. We can do a lot better than that! The *MGB Driver* magazine is a great read, with tales of MG adventures, write-ups on car shows, and numerous tech tips to help keep our Bs on the road. Admittedly, the magazine is usually a month or so late in delivery, but it's worth the wait. There are other benefits besides just the magazine, like basic insurance coverage for the club while hosting or attending MG related events, and being able to participate in the annual conventions.

In this busy and hectic time in which we live, it's easy just to focus on the "close at hand". There is an easy and relatively inexpensive (\$25/yr) way to get a much broader understanding and perspective on these MG cars we so much enjoy. For the cost of one meal at a nice restaurant, you can broaden your MG horizon, and join other like-minded MG owners throughout North America by becoming part of one of these or other national registers. A few of our members have "expanded their horizons" beyond our country by being members of either the MG Owners Club (MGOC) or

MG Car Club (MGCC), both of which are based in England, for a truly international flavor. Not all of the benefits of belonging to a national or international MG organization are tangible. For some, just knowing that you are a member of a much larger group of fellow MG supporters is sufficient. As your club President, I feel it is one of my duties to help encourage participation and "rally the troops" when needed, so to speak, so please consider joining one of the above.

On a sad note, Dave Barrows, one of the founding members of our club, passed away on February 13, 2003. Please keep the Barrows family in your thoughts and prayers in their time of bereavement.

Safety Fast! Mike

USS ROOSEVELT

Mike Spruill and Shipmates: We just wanted to let you know that you are in our thoughts back here in V.B. and hope it will not be long before you are all back home. Mike, It looks as if we have a full schedule with the MG club this year and wish you were able to get those wheels rolling on the MGB with us. We had a good meeting at Frankie's Place for Ribs in Feb. and a few notes of well wishes were jotted down, these will be enclosed with your *Dipstick*. An extra *Dipstick* will also be sent for you to pass around. Take care Mike, and if you have any comments or questions for or about the TMGC drop Robin an E-mail.

Notes from the Editors

Susan Bond

Is that service or what? In the last issue Mike chronicled a problem with his hazard lights, Mark wrote an article on fixing them, and neither knew what the other was writing about. I love it when things come together like that!

On a sad note, this issue reports the death of one of our founding members, Dave Barrows. Not only did he call the first meeting, he named this publication, and we all owe him. Newer members may not have met him so Robert Davis has written about the early days of the club.

It has been way too cold to work in the garage, even with a heater out there — it takes concrete floors forever to warm up. So I have my carburetors in pieces on my drawing board (hope no one needs anything hand drawn for a while). Only 3 1/2 months till we leave for St. Louis and the list of things to do to the car keeps growing. There are a lot of neat activities to schedule the work around and I don't want to miss any of them. I think we need more tech sessions, that's the only place I really get stuff done!

ACTIVITIES

TRAACA Swap Meet, March 1

TMGC has taken a space at the annual Swap Meet again this year. We have been assured that we will not be next to the outer door this time. We will have the club banner and history albums on display and membership applications available. The space comes with a table, so if you have any spares you would like to get out of the garage, bring them in. Stop by and visit us even if you don't, the food is good and you just might find something you can't live without.

Gloucester Tour, March 29 (and maybe 30)

Gretchen Forbes, our speaker at the last meeting, was so convincing that we have signed up for a tour of Brent and Becky's Bulbs in Gloucester, to see the daffodils in bloom, on March 29 at 10:00am. We will leave Tidewater at 7:30am, meeting place TBA, and travel up together. After the tour we will have lunch and visit some of the sights in the area. If you want to see more of the area on Sunday, book a room at the Gloucester Comfort Inn for Saturday night – check our web site for info, Alan Watson is working on getting us a good rate. If you did not sign up for the tour at the February meeting and want to go, e-mail me (sue007@infi.net), I have to phone in final numbers.

Tartan Day Festival, April 5

TMGC has signed up to display cars at this annual event. And you don't have to sit in the car all day. There are plenty of activities to keep you busy even if you aren't a Scot. If the weather is nice, there are highland games outside for the children, complete with cute little caber. Whisky tasting, almost continuous live music, clan displays and maybe even a Scottish lunch (get there early or you miss it) make it a fun day. More details next month.

