



THE DIPSTICK

JUNE 1980

PRESIDENT: Jim Banvard (340-6737)
VICE PRES: Don Moore (481-1801)
SECRETARY: Andy Wallach (583-9387)
TREASURER: Sandy Hall (482-2821)
EDITOR: Susan Boswell (486-1293)

GREETINGS--

"The time has come," the Walrus said, "To talk of many things:
Of DUES--and ships--and sealing wax--of cabbages--and kings--..."
No, that is not a typo. It is dues time again. How time flies when you're having fun.

FROM OLD NUMBER 2400, 4270, 7085, and VM199--

Last month I extended greetings from Daytona Beach, Florida. This month, due to my Naval Reserve affiliation, I am extending my greetings from Brest, France. Andy Wallach and I will be there for approximately ten days, including the meeting night. Don Moore will be presiding at the June meeting. June looks to be a busy month with four significant events occurring. With a tech session, the meeting, a major GOF, and a field day, the TMGTC will be busy indeed. I hope that you all enjoy to the fullest the activities. At this writing it looks like, due to my reserves, I'll only be able to make the field day event on the 22nd, but it looks to be fun from all I've heard from Ann Haines.

The competition for the Beaulieu Cup (pronounced Bew-lee), team distance award at a major GOF, will be stiff this year. I have no grandiose expectations of our being in the running for first place, but this year at least we will be competing. Dan Boswell has the application blank in which all club participants' names, cars, and miles driven are to be recorded. For mileage to be counted, travel must be in caravan with the other club members. To be included in this competition please make arrangements with Dan for times and plans for departure.

Those few who were able to be at the scavenger hunt had a marvelous time. The hunt was only the beginning. Recounting the efforts to obtain the required goodies was the best part of the evening. The best story was provided by Dave Bouch (our black MGA driver) who obtained a speeding ticket for 100 mph in a 25 mph zone. Those who weren't able to make it missed a wonderful time. Have a good month of June; the weather is now ours.

See you after France,
Jim

DUES ARE DUE!!

THE SECRETARY'S MINUTES FOR THE MAY MEETING--

With Jim Banvard in 'control,' the May meeting of 23 T-ers and numerous Ts commenced at Bess Mann's domicile with the approval of the last meeting's minutes and a treasury report of \$852.36. Whiskey, Bess's dog, then made his debut with Jim asking, "Is he a member?"

Ann Haines, this month's activities spokesperson, covered the upcoming scavenger hunt and the field day at Bayville Farms. It was decided to move field day to Sunday. Ann reported that field day will consist not of the usual funkhana type car games, but of people games. The club will provide ice and soft drinks; participants are to bring one cold dish. Alcoholic beverages are forbidden. Robert Davis will be the field day emcee.

The next tech session is at the Boswell's on June 1. The Ashes volunteered

for the Halloween Party. Ann mentioned that a volunteer was still needed for the November meeting. When Jim asked for volunteers, Bob Salvin stated, "I'll have it. I missed the last one at my house." Then Bob and Jennifer Ash switched--Halloween at Salvin's, November meeting at the Ashes'.

Robert Davis phoned in his report. Please pick up your parts at Phase I. Also, there is a pair of door hinges available at Phase I. Mike Ash reported that Lucas parts go up in price on May 12. Jim Rudd stated that his late dog ate his tonneau cover, so he is looking for a TD tonneau cover, preferably black.

Elsie Tarr reported that the MG shirts should be in within two weeks and that she is about to replenish club T-shirts--there are still smalls and a few larges available. A discussion then ensued concerning whether to have pockets on new T-shirts when they are ordered. The president delegated the pocket decision to Elsie.

Dave Barrows, the technical librarian, reported just receiving some new material which he was reviewing. Dan Boswell mentioned that the Chesapeake Chapter has put together a paperbound book of tech articles from their newsletter. The book is available for \$5. Levi made a motion which was approved that the club purchase one and Dan will pick one up at the Hershey GOF. The club received a registration form for the Hershey GOF Beaulieu Cup competition and Dan is taking care of filling it out.

It was then reported that we would be welcome in the Newport News Spring Thing parade but we would not be an official part of it. The discussion then centered on whether the club would participate and on parades in general. Bess asked what the chance is of getting into the Azalea Festival parade. Jim stated that there has never been the interest before. He then took a poll and found out that seven and a half of the people present were interested in parading. He then asked, "Will this same seven and a half reappear when the time comes? It is amazing when the time comes how quiet it is in terms of people participating." Ann Haines said she would call and find out how we could participate in the Neptune Festival parade.

