

The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXVI, Issue 9

Dedicated To Preserving The Marque Since 1973

September 2009

MARQUE TIME

It's been almost two weeks since our meeting at the beautiful Carter residence, and I'm still working off the calories from Karen's superb after-meeting buffet. Thanks so much to Karen and Tad for hosting a *great* get together! It was a hot and muggy night, and the promise of indoor air conditioning was just enough to pry us away from our tire kicking session. I counted 15 MGs in attendance and another large turnout of members. It was certainly good to see such a wide variety of cars (TC, A coupe, A roadster, BGT, and lots of B roadsters.) Good times! We were also treated to John Terschak's tale of finding his Iris Blue MGA in an obscure Ohio garage – we'll be looking forward to seeing it soon. During the meeting I heard plenty of technical questions, ranging from fuel recommendations to sway bar behavior characteristics. Good thing Bill Olcheski was available to dish his brand of expert advice – thanks Bill! Most of us have been the recipients of good TMGC tech advice over the years, but the best overall tip I've ever received can be attributed to Vince Groover: “These things do best when you just drive ‘em a lot!”

We've had a recent influx of new (and returning) members at the last few meetings. It reminds me that it's a small world and sometimes the people you see every day just might have an MG connection. For example, I've seen Peter Limoges and his MGA in traffic off and on for several years. It's good to finally meet them personally. Another acquaintance at work has a TD under restoration – a prospective member in the offing. And David Kinsey, a former co-worker at Joint Forces Command, just purchased Peggy and George's MGB. So we gain a new member AND we get to keep an excellent B in the club. Keep up the good work spreading the word about TMGC. And we all know the best way to advertise – drive your MG at every opportunity!

Safety Fast!

Mark Davidoski

UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- Sep. 3** **THURSDAY meeting – Frankie's Place for Ribs**, (see page 6 for details and map on back page)
- Sep. 12 Dipstick Inputs Due
- Sep. 13 Horsepower Show, Colonial Downs, www.horsepowershows.com
- Sep. 20 Classics on the James, Richmond, www.britishcarclub.com
- Sep. 26 TRAACA Wings and Wheels Car Show at Virginia Beach Airport, www.aaca.org/tidewater
- Sep. 26 MGs on the Rocks, Bel Air, MD, www.mgsofbaltimore.com
- Oct. 2-4 SVBCC Car Show, Waynesboro, VA – Register by 9/22 and save \$5, <http://www.svbcc.net/>
- Oct. 6** **Tuesday meeting at Chuck & Becky Hassler's**
- Oct. 10 Brits by the Bay, Pasadena, MD, www.tracltd.org
- Oct. 11 Hunt Country Classic, Middleburg, VA, www.mgcarclubdc.com
- Oct. 17** **TMGC Drive-out to Colonial Downs, Williamsburg**
- Oct. 17 Euro Auto Festival at BMW plant,

Upcoming Activities (continued)

- Spartanburg NC
www.euroautofestival.com
- Oct. 23-25 Virginia Fall Classic, Newport News,
www.vafallclassic.org
- Oct. 31 Brits and Battleship, Wilmington NC,
www.bmccf.org
- Oct 31-Nov 1 Hilton Head Concours d'Elegance,
www.hhiconcours.com
- Nov. 4 **Wednesday meeting at Paul & Carmen Thiergardt's**
- Nov. 22 **Tech Session at Susan & Terry Bond's**
- Dec. TBD **Holiday Meeting**
- Dec. 29 Holiday Lights Drive, Norfolk Botanical



AUGUST MINUTES

Michele Peters

We began our August meeting at the home of Tad and Karen Carter at 8:12 PM. Their home is filled with lovely examples of Karen's artistic and creative prowess, and the examples of her quilting genius were beautiful, too! Of course, I shouldn't forget the artistic and creative prowess of Tad's choice of wall colors, etc. You did a great job decorating too, Tad! Of course, the July minutes were approved – why wouldn't they be, as they were so carefully and lovingly created by little me?

New members included Jason and Sabrina, who are owned by a 1976 B that they are rebuilding. And we joyfully noted that Kathy, El Presidente's consort, was in attendance. At least, we thought that was Kathy...there was some mumbling and confusion that she didn't look like the same wife that he had brought with him before, but this was to be expected, since no one could really remember what Kathy looked like. Someone even mentioned that perhaps he didn't have a wife at all, and who was this woman?...

