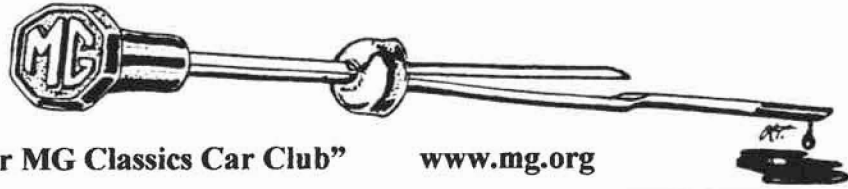


The Dipstick



"The Newsletter of the Tidewater MG Classics Car Club"

www.mg.org

Volume XXVIII, Issue 4

Dedicated To Preserving The Marque Since 1973

May 2000

Marque Time

Thanks to Frank and "Glo" for hosting the April meeting in the "Order of the Octagon Hall" (Franks garage). I is a great place to meet with it's pristine white walls, cathedral ceiling and the objects of our affections, the MG's parked off too the side. I feel like I am in my element when I am in a garage. Frank did a great job of setting it up. The meeting was interesting with the several new faces and our special guest speaker from the Car Club Council of Hampton Roads, Greg Smith. Greg explained some of the events the Car Club Council sponsors and goals it hopes to achieve.

This month I will give you a break from my "James Joyce" style of journalism because I have several important things to talk about. A little side bar here. James Joyce (for those of you who never had to suffer through in English lit) was an Irish writer who wrote in a style know as "stream of conscious" which was an entire book from the inside of the mind of the main character of long narrative descriptions as observed by the main character. Basically a movie with no special effects, action scenes. Snore.....The previous message was brought to you by the Tidewater MG Classics Foundation for literacy. I know, I know, this has nothing to do with MGs. Now back to our regularly scheduled program, TMGC News.

May is turning out to be an extremely busy month, full of events and activities. Events and activities for us to get together attend and share the MG experience. And as for the car shows it's the camaraderie, meeting old friends and making new friends; Searching through the used parts for that special part and shopping the vendors; It is not the winning of a trophy that is important. Remember it's suppose to be fun.

There is the **Race at the Base, May 5-7** (hopefully we will have more info at the next meeting). As last year it has been difficult to get advance information on this event. I would like so much to see this vintage racing event succeed and become an annual thing but somehow the people running this think don't seem to understand how important it is to give information to their biggest fans, the classic sports car clubs. I intend on talking to Greg Smith at the Car Club Council Meeting on April 25th about this.

Then there is the Classic British Car Show of Williamsburg, May 13th, that I would like for us to really support. This show has so much potential in the future if it can get off the ground with it's first show. The area and location is ideal to make it to the big time. We will caravan from the 4th Street Visitors Center, Ocean View, leaving promptly at 9:00AM. I have asked Ed to re-publish the info page, with the directions and times of the show, that was in the March Dipstick. (The directions, hopefully, will be in a new section of the web site, which I will explain later in this column.) This is in case you are late and miss us or you want to go on your own.

Then there is the Boulders British Car Show in Richmond on May 21. I have also asked Ed to include a copy of the application and directions for this show also. We will make plans to caravan to this show also. The traditional departure point has been Greenbrier. (Again the details hopefully will be in a new section of the web site, which I will explain later in this column.) And don't forget the "Drive your British Car Week" that runs from the 20 through 29th. Drive your MG during that week some where that you usual don't drive it during the week. Drive it to work one day. Drive it to your favorite res-

Upcoming Club Activities

- | | |
|----------|--|
| May 2nd | Tuesday Meeting at Pete & Barbra Douglas 495-0142. |
| May 13th | Classic British Car Show of Williamsbg |
| Jun 7th | Wednesday Meeting at Andy Wallach's 622-8315. |
| Jul 5th | Wednesday Meeting at Jerry Goldman's 393-9854 |
| Aug 2nd | Wednesday Meeting at David Sheppard's 496-0787. |
| Sep 5th | Tuesday Meeting at Bill Seib & Leslie Paul's 420-9523. |
| Oct 4th | Wednesday Meeting at Paul Thiergardt's 497-0455. |
| Nov 8th | Wednesday Meeting We still need a host. |

taurant. Get it out on the road and make it visible. celebrate the ownership of a British car.

