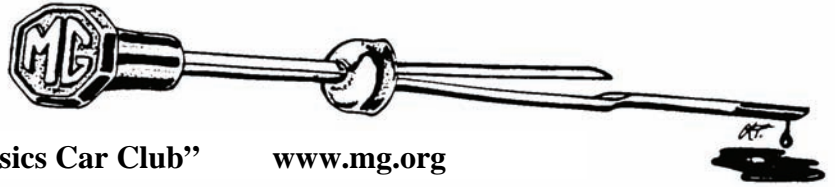


The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXIII, Issue 5

Dedicated To Preserving The Marque Since 1973

May 2006

MARQUE TIME

A “thank you” goes out to John and Debi Jones for hosting the April meeting. We had a nice turnout for what was a chilly April evening. As an additional meeting note, the May meeting location has been moved due to a scheduling conflict and will now be held at Paul and Carmen Thiergardt’s home. See the back page of this wonderful publication for more info.

I think I can finally write the final chapter of the garage saga.... what’s that I hear?... a sigh of relief from the membership? The car being covered while inside the Garage in a Box seems to be working; the cat no longer sits on the green B. Either the car cover or the warm weather is working, but I am claiming victory this month. Final score: Cat: 2, Alan: 2.

In this issue you will find a flyer for the Brits on the Bay car show sponsored by the Tidewater Triumph Register. We have an understanding with the TTR that we enclose their flyer with the May *Dipstick* and they pay for this month’s mailing. A win-win for both clubs.

Seat belts seem to be an issue on my B’s. My ’72 had the original shoulder belts that hook onto the rear panel. And when I say original, I mean the original from 1972. To the point that when I put my belt on it took me longer to untangle the clasp from the shredded webbing than to put the top down! Colin’s ’79 only had lap belts, much to his mother’s consternation. Both of these issues were taken care of this month. A special thanks to Chuck and Becky Hassler for solving my ’72’s belt problem. Chuck put me in touch with a source for new webbing at a bargain price of fifty cents a foot. Then he volunteered Becky to do the stitching for me. Thanks guys! As for Colin’s ’79B, I located a wonderful set of original retracting belts in Vince’s parts trailer, so now Mom knows he can strap himself in with shoulder belts and all. The moral of this story is to emphasize one of the many benefits of being a member of TMGC: it’s a wonderful source of knowledge, parts and friends who are willing and able to help.

Speaking of which, memberships will be coming due very soon. Help make Robin’s job easier. After all, he is doing a great job keeping membership current, so please renew on time.

Safety Fast,
Alan

UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

April 29-30 Wine Tour Weekend

April 30 Brits on the Green, Alexandria, VA
www.CapitalTriumphRegister.com

**May 2 Tuesday meeting at Paul and
Carmen Thiergardt’s** (see
back page)

May 6 Hampton Block Party, 4-8pm, 291-
1408 or Carlyle@marker20.com

May 7 SCCA Solo II, www.odr-scca.org

May 7 RTR Show, Virginia Aviation
Museum, Richmond
www.richmondtriumphregister.com/

May 13 6th North American Cecil Kimber
Run, Pittstown, NJ.,
www.mgdriversclub.com

May 15 Dipstick Deadline

May 19-21 Carlisle Import and Kit Car show
www.carsatcarlisle.com

May 27-June 4 Drive Your British Car Week

www.britishcarweek.org

Jun 2-4 MG Vintage Racers Weekend & MG
Festival Hallet Track, Tulsa, OK
POC: Read Yates, 817-8559 or
www.yatess@peoplepc.com

(continued on page 3)

APRIL MINUTES

Susan Bond

(substituting for Doug "You wouldn't let me quit this job" Kennedy)

The meeting was called to order at 8:03pm, with President Alan Watson presiding. He thanked John and Debi Jones for hosting, and also congratulated them on their September wedding.

There were no guests or new members.

Secretary: The April meeting minutes were approved as published in the *Dipstick*.

Treasurer: **In:** \$71; **Out:** \$445.37; **Balance:** \$1,546.15.

Activities: Paul and Carmen have volunteered to host the May meeting so we now need someone to host in November. John Terschak brought up the possibility of NC, "only" 80 miles from here. We did have a good turnout in Williamsburg, also a long haul from Southside, but we have lots of members there. We haven't had a tour to NC in years.