El Vice-Presidente mumbled something about grounding-out speakers, but it was all very incoherent and frankly, in my opinion, ill-conceived, so we won't worry too much about his report (you know we love ya, Bill!).

Our Treasurer, Jim Villers, was not in attendance but we heard from way of the grapevine that our financial status is FINE!

Tad then brought us up-to-date on club activities, which you can read in another, though less important, part of this newsletter. Tad has really stepped up to the plate in tak-

ing over the Activities Director job from Beckey, and we all very much appreciate his hard work and dedication. We heard all about the now famous (or should I say infamous) "[No Lights Tour](#)"... ya know, that's just how we members of this fine club operate – we do whatever it takes to keep one another running (and we do this for the cars, too).

Mike and Jennifer graced us with their lovely presence and I believe Mike said he would be writing an article on the MGA meet in Hot Springs, Arkansas.

Susan is still busy renovating her house with hubby Terry, but did manage to finish updating the club picture albums. She sends her thanks to all those who sent in their own photos to add to the albums. Keep 'em coming!

Bill was smiling when he related to us that 81 members had coughed up the dues for the new 2009-10 year, but beneath that pleasant exterior lurked an angry, frustrated man. I found this out when he cornered me at the meeting and demanded to know why I still hadn't paid my dues. He wasn't smiling then, and he had a crazed, yes almost demented, look in his eye, as he arched his brow and admonished me for being late in paying. All I could do was cower in fear and promise him he would get his damned \$20 soon, very soon.

Mark was not in attendance, so we had no technical report. However, there was a question from the membership about what people were doing with respect to dealing with the 10% ethanol version of gas for our LBCs that weren't made to run on 10% ethanol. The general consensus was that use of premium fuel was a necessity. There was also a suggestion that some of the additives on the market that trap water might be a good idea. The other suggestion was to keep your fuel tank full, so condensation was less of a problem in the fuel itself. I say, why use the stuff at all? Why doesn't everybody just buy regular gas?

Terry mentioned something about replacing pads under front cross members. This is what I have: "Front bolts will drop down into the cross member and you can't get to them. There is a little hole just large enough for a rod... and then bolts won't drop through the cross member." If that makes any sense to you, and you can fill in the blanks, more power to you!

Election Season is upon us once again. The positions of El Presidente and El Vice-Presidente are open. The two-year terms for Mark and Bill are over (can you believe it has already been two years?!) and they are not permitted, according to our bylaws, to continue in those positions for more than the two years. Of course, I'm sure everyone realizes that this means that Mark could be Vice-Prez and Bill could be Prez...how about that scenario??? The other club officers, Secretary, Treasurer, Editors, Membership, Historian, Activities, Clubs, and Technical, can remain indefinitely (or until the membership just can't stomach them anymore). Tad is the head of the nominating committee, so if you have nominations, let him know. The candidates will be announced at the [September](#) meeting and the elections will take place at our October meeting at Becky and Chuck Hasler's house, just prior to the Apple Pie Extravaganza.

Andy was not present, so we refrained from talking about him in his absence. As most of you are aware, we much prefer to talk about him to his face.

John T. was gushing over his \$5,000 find – a 1959 MGA with 37,000 original miles, on jacks since 1972. You

know, although we were all pleased for John, I think we were all jealous, too! He did get a number of questions from the membership, however, once they were advised that his wife was not particularly pleased with this purchase, about whether he would soon be sleeping in the new MGA, next to the mouse nest he got as an added bonus when he purchased the car, as well as what his more private activities would soon be limited to.

There were a few matters discussed during our Marque Time moments – something about a steering wheel coming off driving about 45mph down Kempsville Road and being thankful for a good alignment, and Pete Olson washing his car...but I didn't really hear the stories very well (I was at the other end of the room), so my tender readers, you will have to use your imagination to fill in the blanks. Remember...this is an unpaid position...unpaid!

Our raffle included NA Classic MG magazine, TWO license plate holders (the joy!), blank business cards with the MG logo, a refrigerator magnet, an MG key fob, a CD including the scrapbooks from 1991-2002, a child's size T-shirt, and of course, first-in-line (a very sought-after prize). We adjourned promptly at



Membership

Bill Yoshida

As of 10 August, the 2010 membership count stands at 90, of the previous memberships from the 2009 Roster plus new members. Thanks to all the members that were either paid in advance or have already sent in their renewal forms for 2010.