By the time you receive this issue of the Dipstick we are hoping to have the new and improved web site on line. Realizes this is a dynamic thing. A work of art in progress. No longer will the web site be static. as time goes by we plan to be adding more to the web site. Already we have run into several glitches that we are working through. Mike Haag has put a lot of work into the new an improved web site. But here are a few things to book mark the web site and check for. The front page will have a new look, with a little more interest and excitement. There will be some new places to go from the front page. In addition to the officers page, a revised photo page, a new club calendar page and a page titled "The Latest".

The new calendar page will be a different format. It will be blocked off in months, like a more traditional calendar, with the dates, the events and activities listed in each month's block. The entire year of events will print out on one sheet of paper, suitable for mounting on the refrigerator with your collection of magnets, your bulletin board or your garage wall which every you feel is appropriate.

The page titled the latest will have the latest information for the events that are about happen. Info like times to meet, directions or any last minute information that needs to be provided on status or changes. This is the place to go if you have misplaced your dipstick and you need more detail than your calendar provides, and you want to be sure of the status of the event.

In addition to these immediate changes we plan to add in the future a page that gives more back ground on the club, a page with a photo gallery of most recent events, a photo gallery of our members with their MG's. We will also be searching for additional interesting and useful links to add to our links list.

Remember MG's are made to be driven so drive them.

---SAFETY FAST--- **BARRY**

April Minutes

The meeting opened promptly at 8:10PM since Barry was nice enough to postpone things until the Secretary arrived. Frank and Glo Linse were thanked for their hospitality as everyone marveled at the vast expanses of the Linse shrine to British automobilia. There was a great turnout with over 30 members present. Guests included Bob Stein who has a 73 BGT and 70 B roadster. Lee Peas who has a 57 A roadster. New members include Daniel Boone and Roberta Johnson (79 B).

Membership: Alan reported that we still have a mailing list of 93 members after deadbeats were dumped off. If you don't get this you haven't paid your dues. Of course if you don't get this you won't read this message so let's move on. Alan also discussed a new roster format is in the works.

Treasurer: In: \$410.00 Out: \$40.00 Balance \$1787.15

Minutes: Were approved.

Newsletter: Ed reported that he hasn't received much input. PLEASE pass along your tidbits in any form you can. Uh, dictation and sanscrit won't work.

Regalia: Frank flogged some items and pressed the raffle. He also is considering ordering some new clothing. PLEASE pass along your input and ideas. If you don't we're going to get pink size small T-shirts again.

Spares: Mark asked if anyone was interested in setting up an A for racing or autocross he has some rock-hard bushings. They can also be used to chip diamonds. He also has a good modification to make your B's top end 140 MPH. It's a new face for your speedometer!

April Minutes: (cont)

Clubs: See March minutes.

Website: Check the website! Mike Haig has done a great job at www.mg.org

Archives: Bring in your historical pictures for the archives.

Old Business: He was here so we didn't talk about him.

New Business: Alan asked whether people were interested in doing a color calendar of our vehicles. Much nonsensical discussion ensued. If you have any good pictures from different seasons please pass them on to Alan Watson.

Activities: Chuck reported that May 5-7 is the race at the base. Clubs may get laps, parking, etc. Volunteers are also needed for the race. Call Fred D'antonio at 420-2219 to talk about their needs. Check elsewhere in this dipstick for details about this event.

A driver for the soapbox derby is needed. Drivers must be 10-14 and not too heavy. Okay, that's vague, so call Chuck Hudson. Chuck then discussed an Annual General Meeting/ Funkhana for early June. Because of time constraints this may be planned for 2001.

A convoy to the first ever Colonial Vintage British Car Club's show in Williamsburg will leave from 4th View welcome center in Ocean View at 9:00 AM. WE'RE GOING TO LEAVE AT 9:00! PLEASE consider attending.

