

The

Dipstick



"The Newsletter of the Tidewater MG Classics Car Club"

www.mg.org

Volume XXVIII, Issue 7

Dedicated To Preserving The Marque Since 1973

August 2000

MARQUE TIME

As the sun slowly set over the Western Branch of the Elizabeth River and the lights began to dance on the waters in front of the West Norfolk bridge it was becoming a perfect evening for the July Tidewater MG Classic meeting. A photographer was there, courtesy of Jerry, to capture that "Kodak moment" of the club members and their MG's. We would like to thank Jerry and Joann Goldman for hosting the July meeting and for that perfect setting, on the deck over looking MG, s parked on the lawn against that beautiful back drop, at their home in Merrimac Point. Also thanks to Jerry for that wonderful auto cross course set up in the front yard leading the MG's to the back of the house. One late arriving contestant took an alternate route to improve his time and we are not sure how many of Jerry's neighbors woke up the next morning with "Dunlop" tire tracks across their beautifully manicured, golf course quality lawns. Those of you, who did not attend, missed a rare and special experience. This finally proves that there are some beautiful neighborhoods in "P Town". We also official welcome Jerry into the fold of the Portsmouth delegation of the Tidewater MG Classics with "me and Mike".

And this time, for sure, dues are due upon the receipt of the "new" and "improved" form. Alan Watson has assured me it will be mailed to you in a separate mailing from the Dipstick. Please fill out all the information and mail with a check (or without a check if you have already pre-paid for the up coming year, you know who you are, if not Alan will remind you on your form). Filling out the form is important. We intend on cross-referencing the information on the "new" and "improved" Club Roster so that you will be able to tell who has the same type MG as you have and who lives near you with a MG. Mailing the form is important. It is important because Alan lives near beautiful downtown Pungo and unless you have a taste for strawberries (which are out of season now) or a taste for frog legs (frog "gigging" is in season now), "it's a pretty far piece to go". Besides, Alan needs these very important forms delivered directly to his "humble if, not historic abode" by way of the security of the United States Postal service for quick and direct input into his computer. By using the U.S. Postal service, you will be supporting Lance Armstrong in the Tour de France (what a bicycle race).

The latest on the web site. Mike has added some new things to the web site and there is more to come. Visit it often to see what's new. We need the hits. We have plans for the future to add a new feature to the web site. It is still in the planning stage. We'll let you know the details soon.

Also appearing in this Dipstick, Mike will tell all. Well almost all, about our road trip to Cleveland. About our search for Drew Carey, we asked every where we went, "where's Drew Carey". You will also be happy to know Disco is not dead. And question I know is on every ones mind will be answered; do they really make beer in India? You'll be surprised to learn of John Deloren's whereabouts, (need a Deloren watch) and why 150 or so silver cars

continued page 2

Upcoming Club Activities

- | | |
|-----------|--------------------------------------------------------------------------|
| Aug 2nd | Wednesday Meeting at David Sheppard's 496-0787. |
| Aug 20th | Tech Session at Frank Linse's and co-sponsored by Bob McClaren 10am till |
| Sep 5th | Tuesday Meeting at Bill Seib & Leslie Paul's 420-9523. |
| Sep 24th | Richmond 17th Annual British Car Show Browns Island |
| Sep 30th | Wings & Wheels Car & Air Event at Hummel Air Field in Topping, Virginia |
| Oct 4th | Wednesday Meeting at Paul Thiergardt's 497-0455. |
| Oct 6-8th | Shenandoah Valley British Car Club 20th Annual Festival |
| Nov 8th | Wednesday Meeting We still need a host. |

July Minutes

Barry opened the meeting promptly at 8:03 Lucas Standard Time. Jerry and Jo Ann Goldman were thanked for their hospitality and fine meeting spot on the banks of the western branch of the Elizabeth River. Sherry and Mark Guay were welcomed as new members. Bill Blair and his 1949 TD under restoration were welcomed. When it was discovered that his vehicle was actually a TC we welcomed it as well!

Membership: Alan wasn't present and we all lamented his absence. In the mean time, get ready to pay your dues. Some discussion of how best to collect dues then took place.

Treasurer's Report: In: \$90.00, Out: \$40.00, Left: \$1827.49

Newsletter: Barry took lots of heat from the syntax police for his wordsmithmanship. He politely told the guilty parties to get stuffed.

Regalia: Frank is in Canada visiting former local member Tom Sawyer.

Activities: Chuck was sadly missing as well. A great deal of discussion regarding the Wings n Wheels show then took place. Most of it revolved around where exactly Topping Virginia is located.

Spares: Mark was in Baltimore.

Clubs: Mike Ash reported the MGA meeting that is upcoming.

Archives: Sue is hard at work if you want to get her some of your historical club items.

Old Business: He was present but did not want to be discussed. Unrelated, Mike was praised for his work on our website www.mg.org

New Business: Greg Coogan was a member of Hank Giffin's pit crew. He was impressed by the Virginia International Raceway during a recent visit. Check www.vir.com (we think that may be the right address, no guarantees)

Marque Time: The Bonds had a great time at their recent AACA event.

