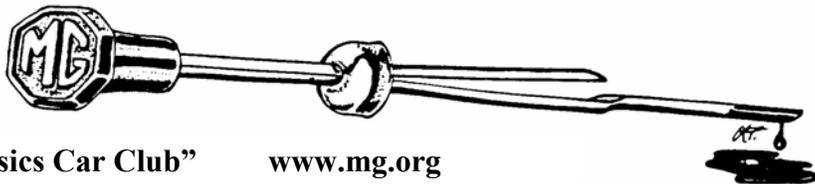


The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXIII, Issue 7

Dedicated To Preserving The Marque Since 1973

July 2006

MARQUE TIME

We had another large turn out for the monthly meeting, despite the threatening weather. Beckey and I set out topless but scurried into a church parking lot on Indian River Road when we noticed little splashes on the windshield. Just in time! As we clambered back in the MG the heavens opened. Many thanks go to Beth and Gary Campbell for hosting us. Thanks also go out to Debbie and Mark Childers for hosting the tech session on Fathers Day. What a nice way to spend Fathers Day, turning wrenches.

As I mentioned at the meeting, (see minutes), we are looking for a new print shop to take our “Dipstick” to for copies. Our current printer is shifting focus, and this will be the last “Dipstick” printed by Electronic Systems. If anybody has any print shop connections please let Sue know.

Beckey and I will not make it to Gatlinburg for MG 2006, but I know a number of members are. Hopefully, by the time you are reading this they have all returned safely. Instead of the Gatlinburg trip, Beckey and I hope to take our ‘B to Cleveland for the North-eastern Ohio British Car Council’s British Car Day at Ursuline College. One requirement Beckey stipulated is that we have new seat cushions prior to this trip, so I have started pulling the seats out of the ‘B to accomplish this.

Memberships came in fast and furious for the first couple of weeks of June, and have now come to a screeching halt. Please help make Robin’s job easier and renew in a timely manner.

Safety Fast,
Alan

Meeting,
June 7,
2006



UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- July 2 SCCA Solo II, www.odr-scca.org
- July 5 **Wednesday meeting at Peggy & George Craig’s (see back page)**
- July 12 **Ice Cream Social Run (see page 3)**
- July 15 **Dipstick Deadline**
- July 15 Antique, classic, highline sale, Tidewater Auto Auction, www.twaa.com
- July 16 SCCA TSD Tour, www.odr-scca.org
- July 29 Brits by the Bay, Pasadena, MD
www.tracltd.org
- July 29 HorsePower Classic Auto Show, Colonial Downs,
www.horsepowershows.com
- Aug. 2 **Wednesday meeting at J.D. & Lara Hawthorne’s**
- Aug. 6 SCCA Solo II, www.odr-scca.org
- Aug. 10-12 Roadster Factory Summer Party
- Aug. 15 **Dipstick Deadline**
- Aug. 26 SCCA TSD Tour, www.odr-scca.org



Dues are
Due!!!

JUNE MINUTES

Susan Boond

The meeting was called to order at 8:11 by President Alan Watson. He thanked Gary and Beth Campbell for hosting us, commenting that it always seems to be a top-up night when we are here.

Treasurer: Jim Villers presented a 2-month report (Meeting? What meeting?) **In:** \$52, **Out:** \$226.79, **Balance:** \$1,371.36.

There was a delay while the President bought raffle tickets and said he saw Jim on the way to Moonrise Bay Winery with the Mercedes Club – another bad weather day, lots of problems. The MG is more reliable!

Activities: June 10 is Brits on Bay, Mike Haag will write. Wednesday, June 14 is the first Ice Cream Social run of the season, meet at Courthouse Market Place at 7:00. Alan will write. Sunday, June 18, Fathers Day Tech Session at Mark Childer's house. Someone commented it was Dad's day in the garage (away from the kids). June 21-25, MG 2006 in Gatlinburg, TN, Jennifer will write. Next meeting will be on July 5, Wednesday (Not Tuesday, the 4th) at Peggy and George Craig's – remember they have moved.

Clubs: Mike had nothing, but a rollaway bed is for sale.

History: Albums are here, but are not out because everyone was outside.

Membership: 114 members, 39 renewals so far. There will be an earlier cut-off this year, the end of August, so the directories will get more use before being replaced. Save Robin a lot of work on the directories by renewing early.

Newsletter: A plea was made to get articles in early because the editor who puts it together is going to MG 2006 right after the deadline. Mark said the car she is trying to put together for the show could be finished at the tech session. Any idea what an MG put together by a committee would look like?