We then paused as Mark passed out beer.

Barry regained control and introduced our special guest Gregory Smith from the Old Dominion Region Sports Car Club of America. He actually had a business card with all that so we knew he was important. Greg discussed the rally series that was set up last year and will run this entire year with the last rally in November. He invited us to look at the rally series website: groups.hamptonroads.com/carclubcouncil The last rally had 30ish people. There are several coming up sponsored by the BMW, Mustang and other clubs. You don't need to have any experience and you don't have to enter every rally to become the big champ in your class. Greg then discussed the car club council of Hampton Roads which is made up of about 30 clubs. It meets once a month to insure that there are not conflicting events. The cost for our club to join would be \$10 a year and would allow us to reach a broader audience. Jim then moved that we give Greg \$10 if he cut his presentation short so we could commence with the chow-down. All agreed whole-heartedly. A motion was made and approved.

Marque Time:

Frank reported that Greg Coogan needs a late model master brake cylinder reservoir.

NOS warehouse has MGB bumpers in stock for \$189 front and back with over riders.

Van Mansen 421-2611 has abunch of old MG's for sale CHEAP!

April Minutes: (cont)

Jim Villers reported that the MG-Mercedes tech session went well with some various mucking around occurring.

Jerry told us a story. We then realized it was a joke. We laughed. Because this is a family newsletter I can't print the details.

The raffle was taken and Jerry as well as the Secretary won. This of course breaks the Secretary's 75 meeting losing streak. Thankfully.

We then repaired to the Linse kitchen like spring-time weeds reaching for the sun.

You can call Greg at 463-2793 for more information.

Driveway Mechanics Gathering

The shade tree mechanics gathered at Jim Villers' garage on March 25 to swap stories and turn wrenches. The focus task was the flushing of break systems utilizing an EZ-Bleeder pressure bleeder. This was a joint gathering of the MG Club and the Mercedes Benz Club. Sue Bond called early saying that she would not be able to have her brake system flushed because on her way over, while stopping at Wal-Mart to buy brake fluid, her brakes locked up. She felt fortunate to make it home. Only one person brought a car with the intent of flushing the brakes and that job was successfully completed. According to the donut indicator, it was a very successful gathering.

ARTICLE III

Emblem

Section 1. The Club emblem shall consist of an octagonal MG crest superimposed over the center vertical part of an open block letter "T". The cross-bar of the "T" shall contain the word "TIDEWATER" and the base of the letter "T" shall contain the word "CLASSICS".

When reproduced in black and white, the emblem should have the same relative dimensions and appearances as described above.

When the emblem is reproduced in color, brown and beige shall be used. The shading of the two colors should be similar to that of the "TD" radiator badge. The distribution of the colors within the emblem is: that portion of the "T" not covered by the octagon is brown with a beige outline; TIDEWATER and CLASSICS are beige; the octagon is beige with the MG superimposed in brown.

Classic British Car Show of Williamsburg Registration Form

Early registrations (prior to April 1) are Greatly Appreciated!

Name _____
Address _____
City _____ State _____ Zip Code _____
Phone _____ E-mail _____
Make _____ Model _____ Year _____ Series _____
Make _____ Model _____ Year _____ Series _____

Early Registration (prior to April 1) _____ @ \$15.00 per car _____
Registration after April 1 _____ @ \$20.00 per car _____
Early Registration for Vendor Space _____ @ \$15.00 each _____
Vendor Space after April 1 _____ @ \$20.00 each _____
"Car for Sale" (limited to one Classic Car) \$20.00 _____
"1st Annual" T-Shirts (Sure to be a "Classic"!) \$12.00 each _____
_____ medium _____ large _____ Xlarge

Total Enclosed: _____

**Please make check payable to CVBCC
(Colonial Vintage British Car Club)**

Waiver of Liability must be signed to enter show and all activities:
Neither I nor my heirs or assigned will hold the Colonial Vintage British Car Club, New Quarter Park or the King William Inn liable for damages, injury, or death while engaging in/or traveling to or from this event.