Roy Wiley mentioned that Roosevelt Moseley has Claussen brochures for refinishing leather. Steve Campbell mentioned that the Rolls Royce club has published a better method for using Claussens products than Claussen's directions. Steve will make copies of the Rolls Royce procedure and send them to Jim for distribution. Roy mentioned that club members can get a 10-15% discount from Claussen (Ed. note--make that N.E.M.G.T.R. members can get a discount). From his experience in working with the Claussen's products, he suggested that you not be stingy in applying the products. Other hints discussed were that crack filler will only work on small cracks, the more sandpaper you use the better, and the last coat should be sprayed on (if none of this makes sense, see Roosevelt for a brochure and Jim for the Rolls Royce way). Steve mentioned that he has four volumes of the FLYING LADY, the Rolls Royce magazine, that go back to 1954 and that there are many hints on how to do things which are applicable to all cars--so if you have a problem call Steve and he'll check to see if the FLYING LADY has an answer.

Under OLD BUSINESS, Don Moore brought name tags to a conclusion. "Tonight is decision night. Close the door; nobody leaves." He showed numerous samples from his collection and there was heavy discussion. It was decided after several votes that we would use calling cards with names typed on them placed in plastic tags with pins on the back. The secretary is taking care of the name tags.

The president proposed and it was approved that the club try to maintain about \$700 as capital for the mini-GOF in the spring.

Susan Boswell mentioned her policy, to which she only got solid approval of sending newsletters to men deployed aboard ships as well as to their wives. The assembled members then feasted on the fine food provided by Bess.

THE JUNE MEETING is TUESDAY, JUNE 3, at 8:00 p.m. at the home of Ross and Ann Haines.

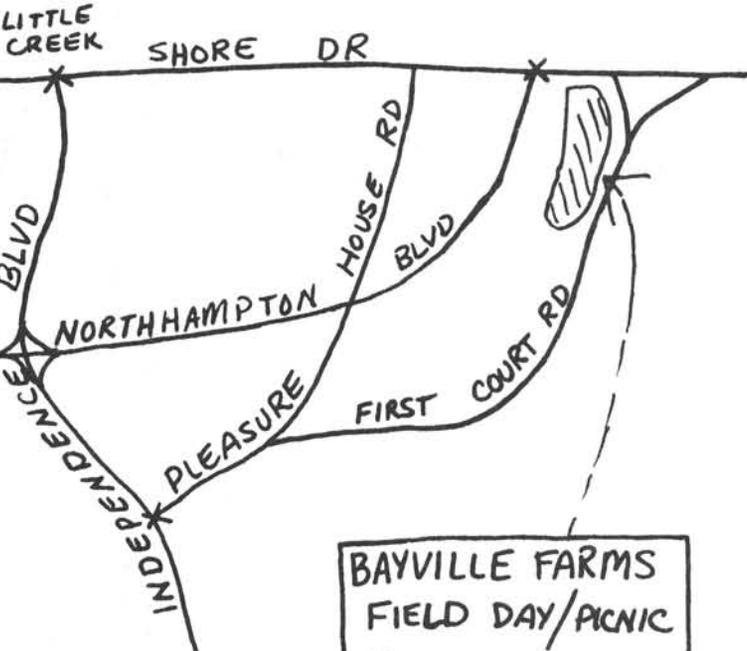
 SEND IN YOUR TEN BUCKS FOR THE BEST LITTLE DEAL IN VIRGINIA!

IMPENDING EVENTS--

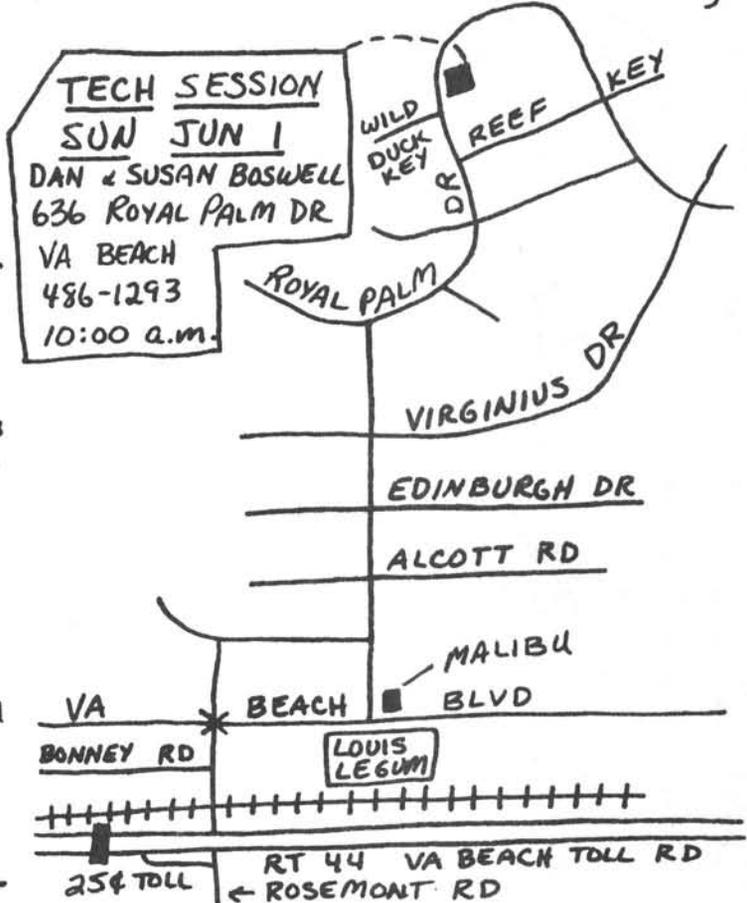
JUN 1 (SUN)--Tech Session at the home of Dan and Susan Boswell, 636 Royal Palm Dr., Va Beach, 486-1293, to commence at approximately 10:00 a.m. and end whenever the last person leaves. Bring your grungies and your car for a summer tune-up or brake job or whatever you require.