Regalia: Raffle will be bottle of Ingleside wine from our trip (rumored to have come from the Campbell's cellar), May issue of MGO's *Enjoying MG*, an MG glass, and first in line for food.

Technical: Mark started by asking who had attended their wedding reception, and said there is still food left over!! – seriously, today is their anniversary. Tech session will be on the 18th to put Susan's car together to go to MG2006. It is summer so pay attention to radiators. Pre-76 MG radiators, non modified, can get soldier bloom – when the antifreeze degrades it affects the soldier which swells and comes off and blocks the tubes. Just follow the directions on Prestone super flush in the white bottle. It fixed his tractor, cleared out tubes and lowered the temp by 30 degrees. It doesn't hurt the good soldier, it attacks the sulfides. Just don't

create a super fund site with the residue.

Old business: None

New business: We need a new secretary. Doug was elected for life, but had told us he wouldn't be able to make it to many meetings this year. Michele Peters volunteered to try the job and see how it goes. Be sure to let her know who you are when you speak!

Marque time. Chuck Hudson: Eleanor the TC had another fuel starvation problem. It developed on Great Neck Road and he was able to round the corner and park on Lord's Landing, right in front of former member Jim Snead's house. Jim offered TD tools and great hospitality. Chuck got him a license plate frame and will take him a Dipstick. Vince remembers him, Jennifer, too.

John Terschak has found a degreaser that really works. Bought at Ace Hardware for \$9, LPS works on everything and you don't even have to wipe it off. MG 2007 will be in California. He has paper work on the host club. It will be in Sonoma, near Napa Valley. (Jim offered a bumper sticker he has an extra of, "Virginia is for Wine, Napa is for Auto Parts"). John will get the loan of an MG from friends there so he doesn't have to drive cross-country. At 'MG by the Bay' he saw a TD with a \$20,000 paint job, and an Arnolt.

Vince said a guy offered to swap an Arnolt for his Y at the GOF at Virginia Beach years ago.

Mark was in NY and saw a TD in traffic. The driver was dressed for the part but the car had lots of dings.

Robin's B had a roll back ride today. He had been visiting Frank after dropping a starter off at Brownings when the clutch went out at Independence and the Boulevard. He managed to coast into a parking place. (Alan said he must have been going at a good clip to coast so far!) Isn't it funny how all tow truck drivers know where MGs live? Chuck's driver said he loved to tow his car because it's so pretty.

Jim says Brownings is great. They will check out a starter and not charge if it is good. They are located at Independence and Northhampton.

Better late than never – **Visitors and new members:** New member, Ron Hess, has a '79 Midget which is now on the road. New member, Anita Edwards-Struewing got an apology from the editor and a promise to correct her listing in the next *Dipstick*. It's the second meeting for Kim and Alan Hardesty.

More New business: We may need to find a new print shop, ESI may close to outside work.

Raffle: Beth Campbell took the wine. Debbie and Frank took the magazine, Kim Hardesty picked her own number and took the glass, John Terschak got first in line again – he's already there!

Meeting adjourned at 8:58.

July Ice Cream Social Run--Rescheduled from June

Wednesday, July 12th - 7:00pm

We got rained out in June so that Ice Cream Run is rescheduled for this month.

Think *Sunshine!*



Leave Courthouse Market Place car park (corner of Princess Anne Rd & Nimmo Pkwy--the entrance is on Nimmo Pkwy, opposite the west side of the Va Beach Courthouse)

The drive will be for 29 miles--about 45 minutes and finish up at Sonic on Nimmo Pkwy close to Upton Dr.

Robin Watson: 721-9277

MG Hospitality

Chuck Hudson would like to give a Thank You to Jim Snead for his MG owners' hospitality on Sunday, 28 May.

"My TC, Eleanor, had another fuel starvation incident. We were on Great Neck Road so we quickly turned off onto Lords Landing. We coasted down the block and stopped at the curb. As I was quizzing the engine with lots of blue words, up walks Jim. He says he has tools for his TD if I had a need. I knew it was more than just a wrenching. Thanks.

"While dialing for Dale Old's rollback, I saw my sister, visiting for the weekend, with a cold soda in her hand. Next there was one for me. Shade in the garage. A chair for Pam. So generous.

"Jim said he had been a member way back, in the Banvard era. He has a very nicely kept '52 TD, BRG with biscuit interior. He takes it out now and then for a smile.

"Thanks, Jim, for your Southern MG gentleman hospitality!"