Sunday, April 9, **Tech Session** at Frank Linse's. Alan Watson will write about it.

April 23, **CVBCC show at Williamsburg Winery.** No consensus was reached on meeting somewhere to travel up together. Mike Haag will write about it.

April 29-30, **TMGC Wine tour.** 12 rooms have been booked in Beckey's name, please call to transfer them to your name, 2 rooms are left. We will visit 4 wineries in the Northern Neck. The Hummel Winery is not open to the public but we get a special tour on Sunday. This is a very talented family. Owner is a car collector and wants to see our cars. Bring MG's, not Mercedes, even tho that's what he has. Becky Hassler will write.

May 2, **Meeting** at Paul and Carmen Thiergardt's.

May 7, **Richmond Triumph Register show** at the air museum. Alan Watson will write about it.

May 27 to June 4, **Drive Your British Car Week**, www.britishcarweek.org

Hunt Country Classic is the same the weekend as Waynesboro this year.

Clubs: Mike Ash gets inquiries from other clubs asking to exchange newsletters. Do we want to? Alan says we do get some extras printed so we can send them occasionally. Give the address to Robin.

History: We have some... 2 photo albums and 3 newsletter albums are here.

Membership: Robin is in Shamrock, TX, will be in Vegas by Friday, then on to San Diego.

Newsletter: This was another full issue! Thanks! Some clubs are going to e-mail newsletters, consensus is we don't want to. The newsletter must be enjoyed with a cup of coffee (ed. note, or with a beer). Maximum number of pages that will go for 39 cents is 12.

Regalia: Becky Hassler has been paid for stuff that hasn't been claimed so get in touch with her. She needs a minimum of 6 items for an embroidery order. She has items displayed on the hot tub out back. Up for raffle this evening: coffee mug, license frame, *MG is Born* DVD, first in line for food. Raffle tickets were sold and sold and sold.

Technical: Not here

Old business: Vince not here.

Marque time: John Jones' MG would cut off, but would start right back up. He checked everything electrical, and a whole list of stuff from Mark. When the battery died he decided to jump it, tried to put the jumper cables on and whole post came out! With a new battery it's been fine ever since.

Chuck Hassler and his MG were in Charlottesville when the MG started running rough. He called Vince who said it sounded like water in the gas. So Chuck put some stuff in the gas and it smoothed out in 2 miles. Someone pointed out that if you have 1/4 tank or less it will burn out the fuel pump. Hirsh Brothers in NJ has a coating for gas tanks. Exciting way to clean it: fill with water and put on barbeque grill and boil it. Or a radiator shop can do the job, using acid to clean it so it won't continue to rust.

Mike Ash has car parts in attic which he doesn't want to move to the Eastern Shore: lots of body panels, B doors, hoods, fenders etc. He will move to the Shore when the car parts are gone. Will give it away. Will keep some of it, but lots must go. Guy from SC will take Magnette stuff. Michele was interested in windshield. 495-0307.

John Terschak's son invited him to a car show, MGs by the Bay, May 13 in San Francisco. He has an electric MGA, range 50 miles, like a golf cart.

Susan Bond's GT is at Frank's being put together.

Alan Watson has new driveway, and is now surrounded by expensive homes.

Raffle: John Terschak took the mug. Kate Fisher took the DVD (drawn by Carl Fisher... hmmm). John Jones took the license plate frame. Alan Watson got first in line for food. Becky is going in!

Meeting was adjourned at 8:42.

Officers and Committees

President	Alan Watson	426-2600
Vice President	J.D. Hawthorne	723-0630
Secretary	Doug Kennedy	460-5037
Treasurer	Jim Villers	481-6398
Editors	Peggy Craig	226-7755
	Susan Bond	482-5222
Membership	Robin Watson	721-9277
Activities	Becky Watson	426-2600
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Becky Hassler	874-1477
Clubs	Mike Ash	495-0307



Membership and New Members

Robin and Olive are on a coast-to-coast trip to celebrate their 50th Wedding Anniversary. We hope Robin will make up for no membership column this month by writing about their trip, though not driving an MG means it will probably be a no-tow-trucks-involved adventure.