Signature _____ **date** _____

Send completed form to: Colonial Vintage British Car Club (CVBCC)
#107, 5251-18 John Tyler Hwy
Williamsburg, VA 23185

For additional information please call: Doug Wilson at 757-565-4668, Dan Roberts at 757-229-4267 or cvbccval@hotmail.com, or Rob Mann at 757-872-7337 or manns@tez.net

OR...visit our website at <http://groups.hamptonroads.com/cvbccva>

The Colonial Vintage British Car Club Presents
The First Annual
Classic British Car Show of Williamsburg
Saturday May 13, 2000 New Quarter Park
Williamsburg, Virginia

Join us for a day of Automotive Adventure at beautiful New Quarter Park, right off I-64, just minutes from historic Williamsburg. We're a "British" Car Club but...the Show is...

Open to ALL Classic Makes and Models!

The Show Field opens at 9:00 AM and "Popular Choice" voting will take place between 10:00AM and Noon. "Best of Class" awards will be given across a wide range of car makes and models. (Classes to be determined by pre-registrations) Special Awards include..."Best of Show", (Includes trophy and \$500.00 of merchandise donated by our sponsors!), "Diamond in the Rough", "Oldest Car", "Under 21" (the Owner, not the Car!), and "Farthest Driven to the Show"

While you eagerly await the results of the judging enjoy yourselves socializing and picnicing with food and soft drinks offered by local concessionaires, then make sure to pay a visit to vendors displaying a wide variety of new and hard to find parts, accessories and gear. For the technically inclined several "Tech Sessions" will take place throughout the day. A DJ, Raffles, Specialty Auto Displays, and the opportunity to get a Custom Photo round out the day's activities.

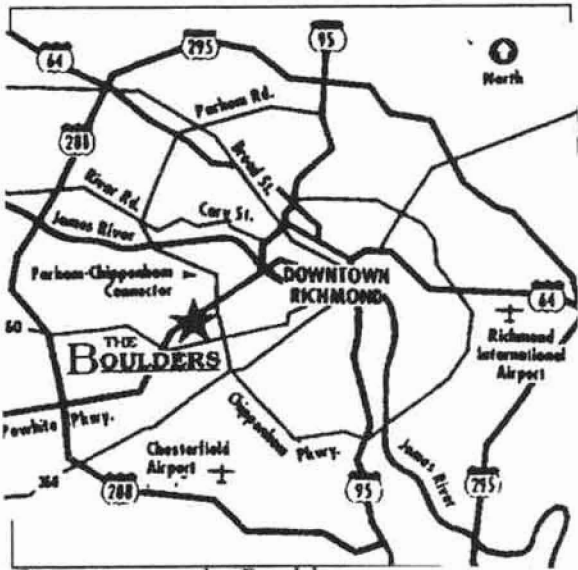
**9:00AM Show Field Opens 10:00AM-Noon Voting 2:00PM
Presentation of Awards & Prizes**

Accommodations: The King William Inn located one mile from Colonial Williamsburg offers newly renovated rooms with mini-kitchenettes and covered parking for the Special Show Rate of only \$50.00 per night. (King William Inn 824 Capital Landing Rd 757-229-4933 or 800-446-1041)

New Quarter Park is one of the areas most gorgeous natural resources and a beautiful setting to show off and photograph your classic car. Come for the weekend and enjoy Colonial Williamsburg, Jamestown, Yorktown, Busch Gardens, and Water Country USA...they're all just minutes away!

**Early Registration (prior to April 1) : \$15.00 per vehicle
Registration (after April 1): \$20.00 per vehicle
Spectator parking: \$3.00**

Directions: From I-64 take Camp Peary-Colonial Williamsburg Exit #238. Proceed on 143 South to 132 (forks to the right). Follow signs to the Colonial Williamsburg Visitors Center, just past the Center you'll see signs for the Colonial Parkway, take the Parkway towards Yorktown, drive approx 1.5 miles to the Queenslake exit. This exit will be on your right and then will loop back across the Parkway, take an immediate right on Lakeshead Drive, follow it approx 1 mile to the Park entrance.



