

# The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

[www.mg.org](http://www.mg.org)

Volume XXXV, Issue 10

Dedicated To Preserving The Marque Since 1973

October 2008

## MARQUE TIME

Miscellaneous Ramblings.....(with apologies to Brock Yates).....

Thanks to the extensive slew of TMGC members who came out for the September meeting at “Chez Davidoski.” Kathy and I had a great time and we hope you did, too!

I mentioned at the meeting that our son was just back from Iraq, arriving later in the evening. We had a great reunion with him over the ensuing week and he’s now enroute to Oceanside, CA, via some additional R&R in the Denver, CO area. What I neglected to mention during the meeting was that I’d been out to California the week previous, in order to meet Joe as he arrived at the Camp Del Mar Armory to secure his weapons and start his post-deployment leave. We were able to retrieve his VW from the outdoor storage lot just as they were closing for the day. The car had a thick accumulation of reddish dirt all over the exterior, plus assorted wildlife living in the engine compartment and interior – but that’s a subject for a future story!

True to TMGC, even when on vacation on the West Coast, I found a local LBC restoration business by using our website. By linking to NAMGBR and then to a San Diego area club, I found the phone number for B&A Restorations, in nearby San Marcos, CA. A quick phone call to B&A yielded an invitation to visit the facility the next morning.

On arrival, Joe and I met the proprietor, one Bill Armstrong. Bill has been rebuilding LBC’s (and other select vehicles) in the San Diego area for the last few decades. His voice still carries a slight Scottish inflection, and his genuine hospitality is evident. Bill gave us a leisurely tour of his facility located in a light industrial development. The entrance was marked by a 1976 MGB sitting near the front door. This car looked like it had been pulled from a swamp somewhere, but the inspection tags indicated that it had been on the road fairly recently.

Once inside, we were treated to a quick historical sketch of each of the following cars.....

A chrome bumper BGT was up on a lift, in the final stages of a concours restoration. The Olde English White paint on this car was truly spectacular. Beneath the GT there was an E-type roadster, in Austin Powers regalia. This car was destined for an \$85K rebuild for an owner with plenty of time (and cash) on his hands. On an adjacent lift was another E-type which was undergoing an even more extensive rebuild: Bill detailed the sheet metal work that he was fabricating, in order to return this beauty to OEM condition for another lucky owner.

Other projects included a 1967 Healey 3000 Mk III, a 1965 Sprite Mk IV, a 1967 Lotus Europa (the one with the Renault engine and the difficult body to frame bonding arrangement), and a 1968 Volvo P1800 Coupe. The big Healey and the P1800 were being completely redone on behalf of original owners who wanted to relive their respective youths. Bill also had some 1950’s Chevy station wagons that were being restored to proper “surfing-mobiles”. (Surfboards seem to grow on trees out there!) The last project was a 1959 Cadillac Eldorado that was



East Coast meets West Coast at B&A Restorations

being retro-fitted with an Escalade power plant and a slew of modern conveniences. The re-chroming bill for that Caddie was truly remarkable!

The next time you find yourself in the San Diego area, be sure to give Bill Armstrong a call at 760- 891-0960 and let him know that you're with TMGC. He is a storehouse of technical knowledge and is delighted to share it with "true believers" such as ourselves. Courtesy of Bill, I picked up a few pointers on checking out the early-type O/D gearbox that is destined for our 1965 MGB. Bill also shared an excellent source of hardware kits for LBC's -- more on that next month.

In the meantime, remember to keep your MG active -- "Just Drive It!"

Cheers, Mark Davidoski



## UPCOMING ACTIVITIES

Check [www.mg.org](http://www.mg.org) for the latest info!