Virginia International Raceway, June 6-9

I finally got some info on the weekend events: "The 2003 Gold Cup Historic Races will be the annual focus event for the MG Vintage Racers organization, a long-standing fixture in American vintage competition. MGVR plans to bring a large number of the beloved British sports cars to southern Virginia, which will provide a perfect counterpoint to the ground-pounding Specials and V8s." (quote taken from the VIR web site) Tickets cost \$30 in advance (before May 22, \$40 after) for the weekend. The Gold Cup Car Show will be on Saturday, the 7th, sponsored by Moss Motors. I don't

have any info on the show itself. For track info and all the rules and regs, log onto the web site (www.virclub.com) and sign up for a 2003 spectator guide. The Best Western Howard House Inn in South Boston got 3 diamonds from AAA and the AAA rate is \$56.70/night (the motels in Danville were all over \$70). If you are planning on going, book your room soon!

Help is needed for our Anniversary Celebration

Our Thirtieth Anniversary Celebration dinner is scheduled for May 17th and you can help make it a great success. We need help obtaining favors and door prizes. If any of you have appropriate items you'd like to donate or can twist the arm of some of the businesses you patronize to donate advertising favors and/or a door prize we'd greatly appreciate it and this will help make the evening much more fun for us all. We expect 75-100 members to attend so need that many favors. If you have items or know of a business that is willing to donate, please call Anna Worrell at 482-6423 or Peggy Craig at 382-7547 and we'll arrange for pick-up. Mark your calendars now as this promises to be a great celebration.

Penthouse Apartment in Cornwall, England

Robin Watson

I have just received an e-mail from my brother-in-law saying that he now owns a Penthouse Apartment that is for rent in Cornwall. He will rent to family and friends for a very reasonable price: for a weekend, two nights, 100 pounds (\$140.00), or a week, 250 pounds (\$350.00). The view of the local area will be very popular and he feels that in time he will have to use an agent for booking, but he is going to handle the bookings himself for awhile. Anyone traveling to England who would like to contact him let me know. A picture of the Apartment is on Page 9 of this Dipstick.

Officers and Committees

President	Mike Haag	496-7348
Vice President	Barry Tyson	488-7304
Secretary	Doug Kennedy	460-5037
Treasurer	Jim Villers	481-6398
Editors	Peggy Craig	382-7547
	Susan Bond	482-5222
Membership	Robin Watson	721-9277
Activities	Dan Kirby	430-9591
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Frank Linse	461-7783
Clubs	Mike Ash	495-0307

FEBRUARY MINUTES

Barry Tyson (for Doug Kennedy)

As we finished our ribs, fried onions and corn bread at Frankie's Place for Ribs restaurant, the February meeting opened to the fall of the gavel by Mike Haag at 8:27 PM. The room was full and the meeting was well attended. Mike welcomed everyone. The guests who were welcomed were: Nikki Willis, a friend of Mike Haag, and Gretchen Forbes who was at the meeting to talk about the Daffodil Festival and Gloucester.

Membership: Robin Watson reported we have 102 listed members and subscribing members. The new directories will not contain each member's picture with their cars due to the high cost, estimated at \$9 per directory.

Treasurer's Report: Jim Villers reported: Balance brought forward from January 2003 = \$1,613.99
Receipts = Dues: \$0.00 Disbursements = check #1559, Ed Kehrig (host)= \$40.00, check #1560, Robin Watson (Postage) = \$51.00, check #1561, Peggy Craig (Anniversary celebration deposit)= \$ 325, check #1562, Susan Bond (Feb Printing) = \$44.88, Total Disbursements = \$460.88 Balance Carried Forward = \$1,153.11

Minutes: January Minutes approved as written.

Newsletter (Dipstick): Another excellent *Dipstick* with excellent articles. Susan Bond needs articles for the slow winter season. She suggested if you read an interesting book about cars to write an article on that.

Regalia: Frank Linse had new regalia for sale. In particular were the new caps that Debbie Eisenbath described as not "poofy"(I am not sure of the spelling of "poofy"). Frank later sold all of the new, non "poofy" caps he had brought to the meeting. The new, non "poofy" caps were very popular.