Since the August Newsletter was published, we have received one new membership. Our newest member is:

David J. Kinsey
Virginia Beach, VA
1980 MGB

Welcome to the club; we hope to see you at many future meetings and events.

Our Treasurer, Jim Villers, was unable to attend the August meeting; therefore, I was unable to turn over the dues collected during July and the dues received that night. I hope to get the checks and cash collected into his hands by Friday, 15 August so he can get them deposited. If your dues check was dated in July or early August, you should see it cashed within a few weeks.

I sent e-mail reminders in July and again in August to all 2009 members from whom I have not yet received renewal forms and dues for 2010. I also made a phone call to those members without an e-mail address, in hopes that they would renew their 2010 mem-

berships. Thanks to you who have subsequently renewed your membership, and also I appreciate those (only 3 so far) that let me know their intent not to renew for 2010.

We are very hopeful that all members of the club who have not yet responded will renew their memberships for another year. If all remaining 2009 memberships are renewed, the club will have 104 memberships.

Renewal forms may be found online at www.mg.org under the "Becoming a Member" section. If there are no changes to your 2009 information, I can simply move your form to the 2010 file upon receipt of the dues.

15 August was the planned cut-off date for listing the names of current members in the 2010 Directory; however, I may not be able to have it "print ready" until a little later in August. I welcome any renewals even after the Directory has gone to the printer, but you need to be aware that, once a name has been removed from the Directory and it is in the printer's hands, I will not be able to put the name back into the Directory before it is published.

I would appreciate it, if you are not planning to renew your membership for 2010, that you please send me an e-mail at williamryoshida@verizon.net or give me a call at 757 554-0402 (home) or (757) 876-3826 (cell) to let me know your intentions.

Safety Fast,



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	Tad Carter	496-9847
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Becky Hassler	874-1477
Clubs	Mike Ash	495-0307
Webmaster	Mike Haag	mikehmg@cox.net

First Annual Russ Ripp Runn

by Anita Edwards-Struewing
photographs by Susan Bond & Doug Wilson
Thursday July 16, 2009



Well, Captain Chuck-a-Muck's was a bust. We assembled at the Lowes on Portsmouth Blvd. but had to find an alternate restaurant. Guy Fieri, on his show "Diners, Drive-Ins and Dives," might have recommended Captain Chuck-a-Muck's but he should also have mentioned that they couldn't handle a large group – we numbered twenty-eight. (I suspect they would have had difficulty accommodating our quantity of MGs in their parking lot as well.) Russ was on his cell phone, arranging for another restaurant to accommodate us, when I arrived at the Lowes. In short order, he was successful in finding a wonderful alternative, the Smithfield Station. We toured through the countryside



and detoured for our new destination. Since some of our members were going to meet us at the restaurant and none of us had cell numbers to reach them, Tad and

Karen Carter went to Rescue to retrieve our members and they met us at Smithfield Station. The dining room easily accommodated all of us and the evening was a success. You could tell when the food had arrived,



as the decibels were significantly reduced. My dinner was fantastic and I heard murmurings from others that concurred with my sentiments regarding the cuisine.

As with any of our outings, there's often the story behind the story that is as interesting as the original. Ron was out of town so my friend, Amanda, was my co-pilot. This was her first adventure



in an MG and she was having a grand time! As we were leaving and chatting, I mentioned to Russ that I wasn't quite sure how to get back to familiar terrain and that I was in dire need of some gasoline. He graciously offered to lead me out and to stop at a station. When we got to the parking lot, Jack and Linda Pavlidis, with Sue Bond's, Tad Carter's and others' assistance, were trying to fix an electrical problem on their GT. They had no running lights but could get the high beams to work if they held the signal switch in the "flash" position. Russ and Jack worked on rigging the switch – using

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a piece of gravel from the parking lot and the ever-useful duct tape - so Jack wouldn't have to drive while constantly holding the switch. (This drive-out was unofficially dubbed the "No Lights Tour" at the August meeting!



Sue Bond and I offered to escort them home in a "sandwich" so that I could provide headlights and Sue would follow and provide

tail lights. What a great plan!