- Sept. 29 Classics at Lee Hall, [www.leehall.org](http://www.leehall.org)
- Oct. 3-5 Waynesboro BCS [www.svbcc.net](http://www.svbcc.net)
- Oct. 4 Brits and Battleship, Wilmington NC, [www.bmccf.org](http://www.bmccf.org)
- Oct. 7 Tuesday meeting at Chuck & Becky Hassler's**  
(see back page)
- Oct. 11 Tech Session at Abacus Racing** (see page 3 for details)
- Oct. 12 Dipstick Deadline**
- Oct. 12 Hunt Country Classic, Middleburg, VA, [mgcarclubdc.com](http://mgcarclubdc.com)
- Oct. 17-19 Euro Auto Festival at BMW plant, Spartanburg NC, [www.euroautofestival.com](http://www.euroautofestival.com)
- Oct. 18 "Beaverdam or Bust" Drive out to the Watsons**  
(see page 5 for details)
- Oct. 18 Brits by the Bay, Pasadena, MD [www.tracltd.org](http://www.tracltd.org)
- Oct. 24-26 Virginia Fall Classic, Newport News, [www.vafallclassic.org](http://www.vafallclassic.org)
- Oct. 25-26 Driver Days, [www.drivervillage.com](http://www.drivervillage.com)

Oct. 25 Autumn's Fire, SCCA Roadrally, [www.odr-scca.org](http://www.odr-scca.org)

**Nov. 5 Wednesday meeting at Ron & Anita (Edwards-) Struewing's**

**Nov. 12 Dipstick Deadline**

**Nov. 16 Tech session at Susan and Terry Bonds'**

Nov. 17 The Toughest Rally of the Year, SCCA Roadrally [www.odr-scca.org](http://www.odr-scca.org)



## SEPTEMBER MINUTES

Michele Peters

We began our September meeting at 8:07 PM at the home of El Presidente y su bonita esposa, Kathy. Muchas gracias, para un tiempo bueno y una comida deliciosa. (OK, for those of you who read Spanish... sorry; and for those of you who don't read Spanish... sorry).

**New Members and Guests:** We had one new set of members since our last meeting: Dan and Beth Kirby of Virginia Beach, who are the proud owner of... wow... a '31F-Magna, a '57 MGA, a '67 MGB, a '70 B-GT, and a '75 Midget. They could practically be a club all by themselves! Welcome. We also welcomed Aaron and Debbie Johnson who have a 1974 1/2 MGB. They used to have a 1953 MG TD, but with the onset of "Kids syndrome," they were forced to sell the TD and trade in (some would say, "down") for a minivan. Ugh.

**Vice-President:** Bill O and his wife were moving their daughter to Mary Washington College recently. Bill was wearing MG Club identifying attire, and was approached three times by folks asking about the club. Some of the friendlies even reported knowing current members. The moral of the story is, no matter where you are, always behave, 'cuz somebody will know somebody who knows somebody in our club!

**Treasurer:** Jim V. reported that we brought in quite a haul with dues, and only had minor disbursements to cover printing and posting and our hosts costs for the evening. So basically, we are sitting pretty in the treasury department.

**Activities:** We still have no Activities Coordinator, so El Prez suggested that everyone check *The*

What: **Class Trip to Abacus Racing!**

Where: **1372 Baker Road, Virginia Beach, VA 23455**

When: **Saturday, October 11, 2008 from 9 AM until 1PM**

Who: **TMGC members and guests**

Your chaperone will be Mr. Davidoski. Be sure to ask your parents/guardian for permission to enjoy some donuts and coffee, which will be provided!

RSVP: 757-831-4196 or davidoskicrew@cox.net

(So your chaperone knows how many dozen Krispy Kreme to invest in)

*Dipstick* for the latest activities calendar.

The Waynesboro Show is scheduled for **October 3-5**.

Our tech session at Abacus is on Sat, **Oct. 11**.

Alan and Beckey are planning the annual Pig Roast, on **October 18** to their new home near Richmond. Yeah! We get to see Alan and Beckey and Robin and Olive and get to eat great food, too. Who could ask for more?

**Clubs:** Mike brought *NAMGA Register* magazines for our reading pleasure.

**History:** Photo albums were brought along for our entertainment. Susan said that all the *Dipsticks* are now on CDs, which makes it much easier to add photos to the written material. Yay! Susan also noted that several of our members are in the *MGB Register*.

**Newsletter:** Ron Struewing asked for volunteers to write articles for *The Dipstick*. He also asks that those who do write should submit their articles as soon as they can, articles and pictures to be submitted no later than the 12<sup>th</sup> of every month. All *Dipsticks* are now in a smaller PDF file size. He also advised us that dial-up download is now faster because of the smaller size.