JUN 22 (SUN)--Bayville Farms Field Day and Picnic, 3:00 p.m. The club will provide drinks and ice. Each family is to bring one meat dish, vegetable dish, or dessert, etc. Call Ann Haines by June 15 (at 486-1496) to let her know what you will be bringing. Robert Davis will MC the games. Fun for the whole family. Liquor is not allowed in the park.

JULY 13 (SUN)--Mini-road rallye planned by our king of road rallyers, Richard Hall.



BAYVILLE FARMS
FIELD DAY/PICNIC
SUN JUN 22
3:00 p.m.
BRING A DISH



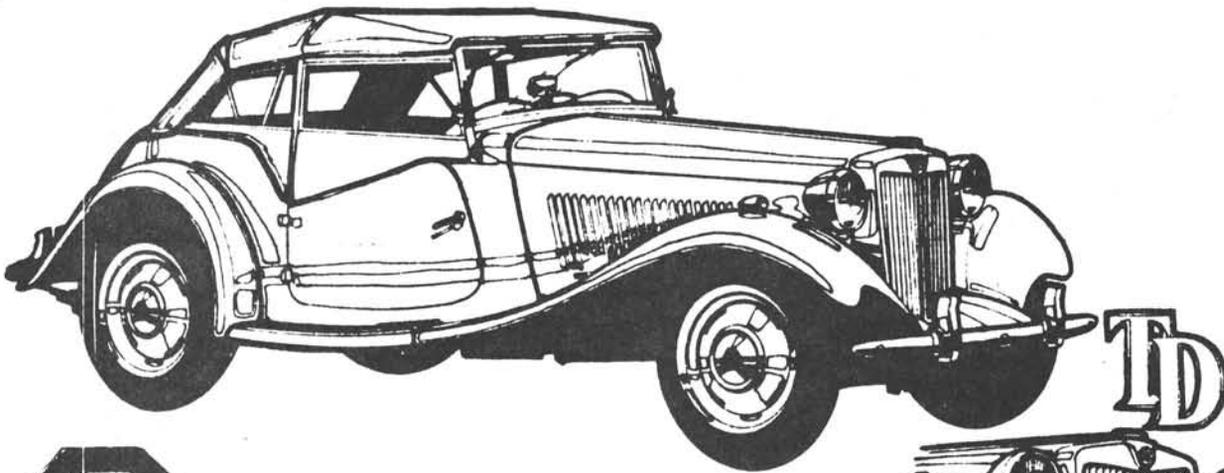
PAST AFFAIRS--

THE SCAVENGER HUNT by Dave Bouch

What do beer bottle caps, a used Pampers, cars, fortune cookies, chopsticks, and a speeding ticket have to do with one another? For those of you who didn't show up at the scavenger hunt at Brad and Peggy Bradford's on May 17th, not much. But to those of us who did, it meant running around the countryside trying to remain calm, cool and collected. Speaking of speeding tickets, have you even tried to get one by begging for it? I did, after which I was given a tour of the police station as some kind of rare and strange being.

For Jim Banvard and Elsie Tarr, it was like stealing candy from a baby turning in a first place total of 14 of 15 items and winning two carafes of

wine. The Wallach racing team took second place (winning two quarts of oil and two sponges) with a total of 13½ items (½ coming from only one chopstick instead of two) while yours truly and Jim Chambers as co-pilot and braver of the unknown had a stranglehold on last place (Ed. note--or third place, depending on your point of view. There were only three contenders). But it was all worthwhile since I found places like Pungo Square Shopping Center, Sandbridge, and two or three other strange and wonderful places. Robert Davis showed up at about 10 p.m. which was a relief since everyone turned to picking on him, allowing me to hide behind him so they no longer picked on me for getting lost. I learned one thing from this little gathering. Next time, I'm going to pack a lunch and let someone else drive.