Directions to the Boulders:

From I-95 take Chippenham Parkway North to Midlothian Turnpike west exit. Turn right on Boulders Parkway between the Richmond Honda and Brown Used Car Dealerships (follow the event signs one mile through the park to the last parking lot on the left.)

From the far West End, 64 West take Parham Road South to Chippenham Parkway South. Take Midlothian Turnpike west exit, turn right on Boulders Parkway between the Richmond Honda and Brown Used Car dealerships (follow the event signs one mile through the park to the last parking lot on the left.)

From the Northside, downtown, I-95 North or 64 East take Powhite Parkway South to Jahnke Road east exit, come over Powhite Parkway and merge right at the light onto Boulders Parkway (follow event signs to the first parking lot on the right.)



The Richmond TRIUMPH REGISTER

Your membership is welcome !

The Richmond Triumph Register is a chapter of the Vintage Triumph Register, a local center of the Triumph Register of America, and a chapter of Six Pack. The club was formed in 1986 to promote the enjoyment and preservation of the Triumph motor car. We currently enjoy a membership of 160 families. Anyone is welcome even if you don't own a Triumph. All you need is an interest.

Membership in the club includes our award winning newsletter *The Spokes*, meetings and events such as rallies, tech sessions, picnics, restoration clinics, displays, etc. You will also receive a roster of club members with the types of cars they own. This makes it easier for owners of "like" cars to get together for assistance.

Dues are \$20 a year. To join us, just fill in the form to the right and send it to us with your check.

WELCOME TO RTR!

FREE VENDOR SPACES FOR THIS YEAR'S CAR MEET !

In an effort to increase vendor participation this year, vendor spaces will be *FREE of charge!* However, donated items to be used as door prizes throughout the show would be greatly appreciated!

Make payment to RTR, and send to:
 Richmond Triumph Register
 c/o Ken Nachman
 9130 West Broad Street
 Richmond, VA 23294

REGISTER EARLY!
 Mail before May 1, 2000

- RTR CLUB MEMBERSHIP: \$20.00 year
 - PRE-REGISTRATION: \$10.00 ea year
 - CAR MEET T-SHIRT: \$15.00size
 - VEHICLE FOR SALE: \$20.00 ea car
 - LATE REGISTRATION: \$20.00 ea car after May 10th
- TOTAL ENCLOSED _____

Name _____ E-mail address _____
 Street _____ Phone (____) _____
 City _____ State: _____ Zip _____
 Make _____ Model _____ Year _____ Series _____ Commission # _____
 Make _____ Model _____ Year _____ Series _____ Commission # _____

WAIVER OF LIABILITY: Neither I nor my Heirs will hold the Richmond Triumph Register, Vintage Triumph Register, TRA, or The Boulders liable for any injury, death or damages occurring while engaged in, traveling to/from club events.

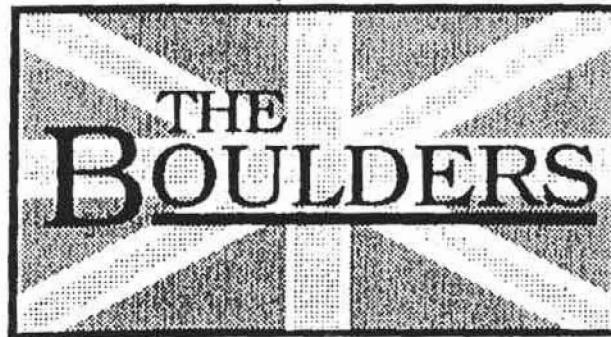
SIGNATURE: _____

(MUST BE SIGNED TO ENTER SHOW)

The 8th Annual



British Classic Car Meet



*Sunday May 21, 2000
Richmond, Virginia*

The public is invited!