Activities: Dan Kirby and Susan Bond talked about many activities that were planned at a meeting at Peggy Craig's home a few weeks ago. Scottish festival at the Khedive Hall on Woodlake Drive in Chesapeake April 5th. Dan Kirby talked about the April tour and it is in the planning stage for April 25-27 (Fri-Sun). The Williamsburg car show March 15th at Walsingham Academy. The Tidewater region of the AACA will hold their annual flea market on Saturday, Mar 1st at the Khedive Hall on Woodlake Drive in Chesapeake. We will have a booth there to promote the club and to sell any parts members have. The club is planning a drive out to Gloucester on Saturday, Mar 29th. to Brent and Becky's Bulbs. Gretchen Forbes, introduced by Alan Watson, was at the meeting to talk about the Daffodil

Festival and Gloucester. \$7 for bulb farm tour and a sign up sheet was passed around. Maybe a progressive dinner is in the planning stage for March. Anna Worrell talked about the 17 May (Sat) 30th Anniversary Dinner at the Aberdeen Barn restaurant on Northhampton Blvd. Dinner will be the choice of Sirloin, Prime Rib, Shrimp and Chicken and the choice can be made the night of the dinner. Planning continues. Other activities include: Ice Cream Runs, Visits to Wineries, Trip to VIR vintage racing in June were mentioned. Dan will keep us informed of SCCA rally events. We still need hosts for events and meetings. The next meeting will be held at Frankie's Place for Ribs restaurant.

Archives: Susan Bond needs prior to 1985 articles and pictures. Also she has been working on yearbooks back to 1988.

Clubs: Mike Ash said that the NAMGAR wanted to be on our Dipstick mailing list. This year the NAMGAR convention will be in Oregon.

Old Business: None.

New Business: None.

Marque Time: Mike and Jennifer Ash mentioned that Bill Keeler is in Seattle with his wife Libby for cancer treatment and suggested sending cards for support. They also mentioned Dave Barrows is in a nursing home and very sick. Dave Barrows was one of the charter members of the club. It was brought up earlier in the meeting that Mike Spruill is on the Roosevelt headed overseas to the Middle East.

Raffle: Winners were: Susan Bond one of the new non "poofy" club caps, Cynthia Faschini, a coveted club patch.

Meeting was adjourned at 9:24 PM and the party continued.