4-CYLINDER,
1250cc
54.4 HP @
5200 RPM
34" x 15"
PRICE—
\$850 (1950)
\$1175 (1951)
\$2115 (1952-55)

NOTE OPTIONAL
LUGGAGE RACK,
BELOW

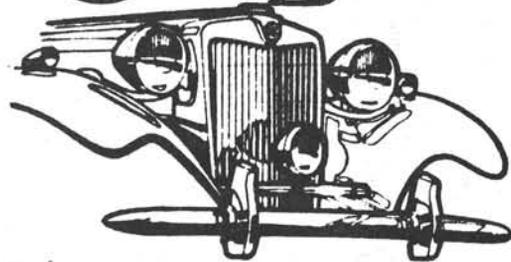
MG 'TD'—NOV. 1949 THRU SEPT. 1955.
PRODUCTION—28,643 TD, —1,022 TD MK II.
AVAILABLE WITH LEFTHAND DRIVE FOR USA CARS, UNLIKE 'E'.

EARLIEST CARS HAD SOLID DISC WHEELS (15") LATER CARS HAD
VENTED WHEELS. WHEEL COLOR—SILVER. VERY LATE TD MK II'S
AVAILABLE W/KNOCK-OFF WIRE WHEELS (RACE).

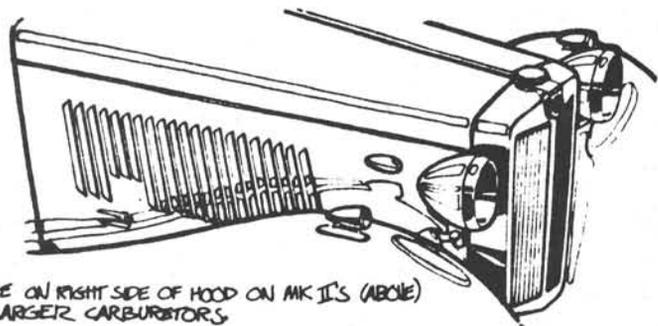
COLORS—BLACK, MG RED, AUTUMN RED, ALMOND GREEN, BLUE, BRONZE, IVORY,
BY 1955—BLACK, MG RED, WOODLAND GREEN, IVORY, GREY. GRILLE LOUVRES
USUALLY PAINTED TO MATCH UPHOLSTERY COLOR.
TOPS—BEIGE OR TAN CANVAS.

HEADLAMPS W/CHROMIUM-PLATED SHELLS
ON EARLIER CARS (ABOVE). LATER CARS
HAD BODY-COLOR SHELLS W/BRIGHT RIMS. (RIGHT)

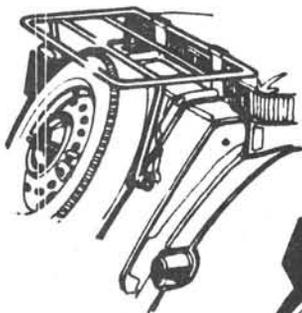
TD 'MK II' (ALSO KNOWN AS 'TDC')
SAME AS TD BUT W/HIGHER COMP. RATIO (8.1:1) &
HIGHER HP (57-60 @ 5400 RPM). LARGER VALVES
& CARBURETORS. HEAVIER VALVE SPRINGS,
TWIN ELECTRIC FUEL PUMPS & TWIN ADJUSTABLE
SHOCKS. PRICE—\$2360 (1955).