Barry reported his trip with Mike to the NAMGBR event in Cleveland went well. Other than a thermostat and voltage stabilizer that acted up he had no problems. The event had 450 cars registered. Cleveland also received high praise for its hospitality. Among the sites they took in were the Rock and Roll Museum and a Delorean car show! He hopes to have the pictures available at an upcoming meeting.

Greg Coogan has a bunch of B parts available. He also has a Judson Supercharger available for a Midget. Call him! Jerry had his joke of the evening. Many groaned, some laughed.

We had no raffle so the meeting was adjourned and we all retired to the screened-in porch like mosquitos drawn to the ultraviolet bug light.

MARQUE TIME cont:

(can these silver cars really go back to the future using garbage and a flux capacitor) were parked near the "Heart of Rock and Roll". You'll learn: which way does the voltage stabilizer mount in a "B", what would McGiver make a MGB thermostat gasket out of, and can you run a road rally backwards and end up at the correct destination for a box lunch? Oh yea, there were a lot of MG's there. There must have been some kind of convention or something. Don't touch that dial, stay tuned for these and many more exciting adventures on the road to Cleveland and back with Barry and Mike in their MG's (and the most important thing was getting back). *Safety Fast!* Barry



Rockin' & Rollin' in Cleveland 9th Annual North American MG Register International Convention

By Mike Haag

It didn't seem like almost a year had passed since the trip to MG'99 in Vancouver, but before we knew it we were on the road to MG 2000 in Cleveland. Below is a day to day account of our journey, or as much of it as I can remember.

Tuesday, June 13 - Barry and I left Portsmouth around 9:00 AM and headed up I-664 under overcast skies. We soon ran into the typical traffic jam on I-64 in Newport News (are they EVER going to finish that section of road?). We crept along for around 10-15 minutes, then were on our way, picking up I-295 and I-95. We got off on Rt. 17 in Fredericksburg for lunch and to top off the gas. We continued on Rt.17, getting on I-66 to take us to I-81. It was on I-66 where the skies darkened and we ran into some rain. I was very pleased with the way the MG handled on the wet road. We easily maintained 55-60 mph; the windshield wipers worked great, and the top hardly leaked. The rain only lasted for a few miles, and my confidence was growing! Since Hagerstown MD was close to the halfway point between Portsmouth and Cleveland, and since we were familiar with the town and available accommodations (having stayed there during MG'98), we decided this was the place to spend the first night. Since the Days Inn had good rates and a free, cooked breakfast we decided to stay there. After we checked into our rooms and unpacked the cars, we took my MG downtown to the Schmankerl Stube Bavarian restaurant (don't ask me to pronounce it!) for a good meal of German beer and food.

Wednesday, June 14 - The next morning we again left around 9:00 AM (hey, we're on vacation here, no getting up early allowed) under overcast skies. Was this a harbinger of things to come? We journeyed up I-70W, enjoying the pretty western MD landscape and the cool weather, and then got on the PA turnpike at Breezewood. After awhile, it began to get cloudier, then as we went up in elevation the fog set in. As we went up a mountain, the only thing we could see in front of us was the rear end of a tractor-trailer. This continued for a few miles, then let up as we descended the mountain, although it stayed cloudy and misty afterwards. Just south of Somerset, we went through a long tunnel underneath another mountain. Coming out on the other side was like entering a different place (cue the music from the Twilight Zone here) as the weather was totally opposite. The skies were blue, the sun shone, and it was hot. It stayed like this all the way to Cleveland. We arrived at the host hotel, the Holiday Inn Rockside (about 8 miles south of downtown Cleveland) around 4:00. What a great relief it was when we pulled into the parking lot and realized that we had actually made it there. Funny thing is, we didn't see any other MGs along the way, until we got to the hotel parking lot. Either we timed it just right, we were very lucky, or a little of both, because soon after we checked into our rooms and unpacked the cars, the sky turned dark and it poured down rain for an hour or so! After registering and picking up all the goodies, we went to the bar to toast our successful journey, then got something to eat, then the rest of the night was a blur. Maybe one too many toasts!

Thursday, June 15 - After some light rain in the morning, we moved the cars to the back parking lot, which was reserved for MGs. We found our 2 assigned spots, and using the colored chalk provided, Barry drew the TMGC logo in front of each of our cars. There was an urban rallye in downtown Cleveland, but we weren't too keen on that idea. The parking lot began filling up, the vendors set up shop, Castrol was in the air, and we could sense that a huge MG "happening" was about to take place. But first, we had important business to take care of.