Meeting, June 7, 2006

Membership: SLOWED DOWN

Robin Watson

Well, I suspect that you were expecting an article on SPEED. However, I wanted to get attention to the monthly membership article. We still have 114 membership listed and 46 members that have renewed for 2006-2007 as of June 14th, but renewal has slowed down this last week, since the 7th we have only had two renewals.

Dues are Due!!!

Ed. Note — Correction to last month's new member column:

Ronald Struewing and Anita Edwards-Struewing are our new members. I apologize for getting it wrong. Can I blame the computer?

Officers and Committees

President	Alan Watson	426-2600
Vice President	J.D. Hawthorne	723-0630
Secretary	Doug Kennedy	460-5037
Treasurer	Jim Villers	481-6398
Editors	Peggy Craig	226-7755
	Susan Bond	482-5222
Membership	Robin Watson	721-9277
Activities	Becky Watson	426-2600
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Becky Hassler	874-1477
Clubs	Mike Ash	495-0307
Webmaster	Mike Haag	mikeh@whro.net

Tech Stuff

Mark Childers

Handy MGB Reference Chart

Capacities:

- Engine Oil: 5 quarts w/filter and oil cooler
- Transmission uses engine oil: w/o ovd. 3 quarts; w/ ovd. 3.5 quarts
- Differential lube: (Banjo) 1.5 quarts, (Tube) 1 quart 80-90w
- Engine Oil: 4.5 to 5 quarts w/filter depending on oil cooler
- Fuel: Early roadsters 12 gallons; All GTs and post 67 roadsters 13.8 gallons

Engine:

-Firing Order: 1 - 3 - 4 - 2. Rotor turns counter-clockwise. With #1 sparkplug removed, slowly turn engine by hand until compression is felt at plug hole. When timing marker is at TDC marker, remove distributor cap. If rotor is pointing approximately 1:00 position as viewed from right side fender then distributor drive is correctly installed and #1 spark plug wire will be directly over the rotor at the 1:00 position, followed by 3, 4 and 2 going counter clockwise. If the rotor is pointing approximately 7:00 position, then the drive is 180° out. In that case, #4 plug wire will be inserted at the 1:00 position, followed counter-clockwise by 2, with 1 at the 7:00 position then 3. The rotor position will not affect timing or advance. Plug wire routing may, however cause head-scratching by kibitzers.

-Point Gap: .014 - .016" Be sure to reset timing after adjusting gap. Larger gap = hotter spark at plug and shorter points closed-time duration (cooler coil temps). Larger gap also slightly increases timing advance.

-Spark Plug Gap: .025 to .035" (larger gap = hotter spark and higher coil temp.)

-Static timing: About 8° B.T.D.C on regular fuel; 10° on premium. Fine adjust as necessary.

-Valve lash: 1963-1974 .015 hot; 1975 and later .013 hot (for passing period EPA requirements). Better a little loose and noisy than too snug. Most techs go with .013" *cold* across the board which equates to about .014 - .015" when hot.

-Oil Pressure: Warm idle at least 15psi; cruise rpm 50-80 lbs. Some engines experience benign oil pressure flickering at cruise. To increase pressure on a sound engine, replace with uprated spring/bullet combo or add a .030" spacer in the bullet. *Never* stretch spring to try to increase oil pressure.

-Water Temp: 170-185 F summer, 185-190° winter. A warmer engine in cold weather is more efficient and tends to prevent over enrichment of HIF and Z-S carbs

Electric:

-Alternator Output: 13-14.5 VDC with lights on. Rated at 31 Amps at 2800 pulley rpm but most Lucas

are good for about 20 amps continuous at 13.5 to 14 volts.

-Fuses: 17 Amp continuous current rating, 35 amp fast blow. NEVER use a 35 amp SAE/AGC fuse. If 17/35 is not available, use a 20 amp US style fuse (blows at approximately the same time as a 17/35 if a dead short to ground is detected.)

-Headlamps: The latest generation Phillips halogen bulbs draw less current, produce more lumens and last much longer than standard sealed bulbs.