If I read my notes correctly (and there is absolutely no guarantee of that), it looks like Tad mentioned that our newsletter received compliments from someone, with respect to the quality of the writing, the look,

and the updated information that can be found within this little rag. Yay for us! And thanks for reporting good things, Tad (at least, I *think* you did) If I got this all wrong, which I very well may have (since I can't really read what I wrote), what the heck, thanks, anyway.

**Membership:** Bill Yoshida reports that our total membership stands at 92 with one promise of renewal. The 2009 TMGC Directory will be mailed to members by the October meeting.

**Technical:** Mark Childers was present. And that is news enough... I did have something written down for what Mark talked about, but it is nearly illegible gibberish (not that what you said was gibberish, Mark!) Anyway, this is what my notes say (I think):

“ ’72-’73 decrepit B. Driving but not stopping. Got brakes done. Sitting low- next time; where shock arms going in front of differential – make sure brake line is not crimped; not rolled back. Can buy brake lines with brown labels for \$4. Route them so they are on top or on the bottom. Be very careful – back brakes on only one side, or none at all can be difficult.”

Now if you could figure that out, more power to you!

**Old Business:** Nope

**New Business:** Nope

**Marque Time:** Thanks to Jim V. for the ice cream run; Cynthia's run will have to wait for next

year. Andy W told us that Cynthia can bleed a bad brake (that's "bad" as in cool, mean; not broken), and that's good, but apparently (if I wrote this down correctly), they can't get their MG started, and that's bad. "A mere technicality" sayeth Andy.

Frank L. finished welding Susan's Black GT and Deb now has her hubby back (for a while, at least).

Stephen D. mentioned that it was very difficult for him to remove the steering wheel from a '77-80 B, and he nearly had to cut it off. Also, for those with rubber-bumper Bs, although they came with a 6-leaf spring, a 7-leaf spring, which can be ordered from the likes of Moss, etc, gives an unbelievably better ride for the heavier Bs.

Betty V. passed out fliers for the 9<sup>th</sup> Annual Virginia Beach Master Gardener's Community Gardening Festival, which was free and took place on Sept. 13.

**Raffle and Regalia:** Stephen D. won the license plate holder, Bill Y won the refrigerator magnet, Harry W. won the TMGC clock, somebody won the MGOC magazine, Mike H. won the tickets to the Chrysler Museum, and El Prez was first in line for eats. Someone motioned to eat, so we were quickly adjourned at 8:40. I was sitting on a long bench next to Betty and Jim and when they both rose at the same time to rush to the food. I remained sitting, and nearly landed on the floor, something like the effects of one person getting off a see-saw. The ever-gallant Tad prevented my collision with the floor, but he sort of ruined it when he remarked that *I* probably needed a 7-leaf spring! *Well, I do say!!* Since that was obviously a not-so-veiled remark about my weight, I am seriously considering doing to Tad what I always taunt my adoring (or so I delude myself into thinking) fans to do to me; maybe I just need to sue him!



## NOTE FROM THE EDITORS

Ron Struewing

Thanks to all of you who are writing articles about and taking photographs of events you attend. Keep them coming. If you attend an event and are uncomfortable with or inexperienced at writing an article by yourself, consider collaborating with another member.

When submitting articles, please email them to both editors, Peggy Craig [balloon1@cox.net](mailto:balloon1@cox.net), and me [rstruewing@cox.net](mailto:rstruewing@cox.net). When submitting photos, with or without an article, please send them to me and our historian, Susan Bond [sue007@infionline.net](mailto:sue007@infionline.net). This will ensure that not only do I get them for our newsletter, but Susan gets them for the archives. Please label the

photos either by saving the file name as the caption or putting a note in the email.

For those of you viewing this publication from our website, especially if you are using a dial-up connection, you should notice a faster download time. This is because the file size is now much smaller. Thanks to Jim Villers for instructing me on how to make the PDF version of the *DIPSTICK* smaller for our website.



## Membership and New Members

Bill Yoshida

There have been no new members or renewals since the 3 September meeting. The membership count currently stands at 92; although I am checking the mail daily, expecting to see one more renewal from a member that indicated they were planning to renew for 2009.