ABOVE—OPTIONAL BARGE BAR
W/SPOTLIGHT

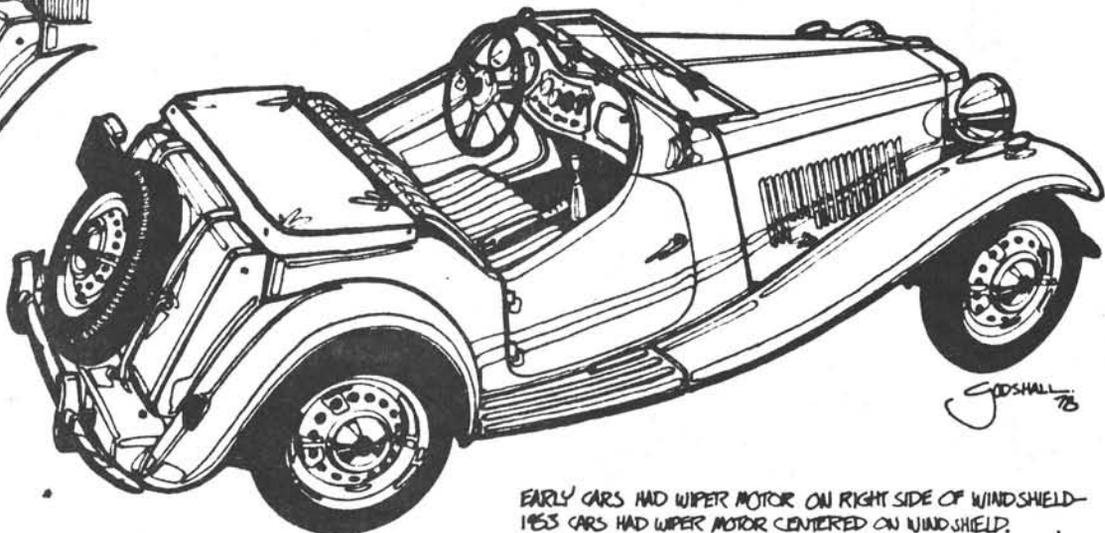


NOTE: SMALL ELLIPTICAL BULGE ON RIGHT SIDE OF HOOD ON MK II'S (ABOVE)
NECESSARY DUE TO LARGER CARBURETORS



ROUND TAILLIGHTS ON
1953 CARS (ABOVE)—
RECTANGULAR
TAILLIGHTS ON 1952
CARS (RIGHT)

TWIN SPARE TIRE
CARRIER OPTIONAL.
600 x 15 TIRES OPT.
FOR COMPETITION.



EARLY CARS HAD WIPER MOTOR ON RIGHT SIDE OF WINDSHIELD—
1953 CARS HAD WIPER MOTOR CENTERED ON WINDSHIELD.
ALSO 1953 CARS HAD 3-BOW TOP VS. 2-BOW TOP PREVIOUSLY—
3-BOW TOP PROVIDED GREATER HEADROOM W/TOP UP

FEAR OF FRYING

The smell of a frying wiring harness is probably the most nauseating experience a T owner can imagine. Replacing the wiring harness in a T series is a simple matter provided a few common sense rules are followed. However, many people are afraid of trying to replace their wiring harness simply because they have a morbid fear of seeing it go up in smoke. Many people have reached under their dash and pulled out some old remains of a wire and asked me, "Where does this go?" Upon inspection, all I ever find is a rat's nest of jumbled 25 year old wires. In many cases, the only way to be sure of what you have is to start over with a new harness. The following procedure is as safe and practical a way as I know to install a wiring harness correctly. To maintain some sense of order, the procedure is numbered in steps, but you may use any method you wish once you get the idea.

1. Make several Xerox copies of your wiring diagram and number-to-wire color code, and place your workshop manual in a safe place.
2. Take the battery out of the car and store it in a warm dry place.
3. Disconnect the old wiring harness from the car.
 - a) cut with a hack saw at the firewall.
 - b) remove completely the section from under the dash.
 - c) remove completely the rest of the wires from the car.
4. Save the old harness until you are finished as you may need some of the connectors.
5. You should now have a car with absolutely no wires in it.
6. The new harness comes in two parts; The under dash part and the under body part. They are joined at the firewall. Replace the rubber grommets which protect the harness at the firewall and lay the new harness in. Make no connections at this time.
7. Start at a logical point and proceed systematically. The most logical starting place is the point of main power distribution - The battery. The "hot" side of the harness attaches to the starter switch on the same pole as the battery connection. This is the negative terminal.
8. The "ground" side of the harness attaches to the ground strap on the battery box. This is the positive terminal.
9. From now on, forget about terms like positive and negative as in a positive ground system you'll only get confused. Instead think of only "hot" and "ground". Each and every black wire you encounter is ground. No black wires are "hot". Never connect a black wire to any other color wire unless you want a deliberate short.
10. You may or may not connect the hot side to the starter switch, and the ground side to the chassis at this point, as we can access every point in the harness through one ground connection and the hot connection to the switch. It is only important to have them in the proper position in the car.
11. Finally, we are to the interesting part. The trick to this procedure is to use a battery charger to check each item connected to the system. I will go through the sequence of one item that I can find common to every type of harness to illustrate the procedure. It will be very instructive if you will get out your wiring diagram at this point.
12. Lets connect the fuel pump! From the starter switch wire #33 (brown) goes to the ammeter. (Which side? - the wiring diagram shows the dash panel as seen from the rear of the panel. So wire #33 goes to the left side of the ammeter from the back, the right side as seen from the front. Right?) Come out of the ammeter on wire #37 to pin A of the voltage regulator, out of the regulator on wire #36, pin A1, to the ignition switch, out of the ignition switch on wire #9 (white) to terminal A3 of the fuse box, from A3 to the fuel pump. The circuit is completed by the ground of the pump.

As you connect each wire, draw along it on the wiring diagram you Xeroxed. Use any color you like but not black. I use red because it is easy to see and indicates that the wire has been connected.

14. Now connect your battery charger to the harness. On the charger, red (positive) is the ground side of the harness; connect it to the ground (black) near the ground strap. Black on the charger is "hot"; connect it to the harness at the starter switch. wire #33 (brown). Read that step again.
15. Turn on the charger and observe the current reading. Turn on the ignition switch and the pump will start to work. (It is best if the gas tank is empty and not connected to the pump.) Observe the current reading again. It should be low. Turn off the charger.
16. The pump system is now connected correctly and we just proved that there are no shorts or other problems in the circuit. There is no reason to run the pump as we test each additional system so disconnect wire #9 from the pump at pin A3 on the fuse box. Also you will note that the voltage regulator is prone to chatter as the battery charger puts out unfiltered, full wave, DC. To prevent unnecessary wear on the regulator, disconnect wire #37 and 36 (A and A1) and tie them together using a clothes pin to press them together.
17. Proceed to connect the next system you decide to do and test the operation of each component with the battery charger.