Well, as with all plans, that didn't quite work as we'd hoped. With the excitement in the parking lot, my need to find gasoline was quickly forgotten. Tad and Karen in their car and Russ in his led us to the interstate. About the time we passed Portsmouth Blvd., it dawned on me that, unlike my modern vehicle - which has a "low-fuel" buzzer, my MG didn't and was getting close to empty. My LE hadn't made any mention of reminding me of its need for more fuel. So, having to make a detour, I pulled over on 664 to let those behind me in our little convoy know; unfortunately, Jack kept going and Sue had to continue following in order to provide him with taillights. Fortunately, we were not experiencing mechanical problems but were now on the side of the road, alone, and no longer "assisting" as



we'd planned. We had already passed Portsmouth Blvd, where we knew a gas station was located, so Amanda and I hoped we could make it to another. Finally we were successful at Airline Blvd. and Greenwood Drive in Portsmouth. Having lost our convoy, I took Amanda home and went home myself. All along those last miles, I kept thinking, "If only I'd had someone's cell number." Sue Bond called me about five

minutes after I'd arrived home, thankful I was okay and home - and at the only number she had for me. We both commiserated on the lack of an ability to communicate on our journey home but were both grateful all had ended well.

So, at least two lessons were learned: 1) Even if you think you have enough gas, fill up before going on a "Runn," and 2) Get the cell numbers of those with whom you're travelling! I think we might all benefit from exchanging cell numbers, as that too would have allowed us to reach those who were to meet us at the restaurant in Rescue and Tad and Karen from having to go fetch them! Amanda commented that she'd had a great time but supposed there was always something that could happen with antique cars - obviously, she is not familiar with the endearing eccentricity of our beloved MGs and their penchant for electrical problems! (Hopefully, she'll be game to try another adventure with us sometime.)



NAMGAR GT-34

by Mike Ash

Jennifer and I went to the North American MGA Register GT-34 in Hot Springs, Arkansas in July. Having made a 2500-mile round trip to the NAMGAR meet in Key West earlier in the year, we decided that we could not face another road trip of similar duration, so we went by air. We flew into Little Rock late on Friday, July 10 to spend the weekend sightseeing in the Fort Smith and Van Buren area before arriving in Hot Springs for the start of the GT events the following Monday. Monday morning we set off for Hot Springs having endured a weekend of temperatures in the mid-100s and two nights in a "dry" county!

We arrived in Hot Springs in plenty of time to settle into the Arlington Hotel and to meet old friends before the events of the evening. The Arlington Hotel is "The Hotel" from the Hot Springs heyday of the 1920s and '30s. Now, it is somewhat faded but still has retained its elegance from a bygone era and, with its huge lobby and meeting areas, an ideal location for an MG event. In addition to the orientation and the ever-present hospitality room, the main event for the evening was a visit to the Gangster Museum. For this, we were encouraged to dress for the occasion, and Jennifer and I did so, as did many others! The museum was centered on the Al Capone and Joe Kennedy gangster and gambling years of the '20s and '30s, with many interesting artifacts from the original gambling clubs. Refreshments were served and, with the crush of peo-

ple in a relatively small space, it was not possible see all of the exhibits. I went back a couple of days later for a better look.

Tuesday was a scenic tour to Mount Magazine, the highest point in Arkansas. We did not participate because we had seen enough of “scenic” Arkansas over the weekend, but we did drive up to a lookout tower in the National Park adjacent to the hotel for a view over the Hot Springs area, and a birds-eye view of the hotel. The Hot Springs National Park includes “Bath House Row” – six of the original bath houses from the 1920s and ‘30s. The visitor center is located in one of the finest, with all of its elegance of marble, mahogany and stained glass. Most of the hot springs in the park were channeled into the bath houses, but one still runs down the rock and into a pool in the park, and it is hot – about 140 degrees. Tuesday afternoon was the Chapter Contacts Meeting, which we attended, as well as the First Timers Reception in the evening. Wednesday was the day of the car show, held on the grounds of the National Park, right across the street from the hotel. There were nearly 100 cars in the show, including a good representation of MGBs in the “Other British” class. Wednesday evening was a Sunset Dinner Cruise on the *Belle of Hot Springs* to enjoy a great meal and the sights of Lake Hamilton.

Thursday was the rally to Petit Jean State Park and, again, we were non-participants. We took the opportunity to do some more local sightseeing and to visit friends in Hot Springs Village. By this time, the mid-90 degree temperatures we had had all week were beginning to wear a bit thin! In the afternoon there was a tech session on race preparation, held around a race-prepared MGA that had been a focal point of the hotel lobby all week. Thursday evening was the awards banquet. Friday morning it was all over, and we left for Little Rock, and arrived in time for a sightseeing tour of the city – Clinton Library (we didn’t go in) and Central High School (the real highlight). We flew home on Saturday morning.