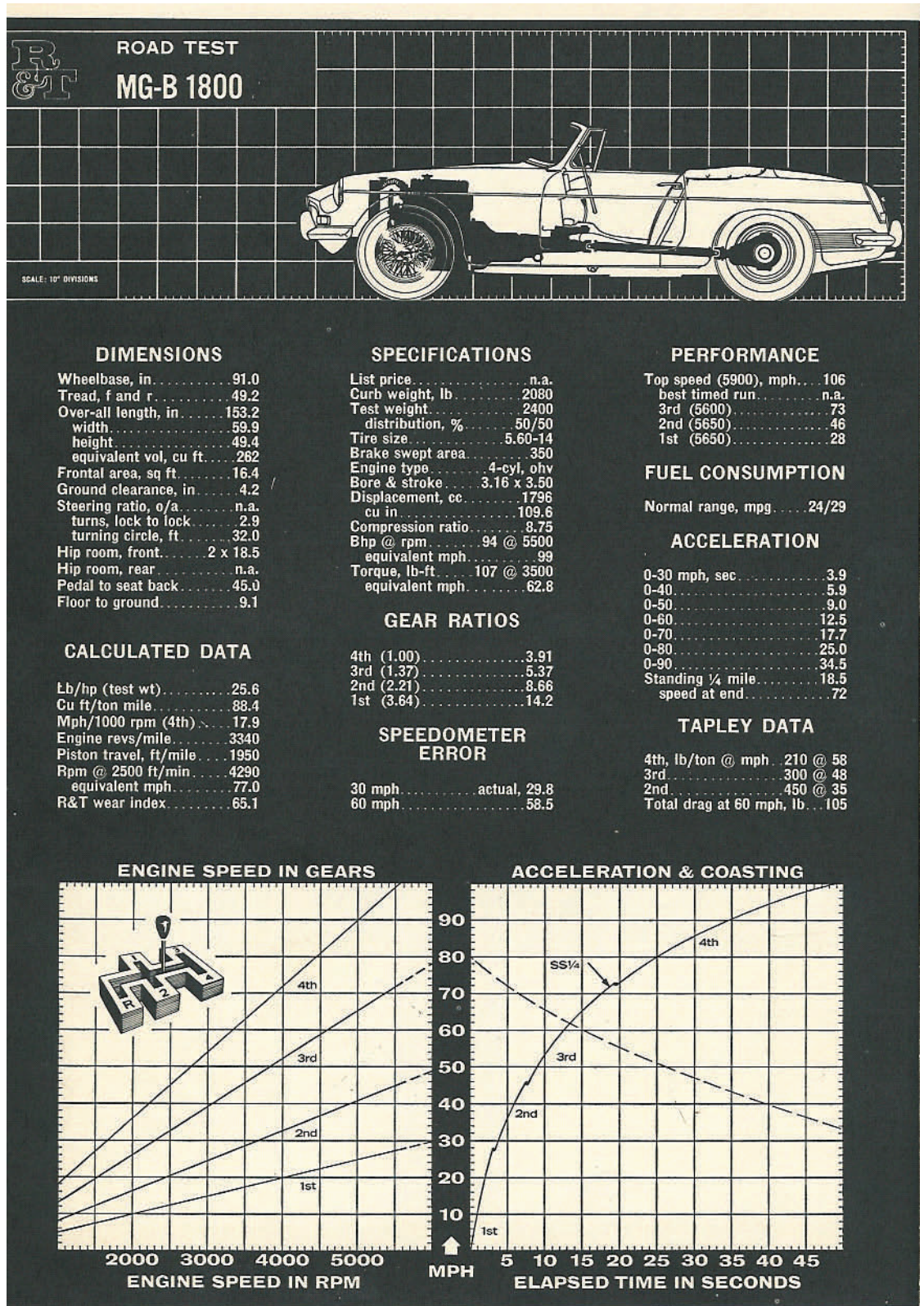


To the Tidewater MG Classics Club,

Thank you all for your thoughtful kindness at a time when it was deeply appreciated by the family of Dave Barrows. We were very touched by your cards, calls, and visits. Special thanks to those who braved the cold to pay their last respects at my grandfather's funeral and make sure that at least one running MG was in attendance.

Sincerely, Ceit Fisher

TECH STUFF



Road & Track road test panel for the M.G.-B. 1800.

I found some MG road test reprints in the centerfold of my grease stained, first edition (1964) *Glen's MG Tune-up Guide*, reprinted courtesy of *Road and Track* magazine. This month, the Mk1 MGB is in the spotlight. Note that the editor designated it the MG-B 1800. All credits to *Road and Track*, and *Glen's*. My R&T index only goes back to 1967, so I can't give credit to the

specific issue.

As an aside, in the 60s and 70's, Glen's manuals were as highly regarded as Motors and Chilton manuals, and generally contained more model-specific information than either of the former, with lots of useful tech tips, drawings and overhaul photos.

IN MEMORY

From the *Virginian Pilot*, February 15, 2003

David N. Barrows

VIRGINIA BEACH – David Newton Barrows, 96, passed away on Feb. 13, 2003 in a local nursing home. Born in Newark, N.J., he was the son of the late Miriam Cobb and Rufus N. Barrows.

Dave was employed by C&P Telephone Co. for 40 years. He helped establish the Tidewater MG Club. He was also known for building, restoring and repairing spinning wheels, looms, player pianos, clocks and watches.

Survivors include his wife of 63 years, Helen Cox Barrows; a daughter, Kathryn Barrows-Fisher and her husband, Carl of Virginia Beach; a son, John D. Barrows of Charles City, Va.; three granddaughters, Kathryn A. Fisher of Virginia Beach, Achsa Fisher-Nuckols of Charles City and Brooke J. Barrows of Williamsburg, Va.

The family would like to thank all of their friends who have helped them during this time.