MGB Sighting

Frank Worrell

As I was visiting a junk yard a few days ago I came across a wrecked, late-model "B", white in color, all parts were on the car but it had been hit from the right front. Headlite to the door rear post was pealed back as if opened by a can opener. It also damaged the hood and the windshield. Mileage showing is 101,000 miles, the motor has the weber carb set-up, and new tires, and nothing looks to be taken off yet! Call Metro Used Auto Parts located across from the Hampton Roads Airport behind the Kangaroo gas station at 5209 Sondej Ave, Chesapeake. Contact: Willoughby Showdon at 465-0914

Upcoming Activities (continued from page 1)

- June 3-4 British Car Day South, Salisbury, NC
www.carolinahealeys.com
- June 4 Original British Car Day, Buckeystown, MD
www.chesapeakechaptermgtclub.com/
- June 4 Red Mill British Car Day, Clinton, NJ
www.mgdriversclub.com

June 4 SCCA Solo II, www.odr-scca.org

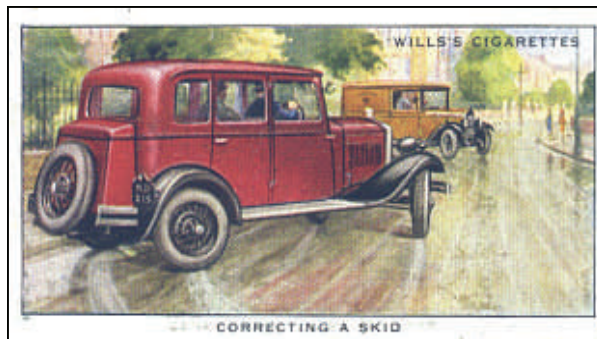
June 7 Wednesday meeting at Beth & Gary Campbell's

June 9-11 Moss Motors Gold Cup Car Show at Virginia International Raceway, www.virclub.com

June 10 Brits on the Bay, www.tidewatertriumphs.org

June 15 Dipstick Deadline

June 22-25 MG2006, Gatlinburg, TN, www.mg2006.com



'52 TD for Sale

Libby Keeler has reluctantly decided to sell Bill's TD. It is maroon and ivory, has been garage-kept and runs well. A top and tonneau cover are included. \$16,000. Call Libby at 547-2709.

Notes from the Editors . . .

Susan Bond

Perfect timing, a slimmer issue so even with the TTR flyer for Brits on the Bay it will go for 39¢. That will change next month when the driving season starts and we get to read about MGs on the road to shows and tours. First is the Williamsburg show, then our own Wine Tour — I will follow Becky Watson anywhere, she always finds such fun things to do. So get the MG out and make sure it is ready to roll or, in our case, find out if it will run at all. Yes, the '74 GT is almost finished. Members got a preview at Frank's tech session. Can't wait to drive it, hopefully to MG 2006!

MGB 4-Speed to a DATSUN 280Z 5-Speed

Frank Worrell

If anyone is interested in converting their "B" to a smooth shifting 5-speed, here's the scoop! (Rivergate Restoration Co., Soddy Daisy, TN.) For all the website info go to www.rivergate5speed.com or call Will @ 423-332-2030, fax 423-332-6914. On the website you'll find an order form, prices, break downs, comments from past users, and instructions on installation.

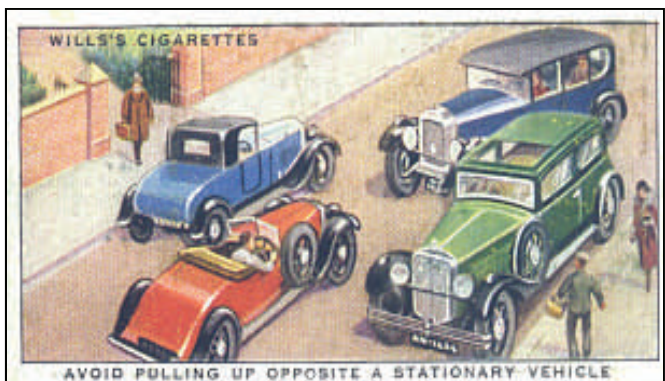
You can order a complete rebuild w/adapter kit and hardware for \$1788.00 w/1-year warranty! Or, you can order your adapter kit for \$895.00 and get your own used trans from any 1978 -1983 Datsun 280Z or ZX.

A good local source is the "East Coast Z Car Center", 4320 Bainbridge Blvd, Chesapeake at the triple decker overpass; owner, Barry Pryer, phone; 543-6608. The day I visited, he had 22 trans, 5-speeds ready to sell at \$250.00 each w/ 6-month warranty.