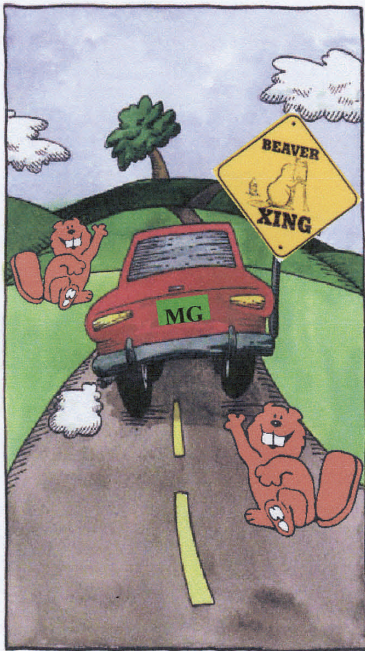
As reported at the last meeting, welcome back to Dan and Beth Kirby after a year or two of absence from the club.

I've made good progress on the 2009 Directory, and with the help of Mark Davidoski this evening, I was able to match the last few photos to member's names and cars. I hope to finalize the Directory and find a printer in order to have them completed and mailed out by the October meeting.



## 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	Beckey 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	<a href="mailto:mikehmg@cox.net">mikehmg@cox.net</a>



# "Beaverdam or Bust"

Drive out and BBQ at

Alan & Beckey Watson's home

17312 Tiswood Dr., Beaverdam, VA 23015

(North of Richmond in Hanover County)

**Saturday, October 18, 2008**

Southside members will meet at the Hardee's in Suffolk  
for 10:00 departure

Those on the Peninsula call Chuck Hassler (874-1477) for  
meeting place and time.

POC: Susan Bond, (403-1169)

For those who will drive on their own, time to meet at the  
Watson's is 1:00pm

But **PLEASE** remember to RSVP to the Watsons (see  
below) so there will be enough food for all!



To get to the Hardee's at 2301 Pruden  
Blvd. in Suffolk:

- Take 58 West out of Bowers Hill, cross the Nansemond River,
- Then take Virginia Rt. 10 South (first exit after river).
- Turn left at end of ramp, travel about ¼ mile, and
- At junction of Rte. 10 and 460, drive straight into the Hardee's parking lot.

This is not a gimmick rallye, navigator not required.  
Beaverdam can be found in daylight.

Please R.S.V.P. to Alan & Beckey, 804-227-3807,  
or [MGactivities@aol.com](mailto:MGactivities@aol.com) if you can come!

# AUGUST TECH SESSION

## RECAP

by Mark Davidoski

Jim and Linda Freeh hosted another successful Tech Session at their stately farm in Chesapeake on August 17<sup>th</sup>. It was a beautiful Sunday morning as the first arrivals roared in at precisely 1000 hours. While Linda and team prepared for a bratwurst luncheon later in the day, a total of 14 MGs made the scene under cool and sunny skies. Jim and Linda had their '68 spotted in the front yard as the first arrivals pulled in and lined up

along the circular drive. John Terschak's '74.5 B, Russ Ripp's '73 (?) B, and Steven Daniel's '79 B were among the early birds,



Tech Session Lineup

closely followed by Mark Davidoski's '65 B and new member Ray Hicks with his '62(?) MGA. Vince Groover rolled up in his '59 MGA (complete with riding mechanic Frank Linse) soon thereafter. Vince got to work quickly by diagnosing and repairing the speedometer in Rob Lang's russet '79 MGB. Apparently,

the internal magnets were toast. Vince swapped another gauge and Rob's troubles were over. Other technical work that I was aware of involved an alternator that I



Vince in action as he fixes Ron's speedometer

saw someone carrying around about noon. (Not sure where that ended up) Linda also provided some massage therapy for the crick in Steven Daniels' neck. The rest of the day was spent enjoying brats and beer and telling stories under the shade of the Freeh's massive trees. Our Technical Chairman, Mark Childers, was with us for the day, so lots of questions were posed and answered by the guru himself.