A graveside service will be conducted at 1 p.m. on Tuesday in Forest Lawn Cemetery by the Rev. Keith N. Adams. Memorial contributions may be made to the Virginia Beach Rescue Squad, 740 Virginia Beach Blvd., Virginia Beach, VA 23415. Cox Funeral Home is handling arrangements. Condolences may be sent to the family through www.dmvobits.com/cox

(TMGC has sent a donation to the Virginia Beach Res-

Dave Barrows

Robert Davis

The reason *The Dipstick* is called *The Dipstick* is because Dave Barrows gave it its name.

It all started about 30 years ago, in 1972 or 1973 before the Tidewater MG club was formed, when my stepfather, Dr. Cocke, suggested I call Roy Wiley. Dr. Cocke had seen Roy driving his TD in one of the hospital parking lots and taken his number. "Roy has an MG just like yours" he said. I called Roy and we talked cars for about a half-hour (some things never change). Roy gave me the number of a man named Dave, who he described as a dear friend. I called Dave the next day and the following evening went to see him to borrow a head gasket set that neither Roy nor Dave had, but that a friend of theirs named Mike would gladly 'loan'. Dave Barrows lived on 86th street in Virginia Beach just down the road from Fort Story. Upon arrival, I was ushered in by Dave's wife Helen and sat in an enclosed patio complete with fire-



Dave's family — standing: John Barrows, Tom Nuckols, Achsa Fisher-Nuckols, Ceit Fisher. Sitting: Kay Barrows-Fisher, Brook Barrows, Helen Barrows

place. There sat Dave and Mike Ash. We talked for a few minutes and I can remember Dave saying that it was time to go out to the garage and have a look at the cars. Mike handed me a head gasket set and on the cover was his telephone number. We first went to Dave's garage and inside sat a red TD and in the next bay an MG VA. Both were convertibles. The VA was in primer and Dave explained how the VA was for his daughter Kay. I can remember the excitement I felt when I carefully looked over the cars. Then as if this were not enough, Dave turned on a flash light and we went to a lean-to shed built onto the back of the garage where a Healey Silverstone rested. Dave explained that the Healey Silverstone belonged to his son John. I shook hands with these 2 new friends and left complete with head set. I was there perhaps an hour. Dave had talked the whole time and Mike Ash (complete with mustache) hardly said a word.

Later Roy called to see how the TD was coming along. During our conversation, Roy informed me that there was going to be a local MG 'T' series club and that there was to be a founders meeting. The meeting was the same weekend that I was traveling to Richmond to play in a Rugby tournament, so I asked Roy to keep me informed about the club. Several months later, Roy called to tell me that there was a meeting just a few blocks away, at Cathy Dorwick and Camille Atwood's house. I drove my MGA and remember taking Mike Ash for a ride and then reaching in the back and pulling out a new gasket set to replace the one I had 'borrowed' months earlier. Inside, several people I didn't know said that I had to join as an associate member because I didn't own a T-series, just an MGA. Dave Barrows spoke up and said "No, Robert has a 1953 MG TD. Come sit next to me", he commanded. Whereby I moved over and sat in the comfort of Dave's

presence. I paid my dues at the end of this meeting and joined the club. This was the second or third meeting and my lifelong relationship with the Tidewater MG club began.

Over the next 2 years, I attended college out-of-town but worked on the MGs, spending entire weekends doing jobs that today would only take a day or less. I often called Dave and ran out to borrow or return parts. Dave would call me and want to know each and every detail of the MG repair jobs that I performed. From my 16th birthday until 1991, when I bought my first Land Rover, the only vehicles I ever owned or drove were MGs except for a two-month spell with a Sunbeam Arrow and another short spell with a Metropolitan.

The MG club became not only a great way to keep my main transport (an MG) in service, but was a part of something that I call my 'cognitive awareness of life'. It was that set of familiar people and events that were always there to provide a sense of security and well being. Knowing that I could turn to Dave Barrows, Mike Ash, Roy Wiley, Richard Hall, Jim Banvard, Ron Eaton, Levi Tarr, Andy Wallach, and Vince Groover for not only MG support, but also help with anything in life, yielded great comfort. The coaching from these men was heavily laden with honesty and an independent intellect combined with an assertive sense of self-respect and self-reliance. Sometimes harsh and difficult, it provided me with the perseverance to tackle life's difficulties. These same things that I now try so hard to instill in the minds of my children were hammered into me by my family of fellow MG owners, 'the big brothers of my life'.