The following are general notes about this technique.

1. By using a battery charger to test each component, you are safe from burning wires. A battery charger will put out about 6 amps and even if you do have a short, 6 amps will not destroy your wiring before you can correct it. Your battery, on the other hand, will turn your new harness into a Crispy Critter if there is a direct short.
2. Work on one system at a time! Don't get half the parking lamps working and then go work on the panel lights. You'll lose your sense of systematic direction. Get the parking lamps working, then go on to the turn signals, then the headlamps, etc. Stay with one thing at a time until you get it right.
3. If you have a short, the battery charger will peg to the right. Not to worry. Start tracing the problem and the use of the charger will help you find it. Once the problem is corrected, the charger will also tell you how much that circuit draws.
4. Use your head. Most home battery chargers will put out about 6 amps. Assume the headlamps are 50 watt, then the current draw is about 4 amps (12 volts times 4 amps = 48 watts) so with both lamps on, the charger will need to put out 8 amps. With the lamps on, the meter will be pegged at 6 amps but the lights will be on. If there is a short the meter will read 6 amps and the lamps will be out. Of course if the meter reads zero or 4, then either they are not connected or are burned out (zero current); or one lamp is burned out or is not connected (4 amps). I hope now you see how you can do electrical diagnostics with your simple battery charger.
5. You can check everything! Panel lights, parking lights, turn signals, tail lights, stop light, tag light, headlights - dim and bright, horns, fog lamp, map lights, fuel pump, windscreen wiper, petrol warning light, etc. Now when you put the battery in you know that everything will be correct and there will not be a fire.
6. You have to make the under dash wiring for the panel lights, etc.
7. You have to make the pigtail connectors for the parking lamps and headlamps. Get the proper size wire at your local electrical supply. While you are there, get some "Heat Shrink Tubing". About 3/8 or 1/2 inch diameter will do so that it will slide over the pigtails freely. Hold the pigtail with the heat shrink on it, over a hot burner on your stove and the heat shrink will contract to 1/2 its original size and make a nice packaged pigtail. Also run separate grounds for the parking lamps rather than relying on grounding through your new paint. (Use heat shrink - 1/8 or 1/4 inch-

This comes from MG TALK, newsletter of the Southeastern MG T Register. It is dedicated to Andy Wallach, and comes highly recommended by Jim Banvard.

to cover solder connection of wires. Its better than tape. Shrink with your soldering iron.)

8. Remember to reconnect the fuel pump at A3, and A and A1 on the voltage regulator.

9. On the TF, the switch for the windscreen wiper is on the ground side. Don't try and switch the hot side. It will not work.

Well, there you have it. A simple, straight-forward method for installing a wiring harness correctly.

Writing this article was actually more complicated than using this procedure. so don't be discouraged by reading this. It is actually very simple provided you think about what you are doing. Once you get started, it gets easier as your confidence builds and you see how easy it is to test everything.

Take it slow. Do one system at a time and check it out. Pretty soon you'll have the entire harness installed correctly. Just strive to do your part and help stamp out Crispy Critters.

Dan Philen

THE REPLACEMENT OF THE 9 POST REGULATOR

Add this to your wiring instructions published recently.

As most TC and TD owners know, the Lucas #37065 voltage regulator has not been manufactured for quite a few years. Rumors are that the few remaining ones are going for in excess of \$100 each.

Although the most pure of us may feel that it is unthinkable to change to a later model part, it is very easy to replace the 9 post unit with a TD/F 5 post unit Lucas #37182. The actual operation of the two regulators is exactly the same and the only difference is that the four extra posts are used for fuses. When installing the five post regulator a Lucas #54038026 fuse block must be added. Both the new regulator and the fuse block have the same terminal markings as the old regulator.

The replacement procedure is as follows:

1. Disconnect the battery.
2. Mark each wire or group of wires with the letter of the terminal from which it is removed. A strip of masking tape and a ball point pen will do.
3. After marking and removing the wires, remove the old regulator. Install the new regulator using the mounting hole closest to the battery box. A new hole will have to be drilled for the outboard screw.
4. Mount the fuse block about 1/2 inch away from the side of the new regulator. (the actual location is not critical as some of the wires may have to be legthened.
5. Connect regulator wires A-1, A, F, D, and E.
6. This step will probably be the only difficult part of the whole job. When A-2, A-3, and A-4 tend to be too short they snouh not be pulled tightly. Some harnesses allow enough slack. If these wires will not reach or seem to be pulled tight, solder a suitable extension of the same size wire, cover the joint with heat shrink tubing and connect each to the proper terminal.
7. Terminal A-1 requires a length of #10 stranded wire fitted to the hot terminal of the starter switch, run through a suitable hole in the firewall, across and out through a hole near the fuse bolck. It is extremely important that the holes used for this have rubber grommets in them to protect the wire insulation from wearing through. When connecting to the starter switch, one should use an eyelet which can be purchased at any auto parts house.
8. Before re-connecting the battery, check that all connections are solid and tight. Fire it up, you are ready.