Note From The Editor

By Ron Struewing

Although not MG related, here is an interesting link to a company many have never heard of. Carbon Motors is a company that builds purpose-built cars for law enforcement which means agencies do not have to buy a Crown Victoria, for example, and convert it for law enforcement. The company recently announced it will locate their operations at the old Visteon (former Ford) plant in Connersville Indiana. Check out the E7 patrol vehicle! <http://www.carbonmotors.com>

MGs in the Rockies

MG 2009 (Part 2)

Breckenridge, Colorado

June 23-28

by Chuck & Becky Hassler

(editor note: This installment in Chuck and Becky’s series was split into two parts due to restrictions in newsletter size)

We passed on Friday’s driving event to have breakfast in Frisco and to take a walking tour of the town’s historic area. We came upon the Frisco Historical Society’s historic building display that dated to the mid-to-late-1800s. Original homes, a school, a jail, a brothel with barber chair, and a church were open for display. The church is still used for weddings today. We’re not sure about the brothel. The afternoon was spent preparing the MG for the Saturday car show and getting some rest for the evening’s event, the Country Boy Mine Tour and Dinner.



Becky posing in front of a not-so modern “necessary”, Frisco, CO.



Frisco, CO Historical Building Display.

The Country Boy Mine Tour and Dinner was a fun event. The evening started with a tour of the Coun-

try Boy Mine <http://www.countryboymine.com/>. Founded in 1887, the mine produced gold and silver, and later high-grade lead and zinc for use in World Wars I and II. After the tour, we took our turn at a wine-tasting tent and then had dinner under a large event tent. Once again, the “Worker Bs” were buzzing around to make sure even the smallest detail of this event went off exactly as planned. Dinner was followed with a chocolate fountain to drench strawberries, bananas, and marshmallows for dessert. A large bonfire was lit for warmth, and a strolling musician played until the last ember died.



Entrance to the Country Boy Mine Tour.



MGs at the Country Boy Mine.

Alan Magnuson, the event Vice Chairman, works the wine-tasting tent.



Worker B and always-present, Laura Magnuson works dinner and dessert.



Panning for Gold, Country Boy Mine

A big hit of the event was the group of four donkeys that arrived soon after the event began. These donkeys live on the mine property and understand that human voices mean food. Bigger beggars you’ve never seen! These friendly creatures strolled from person to person, plate to plate, cleaning off tasty leftovers. Chocolate was a favorite.

With the humans going and the chocolate gone, the donkeys retreated to their barn at the bottom of the hill. The fire burned low and the temperature dropped, so it was time to call it a day. The car show was the next day, and early risers would be out at dawn to wash and shine their British iron.

Becky and Chuck dining at the Country Boy Mine. “Why the long face?”





Everybody loves chocolate!

The Beaver Run Resort dedicated two very large parking lots to MG 2009 events, as well as an indoor parking garage for all of the MGs. The upper parking lot had the wash rack with a dozen hoses and buckets. The lower lot was dedicated to the week's car events like the Funkhana, valve covers races, tech sessions, the start and finish of driving events, and the car show. A ballroom was used for a concourse car display, registration, and regalia. Once again, the "Worker Bs" were a constant presence to insure all went as planned. On car show day, the "Worker Bs" were at the show lot shortly after dawn to begin parking cars according to class. We've all been to car shows, so pictures will best tell this part of the story. Becky will post on her web site a nice collection of MG 2009 photographs after she returns to Virginia at the end of July. Here are a few shots of the car show field.



The car show and judging ended at 2 PM. After a shower and change of clothes, we headed off to the social hour, banquet, and awards presentations. The evening programs were presented with the same professionalism as the rest of the event. The food was great, the wine plentiful, and the company the best. As Vince told me years ago when we joined TMGC, "It's



not about the cars; it's about the people." And that was the emphasis put on this event by our wonderful hosts. All of the organizers and volunteers deserve a big thank you and a pat on the back. The awards were presented, final comments made, and it was time to retire for the night.

The "crack of dawn" woke us before 6 AM on Sunday morning. As we walked to the free continental breakfast at the regalia room, we saw MGs and their owners already starting their journeys home. Our journey back to Angel Fire, NM started mid-morning. This drive was a continuation of the beautiful high mountain scenery we had experienced over the last week. We arrived home safely to 73 degrees and floating clouds. It was a great ending to a great trip.