On the way to Cleveland, Barry noticed that his temperature gauge was reading higher than normal, but the car didn't overheat and performed fine otherwise. Remembering a similar problem with my MG a few years ago, which turned out to be a loose voltage stabiliser, I suggested we check this first. The Haynes manual says the

voltage stabiliser should be mounted no more than 20 degrees from vertical. Since Barry's unit was mounted horizontally but wasn't loose, we changed it to correspond to the diagram in the manual. Feeling smug about how quickly we found the solution, we were rather disappointed when it didn't fix the problem. Next we thought that the thermostat might not be opening fully, restricting the coolant flow and causing the car to run hotter than normal. We swapped it out, but when Barry returned from his test drive, he was shaking his head and said the fuel and temperature gauges were changing with the engine revs. After scratching our heads for a few minutes, we got the manual back out and started checking voltages. We concluded that the voltage stabiliser was indeed bad. Barry bought a replacement from one of the vendors and we swapped it out, mounting it horizontally as originally found. This would have been easier if either one of us happened to be a vertically challenged contortionist (can't say midget anymore, unless you're referring to a small MG sports car) since it's located high on the firewall under the dash. Voila! The problem disappeared. Trust your first instincts, they're usually right. I'm still perplexed about the horizontal vs vertical mounting of this device, but mine has worked fine for the last 4 years and I'm not touching it! Barry's MG ran flawlessly for the rest of the trip.

Later that afternoon, we took the shuttle bus down to an area known as "The Flats", a section of downtown Cleveland along the Cuyahoga River that has been re-juvenated with restaurants, bars, and cafes, much like Waterside in Norfolk. Walking along beside one of the cafes, we heard someone ask us (I was wearing an MG golf shirt) if MGs were popular in this country? We stopped and talked to a couple of young Brits who were in Cleveland on business. They were in the automotive trade in Kent. I can't remember the details, other than one of them calling MGs "roost (rust) buckets". We talked about the convention and MGs in general, both in the States and in England. Barry and I ate dinner at the Rock Bottom Brewery, then relaxed at one of the waterfront cafes, watching people and listening to music. I won't tell you what kind of music, I can't believe I was enjoying it. Must have been the beers! We caught the last bus back to the hotel, along with a few other MG partyers.

Friday, June 16 - Friday morning was the Cuyahoga Valley Tour, a drive through the countryside to a state park for lunch. We got a late start, bringing up the rear of the pack with a TD and a MGBGT. We were soon separated though from the rest of the pack, due to traffic and a missed turn. Barry and I pulled over to peruse the maps, and before I got to Barry's car, an older gentleman stopped and asked us if we needed help. He gave us directions on how to get back on track, and mentioned that his brother was driving an MG from New York for the convention. We were soon back on the trail, enjoying the back roads and beautiful countryside. We missed a turn by a ski resort, and went another 10 miles or so before we turned around and backtracked, where we then noticed the sign we had missed earlier. We also saw many MGs headed in the other direction, so we knew we were getting close, as we were running late and they were already leaving. We arrived at the park, and ate a pretty good boxed lunch. We were happy that we weren't the last ones, as soon some other folks showed up too.

Trivia time - The host club for MG 2000 was the Emerald Necklace MG Club, located in the Cleveland area. So what do emeralds and necklaces have to do with MGs and Octagons? The state parks in that area are arranged such that on a map they form a semicircle of green dots around Cleveland, hence the name "Emerald Necklace".

Continuing on, we left the park and took the interstate back to the hotel to catch the shuttle bus downtown to visit the Rock & Roll Hall of Fame Museum. We got there around 3, so we only had about 2 ½ hours to visit. We hit the highlights and saw quite a bit, but a true rock and roll fan could stay there all day. Unfortunately you're not allowed to take pictures inside. As we were about to leave the museum the skies turned dark and let loose with a pretty hard downpour. Not wanting to miss the last bus back to the hotel and pay a \$20 taxi ride, we ran through the rain to the awaiting bus. Of course, the bus was delayed in leaving, waiting for some MG folks to disembark from the cruise ship nearby. Meanwhile, the rain stopped and we got wet for nothing. Oh well, as the saying goes, "into every life a little rain must fall". Friday night there was free beer and wings sponsored by Triple C. An assortment of wicker baskets, filled with all kinds of MG goodies, was raffled off.

Saturday, June 17 - Saturday was a beautiful day for a car show - sunny, blue skies and warm but not hot. The show was held downtown along the waterfront at the Burke Lakefront Airport, an aviation museum and airport for small private planes. There were 450 registrants for MG 2000, but I don't think there were that many

cars, maybe 300 to 350. Besides MGB's, there were many other types of MGs represented, along with around 10 or so vendors.

This same weekend, Cleveland was also host to a DeLorean convention, and they held their car show on Saturday beside the Rock & Roll Hall of Fame Museum, about 3 blocks from the MG show. Later that afternoon, Barry and I walked down to the DeLorean show and saw about 50 of these cars lined up along the pier. Also at the end of the pier were 2 Bricklins (I had never seen one before) and 3 Loti (plural of Lotus?). We also saw the man himself, John DeLorean, signing autographs. We got a couple of pictures of him, but I didn't feel right asking for his autograph wearing an MG T-shirt. He and his daughter were there hawking their latest money making scheme, selling some super-duper, specially designed watches. Who knows, maybe they let you travel back in time without the car?

Saturday night was the banquet, and Barry and I sat with a couple from Michigan and two guys from somewhere in southwestern Ontario, I can't remember where now. The meal and conversations were both excellent. The guys from Ontario told us about their drive last year in their MGs across Canada to MG'99. Later we were joined by two guys from Delaware, one of which used to be a British Leyland dealer in Salisbury MD. He had some interesting tales to tell. After the banquet, the party moved to the parking lot for the valve cover races and the "MG Olympics", where teams from different clubs ran an obstacle course while doing car type stuff like rolling wheels and tossing tires. Barry and I declined, as this looked like too much work, and we were still on vacation!