Steve and Mitzi Lapaugh came down from Newport News in their pickup -- their recently ac-



quired '77 B remains deadlined, but Steve thinks he'll have it running for the next meeting. Team Bond arrived with Susan's dam-

ask red GT and her ever-present digital camera. Lots of excitement was generated when Jim Freeh brought

out his orange '74 MGB "parts car" from the "south forty". Terry Bond assisted as we marveled at this car's unique "chain drive" mechanism (Jim's



Dodge Turbodiesel truck and tow chain). We also enjoyed seeing the non-LBC's in the Freeh Collection, namely the '64 Lincoln Continental with suicide doors, six assorted Mercedes Benz products, and the yellow Chevy farm truck.



Frank Worrell, Donald Ladd, and Russ Ripp

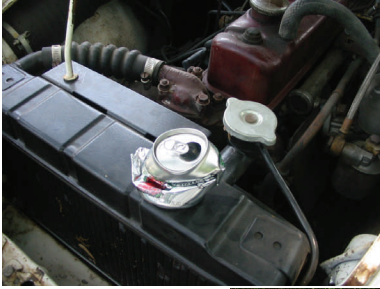
Other members who made the trip included Ron and Anita Struewing with their '79 MGB LE, Bob Ross and his '80 B, Roy Wiley (without an LBC this trip), Frank and Morris Worrell with their multiple-show win-

ning '79 MGB, and Don Ladd (sans Midget), and Richard Hall brought his '73 BGT to keep the Bond's car company.

Random errands, assorted "honey-do" tasks, and choir practice started to call our names about 1400, so the crowd



thinned as we departed for scattered destinations. Thanks again to Linda and Jim for hosting another fun and informative session – we owe you!



Essential accessory

Ray Hicks and Vince Groover



Rob Lang



Twins !



Terry Bond and Mark Childers



## Ice Cream Run August 20, 2008

by Terry Bond

I guess there was a large pent-up demand for ice cream after having had our last attempt rained out. At the mere suggestion of an August ice cream run, fifteen members turned up at the starting gate for a beautiful



Rich & Lesley Hildreth with their 72 MGB



MGs on tour.

evening tour though parts of Virginia Beach we've never seen before.

Jim and Betty Villers laid out a wonderful route departing from Princess Anne High School and heading off to Virginia Beach Town Center. After a tour through historic Aragona Village, we passed Pembroke Manor House. We didn't know it existed – but the 1764 house was right there in all of its splendor for us to enjoy. We stopped briefly at the historic Old Dona-



MGs at Old Donation Church

tion Church and had a chance to look over the gardens there.

Our route took us through Witch Duck and learned all about Grace Sherwood, Virginia Beach's first witch.

Last historic item on the list was Lynnhaven House, built in 1721. So much great history, right under our noses (or should that be bonnets?)

The reward for transiting all this history was prime

parking at the Sonic drive-inn where we enjoyed our ice cream reward. Don't know how Jim managed it but we literally filled the drive-in with MGs! What an impressive sight!



Buddy-Russ's official navigator awaits his ice cream reward for a successful tour

Seen wiping ice cream from their chins were –  
 Jim and Betty Villers  
 Jack and Linda Pavlidas  
 Richard and Sandy Hall  
 Susan and Terry Bond

Ron and Anita Struewing  
 George and Peggy Craig  
 Frank and Morris Worrell  
 Mark and Kathy Davidoski  
 Tad Carter and daughter  
 Russ Rip and his dog Buddy  
 Andy and Cynthia Wallach  
 Bob and Barbara Ross  
 Vince and Pam Groover  
 Rich and Lesley Hildreth  
 Don Ladd



MGs at the Sonic Drive Inn

Can we squeeze in one more before the end of the year? Please?



**2008 CLASSICS ON THE JAMES**  
**FEATURING BRITISH AND EUROPEAN**  
**MARQUES**

*"The Tour of Europe Continues"*

by Donald Ladd

September 14, 2008







What a show, approximately 228 registered vehicles on one very hot island. We had 15 members show up for the show: Donald Ladd, Frank Linse, Vince Groover, Frank and Morris Worrell, Mike and Denise Haag, Robin Watson, Terry and Susan Bond, Craig and Joyce Cummings, Doug Wilson, Bob Pellerin, and Bruce and Carol



Donald Ladd



Frank Linse and Vince Groover



Frank and Morris Worrell



Mike and Denise Haag



Robin Watson



Terry and Susan Bond



Craig and Joyce Cummings



Doug Wilson



Bob Pellerin

Woodson. Some drove up route 460, others up 64 and finally 10 to 5 and on to the show.