Various nut and bolt spanner sizes:

Dist. Clamp: 7/16" (mount clamp so that the nut is adjacent to the dipstick)

Crank pulley: 1-5/16" (Snap-On sells a 1/2" drive shallow socket for \$21)

Lug nuts: 13/16"

Driveshaft nuts: 1/2" (a locking device is required)

Front brake bleeder: 7/16"

Rear brake bleeders vary from 3/16" to 5/16" and occasionally metric

Valve lock nut: 1/2", Valve cover hold downs 5/8", Rocker hold down nuts 1/2"

Rear brake tensioner: 1/4 square

Rear hub: 1-5/16"

Lug nuts: 13/16"

Front hub: 1-1/8"

Head stud nuts: 9/16"

Flex oil pressure line is generally 14mm--too small for a 9/16" and too big for a 1/2"

Notes from the Editors

Susan Bond

This is a slim issue because I am on a tight deadline — we are leaving for MG2006 on the 19th. I had entered both GT's in case the red one wasn't finished in time. It will be, sort of — lots of touch up things won't be done but at least it is drivable, and fun to drive. But how could I leave my (t)rusty Old Faithful at home? So she is going, too. Actually it makes sense, we only need one spare tire, one set of spare parts and one set of tools between them. So, if we find lots of parts in Gatlinburg we will have a way to get them home. Or if we buy lots of wine at Chateau Morrisette

There is to be an MG Newsletter Editor Breakfast at MG2006, hosted by *CLASSIC MG Magazine*. Us editors are to discuss ways to make this job easier and were asked to submit topics for discussion. I couldn't think of anything I needed to know (ignorance is bliss) so I submitted a few ideas that work for us: having a committee put out the newsletter, getting volunteer writers at the meetings, and using Publisher to do all the work as opposed to actual cutting and pasting. Hopefully I will bring back some great new ideas and this newsletter will benefit.



Hampton Block Party.

J.D. Hawthorne
Photos by J.D.

Well, the second time was the charm! After a false start due to (possible) inclement weather, the weather on May 6th was perfect for the British Car Meet at the Downtown Hampton Block Party.



I arrived around 4:00. This year we parked right on Queen St., which is closed off to traffic on Saturdays for the block party. Although the volume was not great, the makes were quite varied. Included were Frank Hurley's Daimler SP250, a TD, MGB, my MGA, Midget, TR-3, 6, Spitfire, TVR 2500M and 280i. Jaguars include a V-12 E-Type, XJ-6 and XJ-S.

Once again, Carlyle Bland opened up the deck to the participants of his restaurant, Marker 20, which was conveniently across the street



from our parked cars. He provided free beer (including the house brew, Hampton's own St. Georges) and sodas to the participants along with a \$2.00 Kentucky Derby bet! No winners that I was aware of.

This is a nice relaxed gathering. We ate some fine food, enjoyed some good ale and not only got to talk to our fellow British car owners, but other non-owners.



The crowds began to get pretty large by 8:00 and with the help of the Hampton police we were able to call it a night.

Once again, a special thanks goes to event coordinator Carlyle Bland.

British Classic Car Meet - June 11, 2006

Richmond, VA

Mike Jones

Photos by Mike Jones, Susan Bond, Doug Wilson

The Richmond Triumph Register's 14th annual British Classic Car Meet was once again held at the Virginia Aviation Museum adjacent to Richmond International Airport. Ed Smith (TTR) and I started out at 6am from each other's residence and met at Lake Wright to begin the journey to Richmond. Both Ed and I belong to RTR and TTR as well as myself also belonging to TMGC. Since we are members of RTR we expected to work a little at the show, hence the early departure.



We arrived at the show field about 8am (after a little breakfast of course) and began cleaning the cars and checking out what and who had arrived so far. I soon saw Susan Bond with 007 and her granddaughter, Taylor



Taylor and Nancy Sumner, with Jamie Barnhart's daughter, Nancy. I also found that my camera batteries only lasted about 5 minutes and had to borrow Susan's to take a few shots.

As usual there was a good turnout for this show and included several high end cars such as the old Jags and Morgans as well as one museum Austin Healey. The Healey was one of only three pre-production prototypes built around the time of merging of several of the British car companies (late 60's?). It was never named officially, but has been referred to as a 4000, MKIV and several other names. It was a standard 3000 cut down the middle with 6



Rolls-Healey

inches added to the width and a Rolls-Royce engine under the bonnet. This engine originally came from the Princess and since Warwick had quite a few lying around it's what they used. Of course it never made it to production, but the guess is it would have been popular in the US.



Of course there was the usual contingent of MGs and Triumphs from TDs to late Bs and TR2s to TR8s. It's amazing today how the

condition of these cars has evolved to 99.5% being at least good and most excellent, versus 10 years ago when almost any condition car could be found in these shows.

As usual, Richmond put on a great show and offered more than enough for the entry fee in a ticket to the air museum as well as many excellent door prizes. I picked up a set of floor mats for my C-GT that was worth more than the entry fee alone. This show draws



a worthy crowd of all British car Marques and shouldn't be missed.