James Simpson had ordered a kit for his 1974 Midget approximately four years ago. He and I installed it one evening starting at 6:30pm and were finished by 8:30am with a 2am thunderstorm and power outage, using flashlights till the sun came up! Then drove it to the "Brits on the Bay" car show at 9:30 am--the trans has never been touched since. He's even driven it to Georgia and back a few times! Better mileage, less wear on the motor and lower rpms.

I'm in the process of ordering mine now to install this summer!

Gear Ratio	MGB	280Z /ZX 5-Speed
1st		3.64
2nd		2.21
2.070		
3rd		1.37
		1.308
NOTE: Datsun 5-speed is 35lbs lighter than the 4-speed "B"		
4th		1.00
1.00		
5th		-----
		.864



MGA Oil Pressure

Geoff Wheatley

Public Relations Director

New England MG T Register

Last spring I managed to hit a rock on a dirt road in my MGA. No serious damage was done apart from a dent in the oil pan almost dead center and some paint off the front swing arms. As I was driving at about thirty miles per hour I guessed that the impact was modest and I could easily live with the dent, especially when it was out of sight under the car. Over the next few weeks I noticed that the oil pressure took a little more time to register on the gauge and I thought the gauge, for some strange reason, was on the blink and needed attention. I looked at the connections--nothing there, so out with the gauge and in with a replacement obtained from a local supplier who caters to foreign spares. No improvement after that investment but so what, the oil pressure did register, given a little time, say fifteen seconds more or less! I use Castrol 20/50 in all my MGs. Could that be the problem? If so why did the oil gauge on the TD and TF work instantly while the MGA, for reasons unknown suddenly developed some sort of slow reaction to the oil pressure?

I drove the car throughout the summer putting on about 2,400 miles with the same oil reaction, no illustrated oil pressure until I hit top gear or close! We enjoy long cold winters in Up-State New York so that gives most of us MG types lots of time to play around in a heated garage and I am no exception.. Around early December with nothing much to do until April when the toys come out of hibernation, I decided to take a look at the MGA engine and see if I could beat out the dent in the oil pan. Off came the pan with ease--almost sprung off once the bolts had been removed. (Now for the good part of the story) The first thing I noticed was that the oil strainer was crushed or rather the mesh was, and the suction tube that is situated very close to the bottom of the pan was also bent to the extent that it was almost half closed due to the impact of the dent in the pan. The clearance between the bottom of the oil pan and the strainer is very small, I guess to suck up oil as if and when it might get extremely low. Yes, this can happen for a variety of reasons as some of us have found out over the years! I inspected the crankshaft etc., and was relieved to see that no wear seemed to have taken place due to the oil restriction. A little snip here and a tuck there solved the problem of the oil tube while a large copper hammer and a wooden bench removed the dent in a matter of minutes. Would you believe, on starting the engine the oil gauge hit 50 pounds in a split second and all was now right with the worl? So my friends, if you hit anything and get a dent in a similar location take off the pan the next day,just to make sure. Thank goodness the T-Types have a

stronger oil pan but if you hit that there ain't no hammer big enough to take out any dents and I doubt if you could make such an inexpensive repair. Need I say more?

Geoff Wheatley, April 2006

Ed. Note: An article on the same subject appeared in the April 2006 issue of *Enjoying MG*, published by the MG Owners Club. It noted that the same set up is used in the B.

TMGC Tech Session

Alan Watson

Photos by Mike Haag and Susan Bond



It was a cold and blustery night....or rather day, when the TMGC tech session was held at the garage of Frank Linse. Several members braved the blustery weather. Present were Mike Haag, Jerry Johnson, Chuck Hassler, Sue Bond with cousin-in-law, Mary Seelmeyer, Harry Watson, Debbie Eisenbath, Craig Cummings, Vince Groover, Mark Davidoski, Frank Hurley, Doug Wilson, Bob McClaren, Roy Wiley, Michelle Peters and Robert Perrone, as well as Frank and myself. Terry Bond and Sue's cousin, Gary Seelmeyer, had gone to the Bond barn to tap a hole in the intake manifold for the GT, and spent a good part of the day on a museum tour.

Sue and Mary were working on rejuvenating the rubber window seals for Sue's GT patiently waiting



in Frank's garage to be completed. Doug was working on a master cylinder that Vince assisted with and Jerry



had a problem with an intermittent horn, although I doubt if Frank's neighbors thought he had a problem. Chuck took care of the doughnut problem when he arrived with several dozen doughnuts.