The Panhandle T Confederation

Thanks to the Southeastern MG T Register, the Panhandle T Confederation, the MG T Tattler (newsletter of the Minnesota Chapter), Charles Schulz, Snoopy, Woodstock, and anyone else who contributed to this page.

Got a Stripped Plug?

Stripped threads on an oil drain plug are a rather simple problem to correct due to the availability of replacement plugs, unfortunately it is the threads in the aluminum oil sump that are usually in poor condition due to wear. The plug itself is made of brass and somewhat harder than the aluminum the oil sump is cast in.

The following is my method of repairing this condition.

First, order a pan gasket set from your local "T" type supplier or ask your fellow MG'ers if anyone locally has a set available. Next visit your local hardware or plumbing supply to purchase a one-half to three-quarter brass reducing bushing, this item is normally used by plumbers to reduce pipe sizes and is readily available. Standard pipe threads are used both male and female with a hexagon flat to apply a wrench.

Next remove your oil sump making sure the area where the sump meets the block is clean to prevent dirt from entering your nice clean engine. After removal of the sump use a clean plastic garbage bag and masking tape to cover the lower end of your engine to maintain the cleanness. Clean the sump inside and out with gunk, rinse and dry, remove the baffle plate and oil pickup.

Next take your sump to the machine shop and have them drill out the oil drain hole with a 59/64 drill and tap to three-quarter inch I.P. pipe thread. (Be careful) the pipe thread is tapered and to acquire a tight fit care is required.

After receiving the sump from the machine shop, gunk, rinse and dry, very dry in new threads. Be sure to remove all metal particles from machine work.

I used Loc-Tite when installing the brass bushing and tighten. Replace drain plug using nylon washer. Reassemble baffle plate and oil pickup, replace oil sump to engine and fill with your favorite oil and check for leaks.



HAPPY MOTORING

Fred Driver



THE CHESAPEAKE CHAPTER MINI-GOF--

Almost forgot this! Dan and I travelled to Berkeley Springs, W. Va. (kicking the TF's fuel pump as we rolled merrily along) for the Chesapeake Chapter mini-GOF. What a magnificent drive up Route 17 through the rolling hills of horse country around Warrenton and then on into the mountains of Virginia and West Virginia. Being just that much farther north, inland, and elevated than Tidewater is meant that the tulips and azaleas were just opening and the apple blossoms were half blooming. The Country Inn at Berkeley Springs was a friendly and quaint old place full of wonderful antiques that had many of the Faithful scheming how to sneak off in a T with the grandfather clock, the marble-topped sideboard, or the Chinese carved chest strapped to the spare tire.

The whole Chesapeake crew was there--the Shepherds, the Renkenbergers, the Cooks, Chip Old, Jack Jackson and Mary, the Betts, the Lindsays, the Cattaneos, Mac Spears, and Bill and Bev Larkin, who told us they are moving to Florida June 1. Sad to see them go, but we all decided that the Va Beach GOF would be an ideal time for them to venture north for a visit. Believe it or not, they transported their T and their A to Florida in an old school bus (both cars at the same time).

Ron and Rosemary Eaton and the boys were over for the affair in their TC (and a stationwagon for back-up). They are doing nicely in northern Virginia though they do miss the old gang in Tidewater.

The car turnout was kind of disappointing. Several people drove non-Ts for one reason or another--for example, Ernie and Sue Betts's car has been down since Chestertown with no time to fix it. There was a magnificent MGA in attendance, beautifully restored, immaculate, incredible detail, unbelievable. I never got the names of the owners, an older retired couple who do their own work--together--and do everything (including upholstery) except chroming. An absolutely gorgeous car.

As about the only non-Chesapeake folk (except several Canadians who drove an assortment of Tokyo iron), we won the distance award. Whoopee! That's one I've always wanted. We also took third premier which was nice.

We made some new friends, Bob and Judy Hinman. Dan kept trying to wheedle them out of their TF 1500. Bob is a Navy dentist stationed at Bethesda which is where Gary Cook will be in July, so we told them to look for Gary.

As always with the Chesapeake people, it was a very fine weekend.

PAY YOUR DUES--ONLY TEN SMACKEROOS!!