Sunday, June 19 & Monday, June 20 - The drive back home. Like all good things, the end came much too soon. Sunday morning was gray and dreary, with a steady rain falling. Luckily, when we left around 10:00 AM, it started letting up and we only ran into the occasional light shower for the rest of the day. We retraced our path back down the Ohio and PA turnpikes, seeing only 2 MGs along the way when we stopped for lunch. They were from the DC MG Club, some folks we had met at MG'98. Just north of Somerset we ran into a traffic jam, caused by a wrecked tractor-trailer up ahead. This stretched on for miles, and the creeping and stopping seemed to take forever to get past it, although it was probably only 45 minutes or so. After that, it was clear sailing back to Hagerstown, where we checked into the same hotel. While driving to the hotel, we got behind a Model T Ford out for a spin. As we got out of our cars, we noticed a gathering of Model T's at the hotel across the road. The hotel is owned and run by an Indian family (surprise?), and they have an Indian restaurant inside. We stayed there for dinner, and had a meal of Indian beer and food. We left Monday morning on the final leg of our journey. On Rt. 17, east of Winchester, while driving uphill in a light rain or mist, we were passed by a large truck, spraying water behind it. Right after this, my car began to stumble and almost cut off twice. I managed to pull into a small parking lot, got out and opened the bonnet to see what was going on. All the wires and connections looked ok, and there were no fluids leaking anywhere, however I noticed that the engine compartment seemed rather damp. I let it idle for a few minutes and it seemed to rev up ok, so with fingers crossed we resumed our journey. Luckily the car ran fine for the remainder of the trip home. We stopped in Fredericksburg again to top off the gas tanks, and continued on, arriving back safely in Portsmouth about 4:00. After the MG was parked under the carport in its usual spot, I gave a little prayer of thanks, patted its top, and told it "well done!"

Some final comments - If you've never been to one of the national MG conventions before, you should consider it. It's a wonderful opportunity to make new MG friends, see what other folks do to their MGs (good or bad), get fresh ideas, re-ignite that MG spirit, and just plain have fun with the cars we cherish so much. Speaking of which, MG 2001 is an all MG meet, sponsored by the different national registers, and will be held July 2-6 in St. Paul MN.

Except for the two minor problems mentioned above, our MGs ran great! We put just over 1200 miles on them, much of it at interstate speeds of 62-65 mph, and they returned around 28 mpg. I've gained a new respect for these tough little cars. Maintained properly, like any other older car, they'll reward you with miles and miles of fun and trouble free motoring. After two days back at work, I was ready to jump back in it and take off down the road again for some distant destination. Come to think of it, I've never been to Minnesota. Hmm.....

**Shenandoah Valley British Car Club
20th Annual Fall British Car Festival Registration Information
October 6-8, 2000**

(Please Print)

Name: _____

Street: _____

City/State/Zip: _____

Buffet Dinner includes Beverage/Dessert \$19 per person

Reserve _____ spots for me!

Evening Phone _____ Day Phone _____

Organizational Affiliation (if applicable) _____

Registration fee: \$15.00 per vehicle entered

Vehicles(s) coming to the Festival _____

(Fee is based on a per car basis)

Production Year _____ Make _____ Model _____

Production Year _____ Make _____ Model _____

I am planning to participate in the following:

Friday

Opening Reception (no charge) # attending _____

Saturday

Visit to Virginia Metalcrafters # attending _____

Awards Banquet #attending _____

Sunday

Caravan to the Monticello
Wine Festival, Boar's Head Inn,
Charlottesville, Virginia # attending _____

"Special Premiere" Class

For those who want to compete with the best

Check here for entry

Fees

Per Car \$15.00 \$ _____

After 9/18/2000 \$20.00 \$ _____

(Awards per class are based on registration forms received prior to 9/18/00)

Awards Banquet (Saturday Evening)
(Confirmation regarding attendance must be received no later than Noon, October 7, 2000)

of Adults _____ x \$19.00 \$ _____

(tax and gratuity inclusive)

of Children _____ x \$10.00 \$ _____

Vendor Space: No charge EXCEPT for \$20.00 fee to vendors selling autos. \$ _____

TOTAL AMOUNT \$ _____

In an effort to increase vendor participation again this year, there will no charge for vendor space. However, we would appreciate a donated item for use as a door prize on the field during the show. Please contact Bill Krzastek 540-949-7879 with details of your donation.

Mail form with check or money order to:

**SVBCC
P.O. Box 323
Waynesboro, Virginia 22980**

Sorry! No refunds of dues/fees can be accommodated

I am aware of the hazard(s) inherent with motor vehicle events and specifically do hereby release and indemnify the organizers, supporting sponsors, The Shenandoah Valley British Car Club, Ltd. and the Fall Foliage Festival, collectively and separately from any and all liabilities and/or property damage incurred by me or my guest(s) while participating in this event.