MG 2010, sponsored by the MG Car Club of Toronto, will be held in Belleville, Ontario Canada June 23 -27, 2010. <http://www.mg2010.com/>. Maybe the TMGC will put together a caravan for the trip to Belleville.

We're in!!

Fast moving Rocky Mountain stream



Did you know this?

by Geoff Wheatley
October 2008

I have been driving since the 1950s, both in the US and Europe. In all those years I could never remember which side the filler cap might be when I hired a rental car. Just a few weeks ago I was visiting the UK with a rental vehicle and, without exception, always seemed to end up on the wrong side of the fuel pump. This simply added to the frustration of paying almost ten US dollars for a gallon of fuel. Looking back I can say without exception that I usually forget where the gas filler cap might be, especially when I am driving my wife's car or one of my toys (MGs excepted!).

The procedure when I arrive at the pump is/was to stick my head out of the window, strain my neck and look, trying to see in the side mirrors and then usually get out of the car to find, nine times out of ten, that I am on the wrong side! When I returned my hired car to Gatwick airport UK I mentioned this to the young clerk behind the desk, who looked at me with that look that only the young can express when dealing with a semi-senile individual three times their age! Without hesitation he asked me if I looked at the gas gauge when filling up. Sure, I replied, why? He then pointed out that if I look at the icon of a gas pump on the gauge I would notice that the handle of the gas pump is either pointing left or right. That is the side where the filler cap is located. In short, if the handle points left, that's where you put in the fuel or if it's pointing right, it's the right!

In all my years of driving, I never knew this and I would suspect that most of you fall into the same group. We learn something new every day, even when you are past the three score and ten age marker like this scribe. One further observation on my recent trip, the hired car was a small Fiat that could accommodate up to four adults and luggage. It had all the trinkets including A/C and could cruise along at a steady seventy/eighty MPH on the fast highways of Europe. The on-board computer indicated that my average MPG for the visit was 46 MPG and that included both highway and city driving. The secret has to be the six-speed gearbox that keeps the revs at a minimum on the highways. Yes, I do think we should have cars such as this in the US, despite the American motor manufacturers' objection to these vehicles. 



**More Pictures
from the Russ
Ripp Runn**



Activities

by Tad Carter

THURSDAY, September 3rd - Due to a lack of venue for the September meeting, we have decided to hold the monthly gathering at Frankie's Place for Ribs in the Fairfield Shopping Center in Virginia Beach. For those wanting to partake in dinner, we will have seating beginning at 6:45. Kick Tyres will start at 7:30, with the meeting following at 8:00. [Please make note of the Thursday schedule.](#)

Other events in September include the "Horsepower Show" at Colonial Downs in New Kent County (9/13), "Classics on the James" in Richmond (9/20) and the "Wings and Wheels Car Show" in Virginia Beach (9/26). Bob Stein added his hearty endorsement of the Wings and Wheels show. Please refer to the Dipstick calendar for web links to further information.

Many of us have enjoyed the SVBCC Car Show in Waynesboro. Coming up the first weekend in October, this show is a 3-day event that usually hits during color-change in the Shenandoah Mountains. It is worth the drive!

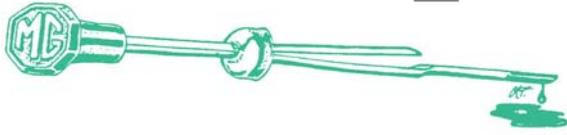
Tuesday, October 6th - We will be back in our regular meeting cycle and guests of Chuck and Becky Hassler in Yorktown. Be ready for the best apple pie around.

Thanks to all who have joined us for the first three Drive-outs of the summer season. I hope you have enjoyed the variety, the drives, and the food. On Saturday, October 17th, we will hold our 4th and final Drive-out of 2009, with a trip to Colonial Downs in New Kent County for an evening of Harness Racing. We will plan a southside departure at around 2:00 for the 2-hour drive to Colonial Downs. Our most likely course will be out Rte. 10 to the Jordan Point Bridge, and then over to the track. The gate opens at 4:00pm, with the first race of the evening at 5:00pm. General Admission tickets are only \$2, but what you choose to wager is up to you. Dining options will satisfy the culinary curiosity of most junk food addicts. More information and a sign-up e-mail will follow shortly.

As always, the Dipstick calendar shows additional events over the next few months. Please check it out and mark your calendar. 



The Dipstick



The Tidewater MG Classics

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