TMGC members, besides Susan and I, seen in attendance were:

- Frank and Morris Worrell
- Bernie Imdahl and Wanda
- Frank and Kerry Hurley
- Doug and Eiko Wilson

Former members: James Simpson and Gregg Coogan

Class winners were:

- Doug and Eiko Wilson, 1st with 52 TD
- Frank Hurley, 2nd in Early MGB
- Frank Worrell, 1st in Late MGB
- Mike Jones, 2nd in TR7/8

Doug Wilson's TD



What Went Wrong?

Part Three (continued from May 2006)
Geoff Wheatley, Public Relations Director,
New England MG T Register

This situation slowly spread throughout the whole BMC operation and by 1961 the corporation was in serious financial trouble with the government who still had a stake in the operation pushing for a solution. Triumph went on the selling block to be purchased by British Leyland, Britain's largest producer of trucks and buses. No one believed that this would succeed but through good management, some real capital investment and a lot of pruning by 1963 Leyland Triumph reported a profit. Back at the ranch the British Motor Corporation continued its old policy of independent achievement but did concentrate all sports car production at the MG Abingdon factory. This may sound advantageous but in reality this factory was little more than an assembly plant with most of the components being made throughout the UK. The car bodies were made at Press Steel in Oxford, the engines and gearbox were made at the Morris Engine works and/or elsewhere when demand was heavy, the electrical components made in Birmingham by Lucas and so on. When the bodies arrived at the factory they were pushed to each work station. Every component was fitted by hand but to be fair it should be noted that air driven tools were installed in the 1960s! Twenty years had passed since the first MG TC hit the American shores yet the dealerships were still scattered and supplies of spare parts usually way behind demand.

By 1970 it was obvious that some form of action was needed if the British Motor industry was to survive and by 1971 BMC had bit the dust and British Leyland became the proud owner of MG, Morris, Austin, Triumph, and Jaguar. British Leyland was now the major vehicle producer in the UK and of course started to lose money. Various cuts were made, workers laid off and industrial disputes increased. Once again the government stepped in with more cash remembering that laid off workers still vote! The British taxpayer now owned about 40% of the British motor industry although the dividend return was not that exciting as production fell and prices increased. The introduction of the Ford Mustang in 1964 should have woken up the British sports car industry in much the same way that the Volkswagen Beetle became the flavor of month in the same year pushing out what was left of the British small family car market with the exception of the Mini. The original Mustang was a superb example of what the American sports car owner wanted. Reliable, sporty in design and featuring a mid-size power unit with a modern gearbox. A few comforts but not too many and a choice of soft top or GT style. Now add an attractive price with a national distribution and service operation where spares were always available. Keep this design policy for a few years and you could push all the European imports into the sea, well almost all!

But Detroit could not get out of the 1950's desire for size as illustrated by the Corvette that should have been a world winner but not with a 300 horse power engine! The Bigger is Better policy and "must increase sales" seemed to be the general marketing attitude from Detroit. Just how wrong can anyone be? The Datsun Z series presented more of a threat to MG but they were more expensive and just as prone to

rust and decay as any British product. The merger of BMC and Leyland Triumph also helped to strengthen the British position and gave them a second chance in the world's export market even though this new creation was still fighting to get their balance sheet in the black. The Truck side of the operation certainly helped offset the diminishing returns from Austin and Triumph.

MG was just about holding its own with the MGB but even that car was in need of a serious face lift by 1970. Leyland did manage to achieve some degree of centralization with the Mini now being produced in one central plant and the successful MGB in another. Parts supply was also centralized and there was even a Leyland design team that worked in co-operation with their colleagues in other production plants. (This team was responsible for the most unsuccessful sports vehicle ever produced in Britain, the TR7, more on that later!) The Triumph Spitfire had taken off and was gaining its own market share while the Triumph 2000 sedan had a waiting list. So, despite a poor return on investment things seemed to have come together for this new collection of odd bed fellows now named British Leyland. US sales started to increase and new service facilities/dealerships were being established. 1972/73 returned to being growth years for US development and the 1973 Board report from Leyland was full of upbeat news on all fronts. Then the bombshell hit the import market when the US Government introduced rigid new standards for car exhaust emissions and car safety. Some say this was a direct ploy on the part of the US Government to curb imports especially from Japan who were gaining a strong market share by the mid 1970's. It certainly hit the British imports and many forecast that this was the end for British export to the new world. The type of investment required to meet these standards was extensive and the British government said "no" to any request for further assistance.