Signature _____ Date _____

For Your Information

Arrive at Holiday Inn Conference Center Registration from 4:00-8:00 p.m.

"Free" Reception from 7:00 p.m.-Until
(light snacks and beverages provided)

Live Entertainment in the Pub & Eatery

Saturday's Activities

Buffet Breakfast – \$6.95 plus tax/gratuity

Caravan to Show from Holiday Inn, departing at 9:00 am for Ridgeview Park

Car Show begins at 9:00 am

On Field Registration until 11:30 am

Complimentary Van Shuttle Service to Virginia Metal Crafters (antique reproductions)

Participant Voting ends at 2:00 pm

Reception at **Holiday Inn**, 6:00 pm

Awards Banquet, at 7:00 pm

Sunday's Activity

Caravan to the Monticello Wine Festival, Boar's Head Inn, Charlottesville, Virginia - 11 am to 5 pm.

Extending Your Vacation?

If you would like additional information to help plan an extended stay while visiting the Shenandoah Valley, we suggest the following:

Staunton and Vicinity 540-886-2351

Waynesboro and Vicinity 540-949-8203

Accommodations

Host Hotel

Holiday Inn Golf and Conference Center

Featuring: Modern, Well Appointed Rooms

Mulligan's Pub and Eatery- Live Entertainment Nightly

Indoor Swimming Pool and Special Parking Area

Reservations

Call 800-932-9061

All rooms – single/double \$78.00 plus tax.

You must mention the **Fall British Car Festival** to get this reduced rate.

We have reserved only 70 rooms for this year's festival at the host hotel and October is a peak tourist season for this area.

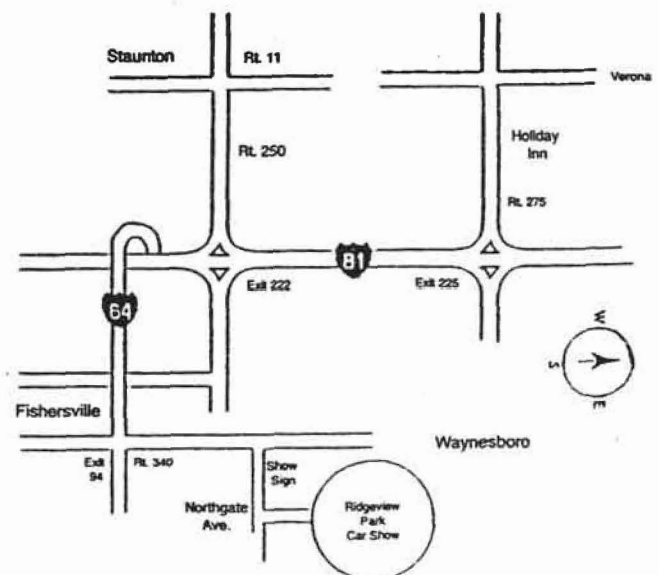
Register early!

Reservations made after September 6, 2000 will be provided on a space available basis.

Overflow Accommodations:

Ingleside Resort Hotel, Verona 540-248-1201

Call for room rates and availability.



Keep this page for event information
and map reference



2000
A Tribute To
"Chesty" Puller

Car & Air Event
at
Hummel Air Field
in
Topping, Virginia

9:00 a.m. - 3:00 p.m.

September 30, 2000
Rain or Shine

Everyone welcome!

**A DAY FULL OF
FUN, FOOD & FRIENDS!**

Presented By:

**Middlesex County and
Friends of Hummel Air Field**

**Where: Hummel Air Field
Highway Route 3
Topping, Virginia**

**When: Saturday, Sept. 30, 2000
Field open at 7:00 a.m.
Gates open at 9:00 a.m.
Awards Ceremony at 2:00 p.m.**

What Else:

**Food, Food, Food!
Arts, crafts, model airplanes
Air and safety exhibits
Fly-bys and demonstrations
Various military exhibits
Unique automobiles & aircrafts
U.S. Post Office Cancellations**

More information:

**Call: Jamie Barnhardt (804) 758-2753
E-mail: wingsandwheels@hotmail.com
Visit: <http://fly.to/wingsandwheels>
Mail to: Friends of Hummel Air Field
P. O. Box 202
Topping, Virginia 23169**

*Registration flyer compliments of Middlesex
County and JPR Cars, Ltd., the Great Gatsby®.*



Car and Air Event

A Tribute to "Chesty" Puller

Hummel Air Field Topping, Virginia

2000

Saturday, September 30, 2000 - 9:00 a.m. to 3:00 p.m. -
Rain or Shine

Special Exhibits, Arts & Crafts of all Types

1st, 2nd & 3rd Place Awards in the following classes

(Participants' choice)

Automotive - American, European, British, Exotic

Aircraft - Classic, Antique, Experimental, Ultralite

Grounds open at 7:00 a.m. - Parking Fee is \$3.00 - Vendors must be set up by 8:45 a.m.
(No Flea Market or Yard Sale Items in Craft Area)

NO ALCOHOL OR DRUGS ALLOWED ON GROUNDS - NO PETS, PLEASE

For more information call: (804) 758-2753 or (804) 758-2551

E-mail: wingsandwheels@hotmail.com

Web site: <http://fly.to/wingsandwheels>

Automobile/Aircraft Registration: \$7.00 before September 1st (\$10.00 after) - special gift for first 300 entries

Vendor space: Local charitable organizations - \$5.00; Craft Vendors - 10 x 10 - \$20.00; 10 x 20 - \$30.00

Commercial/Food Vendors - 10 x 20 - \$100.00*

*Food vendors must supply proof of liability insurance and notify Middlesex Health Department at least two weeks prior to show.