PRESENTED BY:

The Richmond Triumph Register, Chapters of the
Vintage Triumph Register 6 Pack and a Triumph
Register of America local center

WHERE:

The Boulders
Boulders Parkway
Richmond, VA 23235

WHEN:

Sunday May 21, 2000 - rain or shine. Field opens at
9am, registration closes at 1:30pm. Awards at
3:30pm. Late registration May 10th.

WHAT ELSE:

Door prizes, dash plaques, registration packets.

FOOD:

Food and beverages available, or you may picnic.

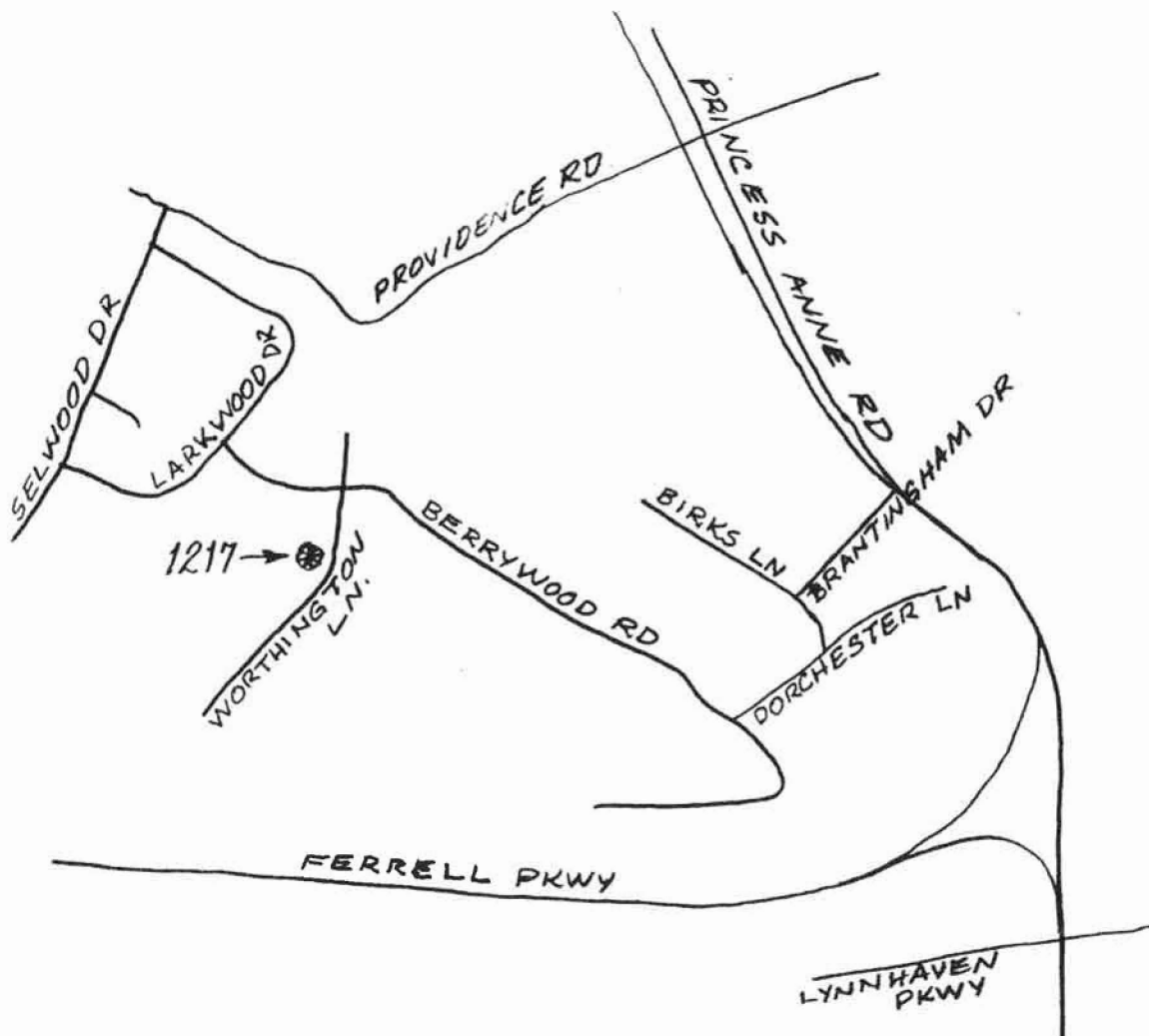
MORE INFORMATION:

Jamie Barnhardt
innovative@myhost.ccsinc.com
(804) 758-2753
Ken Nachman
KMNTR6@aol.com
(804) 527-1515

AWARDS:

Judging by registrants and spectators:
Best of Show (first, second, third,
honorable mention), M.O.F.I. (most
opportunity for improvement).
People's Choice (spectator vote). All
awards are determined by pre-
registrations.

Richmond Triumph Register
c/o Ken Nachman
9130 West Broad Street
Richmond, VA 23294



Tuesday Meeting 02 May 2000

At

Pete & Barbara Douglas'

1217 Worthington Lane

Virginia Beach

495-0142

07:30

Kick Tyres

08:00

Meeting

SEAT REMOVAL / INSTALLATION

GAYLORD REAGAN

After following my old Bentley MGB manual's brief instructions for removing and reinstalling my '69 BGT's seats (slide the seat all the way back, remove the front seat rail bolts, slide the seat all the way forward, remove the rear seat rail bolts, remove the seats, remove the seat rails from the seats, reposition the wooden spacers and metal "doughnuts"; then, reverse the procedure to reinstall the seat), I howled, "Why does something that looks so simple to turn out to be so difficult!"

The real problem appeared when I attempted to bolt the seats back in. They are very low to the floor panel, and the interior of a BGT is a pretty constricted work area (especially on the driver's side where the large steering wheel gnaws at the back of your head and the roof of the car forces you to work while you kneeling on the floor outside the car). You are guaranteed frustration if you first place the seat slides into their corresponding grooves in the seat frame, and then try to hold everything together as you put the seat back into place without knocking the wooden spacers and metal doughnuts out of position, or having the frame rails fall off the seat frame.

The real fun begins when you try to reverse the Bentley specified bolt installation sequence, and discover that doing so makes it impossible to tighten the front seat rail bolts, especially the bolt nearest the seat adjustment lever. And my car gained a large paint chip when everything fell apart and landed on the door sill. At 11:00 pm. On a weekday night!

After kicking my flashlight and tossing my box wrench across

the garage a couple of times, I took a closer look at the problem and identified a much simpler procedure for removing the seats:

- Slide the sets all the way forward;
- Completely remove the rear seat slide bolts;
- Slide the seats all the way back. They may actually come off the seta rails, don't worry since you want them off anyway;
- Loosen but do not remove the front seat rail bolts (this is very important);
- Slide the seats forward until you can get hold of the rear portions of the seat rails;
- Raise the rear of the seat up a little until you can wiggle the seat rails free from the seat frame (assuming they haven't really disengaged themselves);
- Bring the rear of the seat rails together, or even lay them across each other;
- Lift the seat out of the car.

The payoff of this removal approach becomes apparent when you reinstall the sets:

- Lube the seat rails where they fit into their corresponding grooves in the seat frames;
- Place the seat in position, making sure to position it as far back as possible;
- Reach under the front of the seat, grasp the set rails and position them in the corresponding grooves in the seat frame. You might have to rock the seat up onto its side frames to position them beneath it;
- Tighten the front seat rail bolts (the bolts that you didn't completely remove earlier, remember?);
- Slide the seat all the way

forward;

- Check the alignment of the rear of the seat rails with the wooden spacers, metal doughnuts, and the threaded recesses in the floorboard, adjust as necessary by rocking the seat up onto its frames and wiggling the supporting components into place;

- Insert and tighten the rear seat rail bolts.

These procedures make it possible to take out or reinstall a seat in approximately five minutes (assuming that the seat rails, spacers, set frame, doughnuts, bolts, etc. have no damage). Sure beats kicking flashlight and throwing wrenches. In case you are wondering, my old Bentley manual was recycled in my fireplace.