Dave Barrows passed away on February 13th of this year at age 96. The memories of Dave are so strong that they seem like 'just the other day' as Dave would say. One day Dave called and said that he needed my help. I went to his garage and replaced the oil pan gasket to try and cut down on the dinner platter size oil slick that had developed under his TD. He had a special size pan to catch the oil droppings that fit under the TD between the front tires. Dave had me come over because his fingers would go numb when he held his hands up for long periods. Dave coached and I turned the nuts and bolts. This happened every now and then over the years. We replaced the distributor on the Silverstone with a new one that I had found and adapted simply by changing the weights and advance springs and drilling larger holes in the top plate to provide the correct timing advance. Dave told me numerous stories. He told me very detailed accounts of his older brother who became an architect in the Williamsburg area. I saw the sadness when Dave gave detailed accounts of how this brother died of appendicitis. Dave

told me stories about his career with the Telephone Company, his childhood, his children, and his grandchildren. He spoke of all his family with the most loving tones and mentioned how much he loved his wife, Helen. I attended many of the MG Christmas parties at the Barrow's home. I got to know Dave's daughter Kay and husband Carl Fisher. I got to know Kay's daughter Ceit (Katie to me) who now owns the red TD and her sister Achsa (Wonder Woman to me). At age 4 or 5 Achsa would spin around in her bathrobe with Wonder Woman pajamas underneath. While tossing the robe aside Achsa would say something that sounded sort of like 'Wonder Woman' and smile from ear to ear. I met Dave's son John and his daughter Brooke. Dave would call me and ask me to navigate for him on the club car rallies. At club events, Dave was always close by, a happy smiling friend.

Over the years I grew up, married, and now have my own children. It seems as though the 30 years that I have known Dave have passed so quickly that age 50 is just around my corner. It has been a true pleasure to know Dave Barrows and to be his friend for 30 years. It seems as though I knew Dave much longer, perhaps all his life through the stories he shared. I even met and several times visited with his father, who lived to be 98.

The family and friends of David Newton Barrows met during the afternoon of February 18, 2003 to pay their respects at a graveside funeral service. There were many familiar faces in attendance. Vince Groover bought a radiator for me to pick up and, like most places and events where the 'MG people' get together, parts were exchanged and car talk was heard. Would Dave or any of us have it any other way?

Later in the afternoon, Dave's family and friends met at the Barrows house on 86th street, the place where I had met Dave for the first time about 30 years earlier. We toured the garage and talked about Dave, the cars, and the past. Even though Dave is now gone, I enjoyed being in 'Dave and Helen's house', and most of all vis-



In Dave's garage: John Barrows, Robert Davis, Tom Nuckols, Loftus Hichins, Roy Wiley

February Meeting

Held at Frankie's Place for Ribs



Frank Linse, Debbie Eisenbath



Nikki Willis, Mike Haag



Jim & Betty Villers



Mike & Jennifer Ash



Herm & Andy Wallach, Cynthia Faschini



Pam & Vince Groover



Bill Seib, Leslie Paul



Frank & Anna Worrell



Guest speaker Gretchen Forbes, Alan Watson



Barry Tyson, Chuck Hudson, Mike Haag, Robin Watson

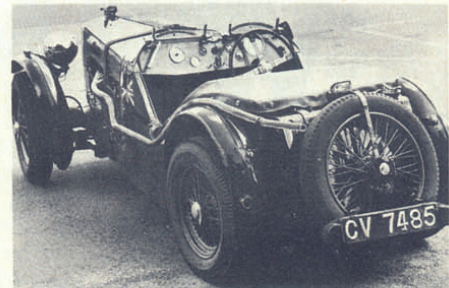
Link of the Month

Sent in by Mike Haag

"Do you need, or know of someone who needs a car transported to another state? Move your car with confidence! U.S. Veteran Owned. Visit our site for a Free Instant online quote."

www.transporters-of-automobiles.com

Might come in handy if we ever decide to do a West Coast tour in the MGs!