There will be a 50% surcharge for all vendor registrations postmarked after September 1st

Make checks payable to: Friends of Hummel Air Field

Mail to: Friends of Hummel, P. O. Box 202, Topping, Virginia 23169

Name: _____ Phone: _____

Address: _____ City: _____ State/Zip: _____

Class of vehicle (Circle One): American - European - British - Exotic Year: _____

Description _____

Class of aircraft (Circle One): Classic - Antique - Experimental - Ultralite Year: _____

Description _____

Vendor (Circle One): Local Charity - Craft - Commercial

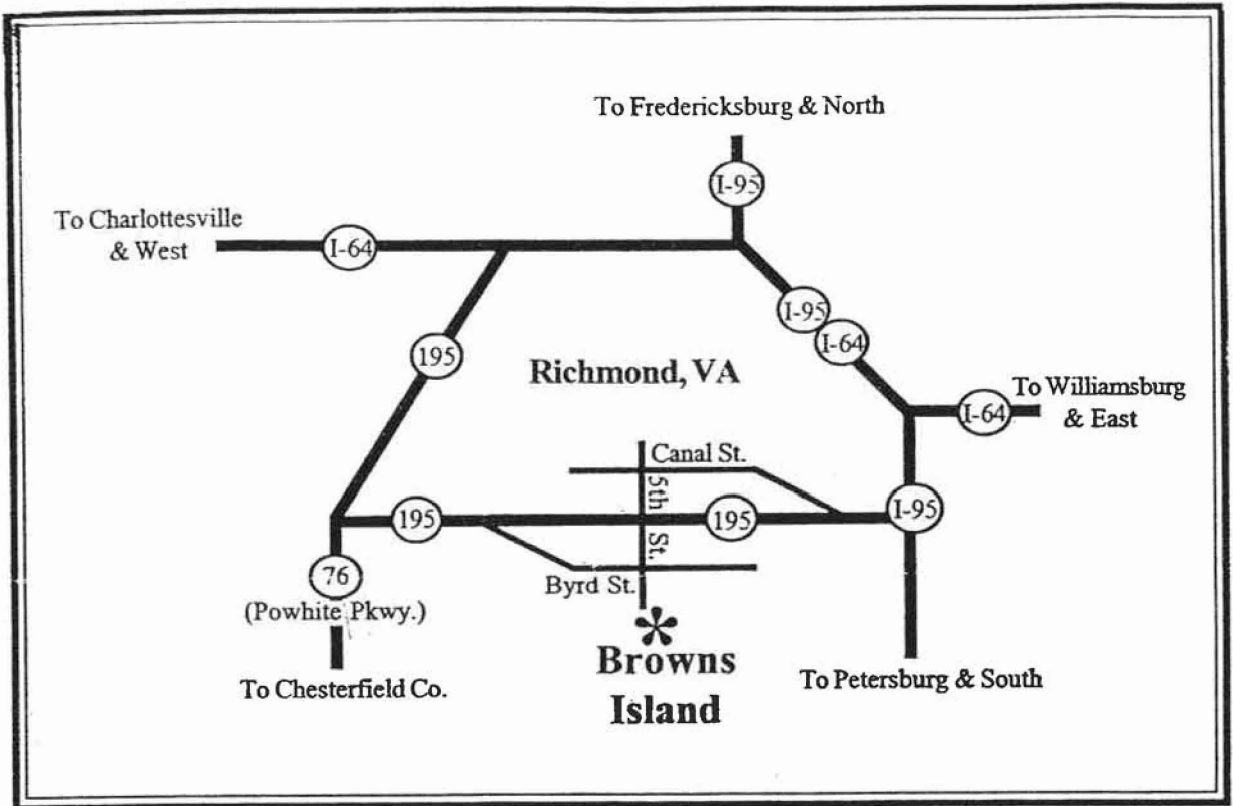
Vendor space required: Craft - 10 x 10 _____; 10 x 20 _____; Food - 10 x 20 _____

Description _____ TOTAL ENCLOSED \$ _____

I agree not to hold Hummel Air Field, Middlesex County, Innovative Restorations, or any persons or sponsors connected with this event responsible for any loss, damage, injury or death to myself or my property occurring while engaged in, or traveling to or from the event.