As to be expected, sales decreased as makeshift modifications were made to existing models like the ugly large rubber bumpers fitted to the MG range to meet American crash requirements and the air pollution equipment fitted to the small engines of the British sports cars that reduced performance and gas economy. The Japanese seemed to take these regulations in their stride with major investment in their growing car industry and good promotion techniques that gave them an excellent network of dealerships in a matter of a few years, something the British had never achieved despite being the first on the block and a twenty year head start.

In one last bid to save the British export sports car market the combined design teams put forward a completely new concept based on the wedge principle of aerodynamic design. All work design in every other production plant was put on hold including the now tired MGB that had been around for almost 18 years and desperately needed a complete overhaul. In the fall of 1976 the Triumph TR7 was launched in a fanfare of publicity both sides of the Atlantic. It was almost as bad as the famous Edsel disaster except that British Leyland did not have the Ford reserves to overcome the situation. In desperation with the hope that they could get would-be MG owners to move over to this new creation they closed the MG plant in Abingdon in 1980, almost a scared shrine to millions of MG owners throughout the world. They did this despite the fact that the old tired and now under powered MGB sold a record 34,794 cars that same year, a figure that

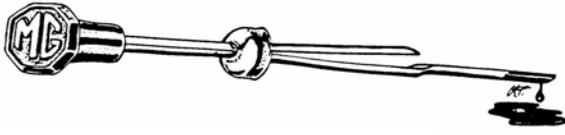
the TR7 never got close to throughout its five year existence. This action also lost them what was left of the export market for British sports cars.

The Mazda RX7 and the revamped Datsun Z range soon filled the gap left by MG and the Triumph Spitfire; the once mighty British motor industry was now dead even though the corpse would not lie down. Export virtually vanished apart from the Rollers and a revamped Jaguar now under private ownership and almost back to its original quality level. The recession in 1979/80 coupled by the increasing value of the British pound against the US dollar helped to create this sad situation. Every Leyland sports car sold in the USA during that period lost about a \$100, or so the Leyland Board said when they closed down MG but kept the Triumph TR7 in production that lost three times that much during its lifetime. What was wrong with this car? Well I could say everything but that's not quite fair. It was ahead of its time, had poor quality control, was not large enough for the US market and had serious electrical problems that took months to sort out. Had the car been fully tested for about two years as was the normal procedure for any new vehicle and had some serious market research been carried out to see what the next generation of sports car owners wanted it might have been a success, but you could say the same thing about the Yugo!

What is left of the British Motor industry is not even a shadow of the former glory. Rover/MG continues to produce revamped models that don't sell beyond the British shores and even then in a minority market. Production is slated to move India in the near future. Vauxhall, the GM British company who have made cars in the UK for over 75 years are relocating to Europe and Ford UK already has. The independent Morgan Sports Car company produces about twelve cars a week and has a two year waiting list. Jaguar is now a part of Ford who seem to have done a first class job with this famous marque. They also own Range Rover who do not seem to have had a great deal of success since the purchase. The famous Mini is now in the capable hands of BMW who look like they have another winner on their hands with an international waiting list for this car.

No other country had such a wonderful opportunity to develop a world market for quality goods, the world was truly their oyster in 1947. During these post war years Britain developed the first Jet airliner, the De Havilland Comet, and held the world speed record for over a decade both on land and water, but corporate greed, poor management, reactionary unions and government interference managed to kill the goose that could have continued to lay the golden egg well into the twenty second century. The lesson is simple, keep free of government handouts; they will come back to haunt you. Change management often, especially on the design and marketing side. Watch the competition every day and never take the market for granted. Create good labor relations but don't allow your company to be held ransom by rogue unions and wild cat strikes. Remember, Big is not always Better. The idea of creating groups of companies under one umbrella without any real power to change policy or worse still being unwilling to make any changes is a sure road to the poor house. There is a lesson to be learned from the demise of the British Motor Industry by our friends in Detroit, but as is often the case we seldom look at history when planning the future.

The Dipstick



The Tidewater MGB Classics

Susan Bond
541 Forest Road
Chesapeake, VA 23322

Affiliated with



North American MGB Register

Winner of *Old Cars Weekly*
"Golden Quill Award"

FIRST CLASS



7:30 - Kick Tyres
8:00 - Meeting

Monthly Meeting
Wed, July 5th
George & Peggy Craig
724 Harris Point Dr
Virginia Beach
226-7755