Where is it now?

And did he get a GT for it?

From
Penny Wise Motoring,
July 4, 1974

1932 MG J4 BODIED J2 SPECIAL.

Extensively rebuilt two years ago. 1203cc engine. Brooklands exhaust. 16 inch wheels etc. Year's MOT. Taxed July. £900ono. Consider MG B GT. Tel: Tisted 468 (Hants).

Ten Reasons To Worry Not About Excessive Oil Use

Geoff Wheatley

(reprinted with author's permission)

There has been a lot written in the American motoring press on the so-called detrimental oil leaks that develop under British Cars, especially MG's, when parked on or in local roads and garages. What these scribes fail to recognize is that this was a special feature of these cars designed to assist the on-going special relationship between the two great nations of the world, namely America and the United Kingdom. I would, through the facility of our excellent publication, like to put the matter straight, if only in the interest of the continued friendship between the real car drivers of the world, owners of T-series MG's and/or similar, and all the other lot.

1. An oil leak eases the periodic maintenance burden of the automobile owner. If oil is constantly passing through an engine, and requiring continual "topping up", then the need for oil changes becomes insignificant. I.e., there is never any dirty oil left in the engine, so why change it?
2. Older vehicles had wooden floorboards. With an efficient oil leak the wood will be permanently preserved, and in consequence will never need attention. I.e., no wood rot or other such problems; and in certain cases this can equally apply to cars with metal floors that have been sealed with "environmentally hostile" substances.
3. An effective oil leak provides constant protection against the ravages of rust on chassis and such like. I.e., you don't have to worry about the car parting in the middle.
4. An important side effect related to items 2 and 3 above is that the car is distributing oil to all other cars proceeding in the same direction, and to the stern of the aforesaid car, offering free protection to the following vehicle's grill, hood and windshield. I.e., this is just another example of the natural generosity of the British car owner, especially MG's.
5. With the contiguous and continual flow of the aforementioned oil, it will become easy for the British car owner to provide clear, easy-to-see, and distinctive directions to the abode of the aforesaid owner. I.e., when invited over for a drink the route is clearly marked. Both ways!
6. With the continued Federal and State maintenance required on asphalt highways, the oil distribution process allows for additional sealing of such highways at no additional cost to the taxpayer. I.e., we actually save you other drivers of less prestigious cars tax dollars.
7. With petroleum products originating from the

ground, this is a direct way to provide recycling, without all the middlemen. I.e., we are not only good citizens when it comes to saving your money, we are also dedicated to the principles of recycling.

8. The free distribution of our oil increases demand in the market place, which in turn creates jobs. I.e., if all you people had the good sense to own and drive British cars, such as an MG, there would be a dramatic reduction in the unemployment figures.

9. This increased purchase rate also means that we pay a higher level of sales tax than the "cheap and frugal" drivers of other cars. I.e., you should not only treat us with more respect, but you should also buy us at least two beers at all suitable social events as a small token of your appreciation of our continued financial contribution to the welfare of the community.

10. I hope these points provide clarification, illumination and even inspiration to those of you who have been misled into believing that oil leakage is something to be scoffed at. A little time and trouble, not to mention a few hours of instruction at the local pub from fellow owners of British cars, should enable you to join the ranks of those who aspire to help the human race through efficient and effective oil distribution.

God save the Queen and all owners of British Cars . . . especially MG's.

Geoff (I just happen to own five MG's, so eat your heart out) Wheatley, Clinton, NY

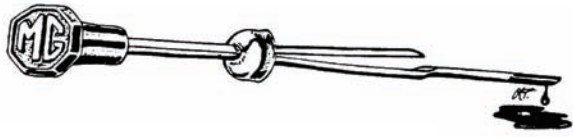


Penthouse Apartment for Rent in Cornwall

(see page 3 for details)



The Dipstick



The Tidewater MG Classics

Susan Bond
541 Forest Road
Chesapeake, VA 23322

FIRST CLASS



March Meeting

Wed, Mar 5th

Frankie's Place for Ribs

5200 Fairfield Shopping Center

495-7427