Signed: _____ Date: _____

MUST BE SIGNED TO ENTER SHOW



SIXTEENTH ANNUAL BRITISH CAR SHOW

SHOW LOCATION:
BROWN'S ISLAND

2 BLOCKS SOUTH OF 7TH & CANAL

DATE:

SEPTEMBER 24, 2000

TIME:

FIELD OPENS AT 9:00AM

REGISTRATION CLOSSES AT 12:00PM

JUDGING ENDS 2:00PM

PRESENTATION OF AWARDS 3:30

FOR MORE INFORMATION CALL OR SEE

DENNIS URICK

804-527-3934 OR

WWW.BRITISHCARCLUB.COM

LOCAL HOTELS

MARRIOTT

804-643-3400

OR 1-800-228-9390

OMNI

804-344-7000

OR 1-800-843-6664

\$ THE CROWN PLAZA

804-788-0900

\$ THE HOTEL JEFFERSON

804-788-8000

DAYS INN

804-353-1287

HYATT

804-285-1234

800-233-1234

THERE IS A \$3.00 PER PERSON SPECTATOR FEE.
A PORTION OF THE PROCEEDS WILL BE DONATED TO CHARITY.
THE SHOW WILL BE HELD RAIN OR SHINE.

RICHMOND BRITISH CAR SHOW REGISTRATION FORM

Early Registration Deadline is Sept 10, 2000.

Please PRINT LEGIBLY. Thank You.

Name _____ Phone(____) _____

Address _____ E-mail _____

City _____ State _____ Zip _____

Make _____ Model _____ Year _____ Series _____

Make _____ Model _____ Year _____ Series _____

Vehicle Pre-Registration (bef. Sept. 10) @ \$15.00 ea. - \$ _____

Vehicle Late Registration (aft. Sept. 10) @ \$20.00 ea. - \$ _____

Vendor Pre-Registration (bef. Sept. 10) @ \$15.00 ea. - \$ _____

Vendor Late Registration (aft. Sept. 10) @ \$25.00 ea. - \$ _____

Car for Sale @ \$20.00 ea. - \$ _____

Multi-colored commemorative T-Shirts:

S MED L XL XXL

@ \$14.00 ea. - \$ _____

Total Enclosed - \$ _____

A portion of the proceeds will be donated to charity.

Please make check payable to CVBCC

OR

Please bill my credit card: Visa or M/C ONLY (circle one)

Card # _____ Exp. Date _____

Name on Card _____

Signature _____

Charge will appear as Mercer & Woodson Automotive, Inc.

Waiver of Liability must be signed to enter show.

Neither I nor my heirs will hold the Central Virginia British Car Club nor Downtown Presents, liable for any damages, injury, or death while engaging in/or traveling to or from this event.

Signature _____

Send completed form to: CVBCC
7106 Club Road
Richmond, VA 23228

Call 804-264-8551 for registration information.
Call 804-527-3934 for all other show information,
or visit our website at www.britishcarclub.com.

Form must be postmarked by Sept. 10, 2000 to be eligible for a \$100.00 Moss Motors gift certificate. Drawing will occur during the awards presentation. You must be present to win. Good Luck!

The Central Virginia British Car Club
Proudly Presents:
The Sixteenth Annual
Richmond British Car Show
September 24, 2000

Dear British Car Enthusiast,

We are pleased to announce and invite you to our sixteenth annual Richmond British Car Show. Many of you have come to know our show as "The Berkeley Show". Actually this show originated right in the heart of Richmond. We are excited to once again bring you back to old town Richmond.

Historic Brown's Island will be the site for this years show. Located on the James River, this site offers a fantastic view, as well as historic sites and surrounding activities.

Virtually every British marque will be represented, along with a full class of British motorcycles. This years featured marque is Delorean, come with us 'back to the future' and see what is sure to be the largest gathering of Deloreans this town has ever seen. We also have invited some of the best vendors on the east coast, you are sure to find the part, book or sovenir you have been looking for.

Please register by September 10th, as classes are based exclusively on pre-registration and the field will be limited to 400 cars. Also, all pre-registrants will be eligible for a \$100.00 Moss Motors gift certificate!!