I believe the North wind sapped the enthusiasm out of several members, including myself. When members are drinking more coffee than beer, you know it's cold. However, the breeze didn't slow Vince down



from setting up his parts trailer, and several members, including myself, walked away like children in a candy store clutching our new found parts.



Harry Watson, Craig Cummings, Doug Wilson, Chuck Hassler, Alan Watson



Many thanks to Frank for hosting the Spring Tech Session. Besides being a wonderful source of MG info, it's also a nice treat to view Frank's British car collection.

Bob McClaren and his B

Frank Hurley, Vince Groover, Roy Wiley, Mark Davidoski



What Went Wrong?

Part Two (continued from March 2006)
Geoff Wheatley, Public Relations Director,
New England MG T Register

In fact, by the early 1960s the British development policy was to destroy all the features that had made Jaguar and Aston Martin and Morgan a success like individual production units, a loyal work force with strong individual leadership. Encouraged by the government of the day companies started to merge into larger groups that had little in common. The Government had a special interest in encouraging such activity regardless of political party; they had made a pact with the powerful Trade Unions that workers would not be laid off in any of the declining industries. By bringing the good and not so good manufacturers together jobs could be saved. The successful company would hold up the not so successful even when the product was no longer acceptable or was outdated by normal progress. This happened to the motor industry, shipbuilding, the coal mines and the railways, each with the same tragic results.

One of the first and certainly a classic example was the amalgamation of the Nuffield and Austin empires through the creation of the "British Motor Corporation". It should be understood that Mr. William Morris and Mr. Herbert Austin had been tough rivals since the 1920s so this merger did little to enhance the working relationship between these two major car companies whose marques covered Morris, Austin, Riley, MG, Triumph, Healey, and Wolseley. (The original Wolseley Company asked Herbert Austin to design the origi-

nal Wolseley vehicle in 1899. It was a success, but in 1927 the company went bankrupt. Seeing a good purchase at a give away price, Morris snapped up the Wolseley Company in the face of opposition from Austin. This started the ongoing rift between these two motor moguls!)

With this background there was considerable distrust between the Austin workers who had a strong Union representation and the Morris workers who never felt the need to create a strong union structure. Billy Morris was certainly a man who liked to get his own way but he was also a good boss who had never laid off his work force even when things were slack and the economy weak. He had a special relationship with his employees that was almost unique. As to be expected, the rejection of unions' attitude by the Morris people changed, especially when Morris retired from active service. One could ask why Billy Morris allowed this to happen. His empire was a commercial success, he owned MG, a sure winner in the export market.

He also produced one of the most successful family cars of its day, the Morris Minor, which is still being produced fifty years later in India under a different name. The Mini was off the drawing board almost ready to go into production and there were a couple of other new projects just around the corner, including a new Riley and Wolseley. On the other hand, Austin had not set the world on fire with any of their products except the Austin A30 which was a dressed up Austin Seven with a modern body but the same old style of pre-war engine. Sure, the Triumph TR 3 was doing quite well but not quite as well as the MG Marque and it cost more. I think the answer was simply financial; Morris was always a bottom line man who saw success as figures in the black. Sure his companies were selling more cars but the return, especially on export sales was not healthy. You simply pushed out more cars for much the same return and at the end of the day profits went down. Shipping vehicles 5000 miles also took a bite out of the profits. Now add the costs of overseas dealers who wanted money up front to carry your products and expected service at the drop of a phone call. By joining forces with Austin there would be a larger allocation of steel and more co-operation from the government for home market sales where the real money was to be made. He may also have been led to believe that the C.E.O. of the new British Motor Corp would be a Morris man as they had the largest production centers and the most money.

In the end Leonard Lord of the Austin group became C.E.O with the support of the government who had a 20% financial stake in the corporation. Morris was already in semi-retirement so this choice was no great burden to either him or his fellow Directors who had been waiting for the day that Morris would step down. A great leader but not one to share power! As a Morris Director once said: "The best meeting to have with the Boss is not to turn up". With a Morris man in the number two spot it was expected that Leonard Lord would start to integrate the two empires to cut costs and bring the best of the best together. Nothing could have been further from the truth! He refused to integrate any part of the new corporation, Austin workers would remain Austin and Morris workers Morris. No combination of design or development, no co-operative research, no exchange of management skills, in short nothing to make the two great corporations stronger and more productive. Each division

stood or fell on its own merit. This meant that the overhead costs remained much the same, the labor force were over-staffed and multi-duplication at all levels of management.