A "Cavalcade" of Jaguars was this year's theme. The Ferraris made quite a spectacular and loud entrance,

and it was also the 50<sup>th</sup> anniversary of the Sprite. The weather was hot and staying in the shade was the "chore" of the day.

By the end of the show it was determined that the normal drive by Awards Ceremony



would not be done, and a Walk-Up Ceremony would be much easier on the vehicles and drivers. As usual I parked next to the car that won 1<sup>st</sup> place for the Sprite/Midget series. Sue and Terry Bond won 4<sup>th</sup> place for their MG GT – good job. All and all it was a great time. Next – Waynesboro, Oct 3-5.



## MGC GT 8407

by Craig & Joyce Cummings

Tracing this car back to its roots has been somewhat difficult. It was in Oklahoma for quite a few years and I bought it from Jeff Messa in northern Virginia in the summer of 2005.

Although the car was drivable, I felt it needed some attention in all areas. First it needed a fresh coat of the original YL12, so I stripped it down ready for the paint shop.

Mazda dark green was not for me. The driver's side inner floor pan needed replacement and the front pan had more bondo than metal so I opted for a later model pan with holes, so more air to get to the motor.





I had chrome wires on two previous MGB's so I knew I wanted something a little easier to clean.

Chuck Hassler took the wire wheels, which then went to Bob

Reisse's garage when Chuck bought new chrome wires for his roadster.



**If you are an MGC purist, stop reading here. Things are about to change!** I opted for Dunlop SP Sport P185/65 R 15's on new wheels from MOSS, a new grille, all chrome trim and new lights for

and aft. New door handles and all new rubber around the windows and doors were added. After trying the new rubber parts from MOSS, I decided to try the excellent rubber parts from MacGregor's in Canada. They fit much better than the oversized parts MOSS is selling now. And the rear hatch doesn't leak anymore with the updated body seal.



After looking at black dash boards and black interiors in MGB's and GT's since 1974, I knew this was something that was also going to change. I went with a MOSS honey tan seat and door panel kit. I did the carpets in tan with honey tan trim and a tan headliner too.



See, I told you purists things were changing!!! Becky Hassler sewed all of the carpet trim, late model console and the now **padded** dash.

Most of the rubber bushings on the front and rear suspension were worn out, so I added poly bushings and new brakes front and rear. The rear springs had seen better days, so a new set from MOSS and rear tube shocks were fitted. We used Chuck's reciprocal saw to remove all of the bolts and rusted parts on the front suspension. When an impact wrench doesn't free the nut, it's time for the saw.



Fast forward to July 2007. On my way to the CBA at Staunton VA, 13 miles from the Holiday Inn, the engine gave up the ghost. After the AAA ride to the HI, some AMGCR members listened to the expiring motor in the parking lot. After Keith loaned me his van a car hauler, Chuck and I towed C 8407 back to my house in Williamsburg. After removing and disassembling the engine this is what we found.



Most of the #6 main bearing was in the oil pump screen. Also for some reason, the timing chain tensioner had backed off of the chain. So guys, that is what

you were hearing in the HI parking lot. I took the engine to a machine shop I had used before. He had rebuilt MGB engines for me with favorable results. However with this rebuild he did not do so well. So after removing the engine the second time, I found a machinist in Petersburg, VA.

Chuck and I hauled the motor to his shop. He did an outstanding job on the rebuild and I now have 350 trouble free miles on the "new" engine.



Our first car show this year was the one put on by our local club, the Williamsburg British Car Club. After a first place class win in 2007, our C GT was in the premier class this year. C8407 took the first place in the premier class. There was also a write-up about our show in the July 2008 edition of Hemmings Motor News.



*If we did not see you at  
MG 2008, hope you will see  
us in your rear view mirror.*



## MG China, December 2007

by Geoff Wheatley, December 2007

The term "Holding your cards close to your chest", certainly applies to the current situation for MG and its Chinese masters. The acquisition of the MG marque by a China company some eighteen months ago certainly stirred international expectation, especially as the British Consortium who started off with such high hopes of maintaining the British identity, did not succeed.