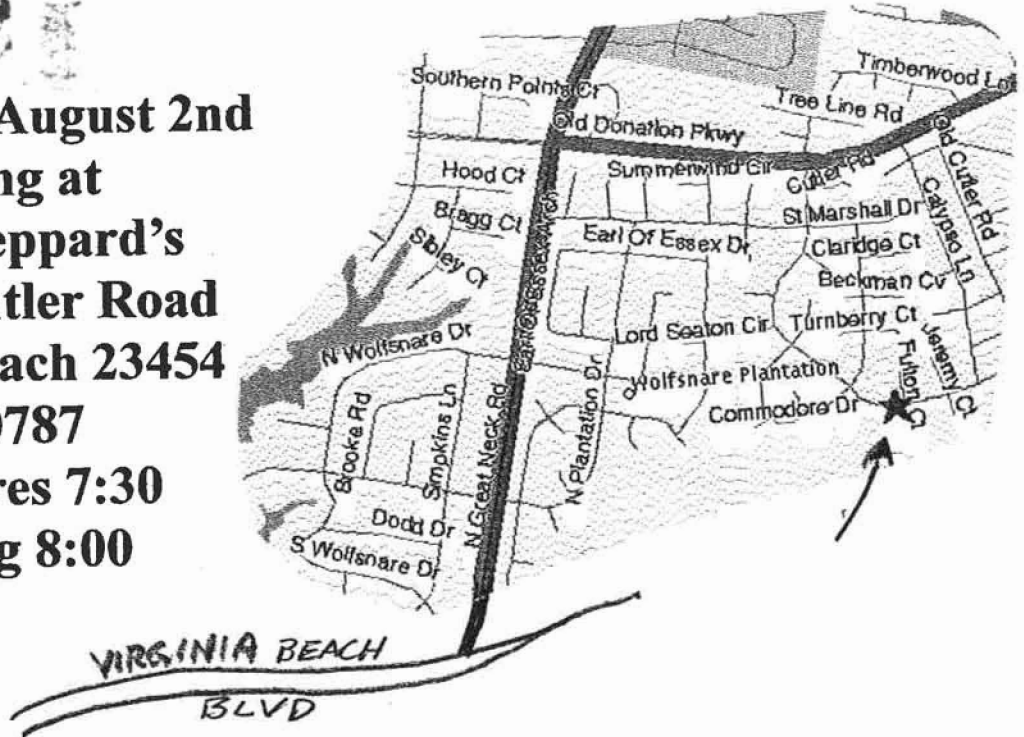
Make plans now to attend the Sixteenth Annual Richmond British Car Show. Travel safely and we'll see you in September.

Sincerely,

*George Preston
Dennis Urick
Bruce Woodson*

2000 British Car Show Co-Chairman

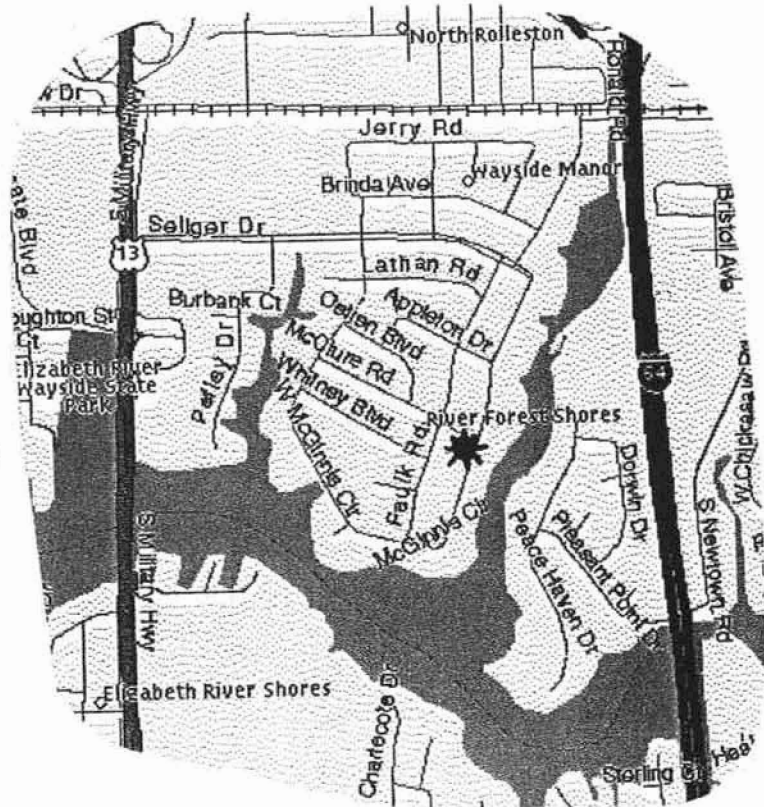
Wednesday August 2nd
Meeting at
David Sheppard's
901 Old Cutler Road
Virginia Beach 23454
496-0787
Kick Tyres 7:30
Meeting 8:00



Tech Session
Sunday
August 20th
At
Frank Linse's
Co-Sponsored with
Bob McClaren

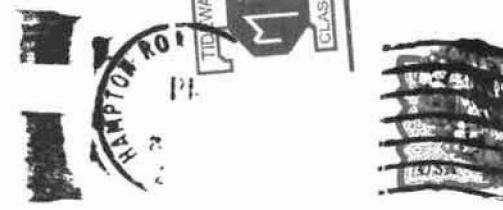
301 McGinnis Circle
Norfolk 23502

461-7783
10A.M. Till ???



The Tidewater MG Classics

Ed Kehrig
5524 Hill Gail Road
Virginia Beach, VA 23462
Fax: 499-7320
email: ckehrig@exis.net



ADDRESS SERVICE REQUESTED

FIRST CLASS

23322-4326 02



**Wednesday Meeting
August 2nd
At David Sheppard's**

Officers and Committees

President	Barry Tyson	488-7304
V. President	Mike Haag	393-6410
Secretary	Doug Kennedy	460-5037
Treasurer	Jim Villers	481-6398
Editor	Ed Kehrig	497-8073
Membership	Alan Watson	426-2600
Activities	Chuck Hudson	425-6882
Historian	Sue Bond	482-5222
Technical	Mark Childers	473-1757
Regalia	Frank Linse	461-7783
(Mike Ash	495-0307

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