ODDS 'N' ENDS--Welcome to our newest members, Luke and Ann Snyder who have a '46 TC (#5132) and Ken Dellinger who owns a '60 MGA 1600. For their addresses, see the supplementary roster.

Vicki Spilman announces the manufacture in progress of a little Spilman to make its debut around the beginning of the year.

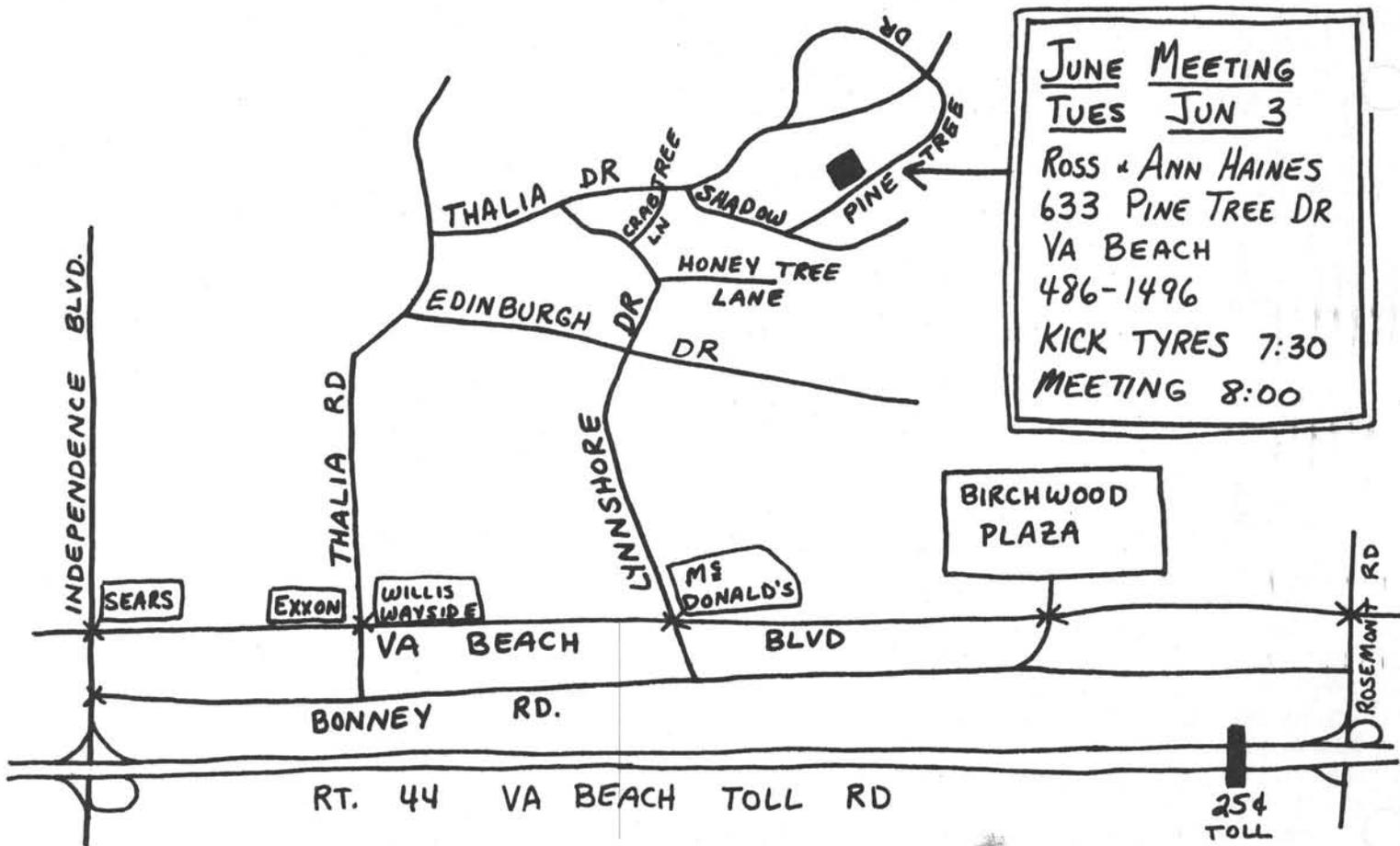
DEADLINE FOR THE JULY NEWSLETTER IS 29 JUNE 1980!!

AND FINALLY--

Don't forget to pay your dues!!

THANKS TO THE TRILLIUM NEWS,
NEWSLETTER OF THE ONTARIO CHAPTER





JUNE MEETING
TUES JUN 3
 ROSS & ANN HAINES
 633 PINE TREE DR
 VA BEACH
 486-1496
 KICK TYRES 7:30
 MEETING 8:00

TIDEWATER MG 'T' CLASSICS
 636 ROYAL PALM DR
 VA BEACH, VA 23452

ROSS & ANN HAINES
 633 PINE TREE DR
 VA BEACH VA 23452