We do know that the BMW sellout for about twenty dollars included at least 2,500 MG vehicles in various stages of production, mostly representing the troublesome MGTF that seemed unable to maintain a head gasket for more than a few thousand miles despite an attractive power unit and, of course, a modern design. When the Chinese purchase was announced most of the dedicated MG world predicted a short and unsuccessful future for one of the most famous British cars ever produced. I have tried to keep abreast with whatever developments that may have happened since the acquisition but as indicated in my opening paragraph, our Chinese friends are reluctant to issue much in the way of PR information. They tend to say very little about their future plans on the principle that "You don't promise anything until you have done it". Slightly different from the American policy to "Promise it First", then hope it will happen! During a recent visit to the UK I managed to glean the following information about "Longbridge UK", and the current situation with MG.

As you know, NAC (Nanjing Automobile Corp.) owns MG while SAIC (Shanghai Automobile Industrial Corp) are the proposed partners for future development. There is pressure from the Chinese government for these two corporations to join forces on any future international activity. (Note: both NAC and SAIC are owned by their respective Regional Governments with senior management figures also being members of the Regional Government. The Central Committee in Beijing is also made up of representatives of the Regions, so it is fair to say that the companies are directly linked to the Regional and Central governments. In short, this

makes the financing of any development part of a Government policy! This is similar to the British policy back in the 1950s when the British Motor Corporation was created with a percentage of the ownership in the hands of the government. As we now know this was not an outstanding success!

Longbridge UK has not offered or sold one new MGTF since the takeover but is reported to have about fifty dealers in place, including the highly successful MG Owners Club with in excess of 45,000 members, who will be offering these cars in March 2008.

Sales in China for 2007 are reported to be below expectations but this may be due to the fact that they are trying to promote a new brand name, i.e. MG.

The old problem of blown head gaskets seem to have been resolved with a British product. (strange, this was not used in the past!). The MGTF K Series engine has now been renamed the N Series and incorporates a steel shim head gasket that was first used in the Land Rover back in the days of the Freelander four cylinder power unit! Been around for quite a few years yet it took the Chinese to sort out the problem with an existing British product!

Another interesting development is that SAIC now has an R&D facility in the UK staffed by British engineers called "Ricardo". It is assumed that NAC will follow this policy especially as there are many skilled British engineers who have worked for both Rover and, of course, BMW in the days of MG development. The new name for the Chinese MG will be MG7, not quite as attractive as MGTF or whatever but at least it's still an MG.

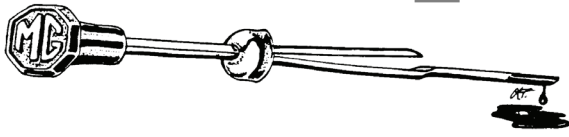
I asked the 64-thousand dollar question regarding MG back on the roads of America! The answer was a very simple; "Not for many year"!

On the question of the once popular PR announcement about a factory in Oklahoma to produce these new/old vehicles, the answer again was simple. "The Letter of Intent", is now out of date. Further pressure on my part resulted in the comment that such a project is now in "Deep Freeze". (I guess the chance of a thaw is not very realistic!)

Whilst in the UK I also found out that one more British Motor Company has bit the dust. The once popular TRV is no longer available. It seems that the new investors simply buried the company in a matter of months so it's left to Morgan and Lotus to carry the flag, but one has to ask for how long?

There is a new James Bond movie in production featuring the very latest Aston Martin DBS. In one scene the car was required to do a double roll. After several attempts by the professionals the car still refused to turn over even at 100 mph on a steep curve. Answer: to place a set of jacks under the car to get the roll! I don't think Aston Martin will be very pleased as they sell the car as the best road holding vehicle on the market and at a cool \$345,000 a car it should be!

# 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

**Monthly Meeting**  
**Tue, Oct 7th**  
**Chuck & Becky Hassler**  
125 Aberfeldy Way  
Yorktown, VA  
757-874-1477

7:30 - Kick Tyres  
8:00 - Meeting

**Driving Directions**  
I-64 W to Victory Blvd  
Left on Kiln Creek Pkwy  
(2nd Kiln Creek left)  
Right on Aberfeldy Way

To Hampton Roads  
Bridge-Tunnel  
Norfolk & Va Beach