RED HOT CAR

BY MIKE FRANCIS (FROM AUGUST 1992
ENJOYING MG OF ENGLAND)

I had parked it next to a church believing nothing unholy would happen which just shows you can't trust the Church of England. Just for safe keeping I had also parked it near Steerforth's house featured in David Copperfield. Steerforth was aptly named. When I went to retrieve my pet MGB-GT the next morning I found a dull van in its place. My MGB had done a midnight escape or 2 am flit more likely.

First port of call in these circumstances is the nearest police station who did not give me a great deal of confidence. "What's an MGB-GT?". "What's vermilion?" Having logged in the felony, all the details were then passed on to another police station who seemed impervious to phone calls. Subsequently, I sat around twiddling my thumbs or more accurately giving chase to any colored MGB which looked remotely like mine. Every car park and street nearby was checked, blind alleys hunted down until you are positive the car has either been melted down into a Rolls Royce, sold abroad or been completely gutted, resprayed and living under an assumed name like Gloria.

The insurance company allowed six weeks to pass before they gave any money. Six weeks without an MGB is rather like being without cigarettes when you are a heavy smoker. You think of all the places you could visit in those six lost weeks, up to Scotland, across to France, on to Tashkent. Of course, the fact that you will never have ventured beyond the North Circular Road doesn't enter the mind. You could have done it. "Could" is big on hope.

Then there's describing the car in your own words to the insurance company for valuation. In your own words means "work of art", "original", "classic", "irreplaceable", priceless, a cherished photograph in your mind's eye of that beautiful machine that is no longer with you, passed on to other hands. You leaf through the photo album and look at all those bygone times, "baby on parking lot", "baby's first spin", "baby's new engine". It all wells back in the mind and into your eyes as a tear plops onto the insurance company's claim form. How much is tear worth?

The six weeks drag by. In that time there have been general elections, baby next door has gone into long trousers and war and peace has been declared or so it seems. The insurance company finally values your car, naturally thousands less than your estimate if indeed you could ever price it. You sadly reach for the log book

and car keys for the last time before handing them on to the company.

On the very day six weeks are up the miracle happens. I had been out and returned to a blinking light on the answering machine. It was the police, they had found the car and would I mind coming round to claim it. Would I mind? I think the police are marvelous. I played the message again instead of pinching myself, just to make sure and then hurried down to the station which was closed. Maybe, they are not so marvelous. Further frantic pushes on the bell finally produced a policeman who told me where to find it. Detection wasn't difficult. It was in a car park behind a block of flats just two miles from where it was stolen wearing a crumpled look, bent fender, no radio, but still alive.

The steering wheel had been wrenched from the column still bearing the steering wheel lock and looked like something out of a Dali painting. The car had been driven "wheelless". Out of action it had been towed to the garage where it awaits further cosmetic treatment. Safety devices are going to be bristling over the motor from now on. I am thinking of fitting a device which screams "don't even think of stealing this" if anyone comes nearer than 50 feet.

Indignation has also set in. No one thought the car was worth taking abroad and palming off on some rich Sheik from Arabia or whatever. But the nightmare is over.

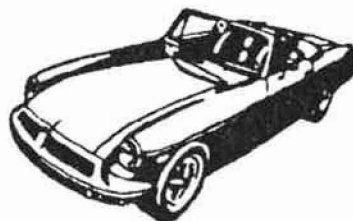

CAR COVERS


**TROPIC-
COVER**


MADE IN USA

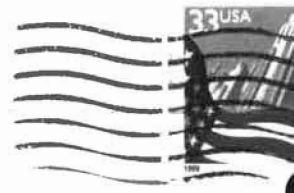
QUALITY AUTOMOTIVE COVERS
Custom Fit MG/MGB Covers From \$69.95
OCTAGON SPECIAL: FREE LOCK KIT WITH ORDER

Please Write Today For Free Samples & Brochure
1814 Washington Rd., East Point, GA 30344 (404) 768-3926



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

**May 2nd
Meeting at
Pete & Barbara Douglas'**

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
Clubs	Mike Ash	495-0307

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