Dealerships were still divided into Morris and Austin with no encouragement to cut costs and combine brand names. Within two years it was obvious that this merger was not working, costs increased, production fell and labor disputes increased as the workers from both sides tried to outdo each other on wage negotiations. The government had changed and a new conservative attitude was the order of the day. The 20% investment in B.M.C. would be increased to 25% if Lord implemented a few economic cuts and got the corporation back into the black. Remember we are talking about many millions of dollars when a government increases its investment with tax payer's money. Lord wanted a new production plant and the government wanted to reduce the unemployment in the north of England so it all made sense. To them any way!

To the workers based in the thriving midlands of Britain especially at Coventry, the home of British Motor production, (like Detroit is in the USA), this investment did not make much sense especially when Lord decided under government direction that the Austin range of engines were the only power units to be used throughout BMC. At Morris Cowley the Mini was ready to go into production with its unique cross power engine, and at Abingdon the MGA was already an export winner. Change engines? What nonsense!

A boardroom rift erupted which led to a head to head showdown between Lord and his board. B.M.C almost collapsed but once again the government stepped in increasing its interest by another five percent and increasing its presence on the board. A sad day for the British Motor industry who was now virtually a semi-nationalized industry with all the problems of a bureaucracy and none of the benefits associated with private corporate mergers. By the early 1960s the number of British Motor Manufacturers had reduced dramatically. Bristol and AC had gone in company with Singer, Standard, Allard, and Armstrong Sidney. The Rootes Group (Hillman, Sunbeam, etc.,) another government amalgamation were in serious trouble and was eventually sold by the government to an American motor company for a token ten dollars on the understanding that they would maintain production for an agreed ten years after purchase. In reality the end result of this giveaway was asset stripping with nothing left of the once prosperous Rootes Group in two short years. About eight thousand workers lost their jobs, a result that the government of the day was not allowed to forget at the next election. Mr. DeLorean did much the same thing twenty years later when Prime Minister Thatcher, the iron lady, was taken in by DeLorean and sixty-five million of the British taxpayers' money was wasted on a production factory in Northern Ireland, but that's another story for another day!

The world famous "Mini", hit the market in late 1959 first as the Morris Mini then as the Austin Mini. Apart from the badge on the front they were identical cars. The first year was not a success as the early cars had a tendency to stop in wet weather. After several months of study it was found that the front skirt was designed the wrong way round which allowed rain water to enter the low front grill and drown the Lucas electrics. A modification to this area solved the problem and by 1960 several Mini's had won various international events throughout Europe. On one such car endured

the East African three week rally and won in its class against the best that Europe and the US could produce. Another drove across Australia east to west, then just to show how good these cars were, did the north to south route. The movie "The Italian Job", completed the marketing activity for the Mini when four production cars leaped the roofs of Milan and navigated the sewers to complete a gold robbery. I remember leaving the movie house after seeing that film and going off the next day to buy my first, but not last, Mini.

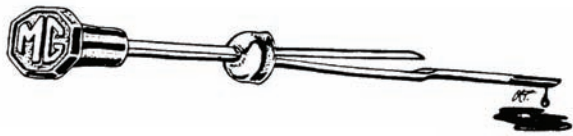
The policy of putting different badges on the same car became the progressive marketing policy of the British motor manufacturers. The idea was simple, stick a few bits of extra chrome on the outside and a polished wood dash on the interior and you could take the standard Morris, or Austin family car and turn it into an up market Riley or Wolsey which would sell for more money. The basic car was exactly the same but these extra trinkets moved it into a higher price range. Strange as it may seem the British public went along with this policy, in fact it was possible to buy the extra adornments yourself and spruce up the family sedan for a fraction of the dealer's price. Even the popular Mini went through this adornment with a Mini DeLux at about one thousand dollars more. The actual changes were a few extra bits of chrome in the front and a couple of extra gauges inside displayed in a plastic wood frame. This type of activity did not involve any major investment in new production techniques or even a progressive design operation, the quick buck was the order of the day with quality control virtually forgotten even for such cars as Jaguar who managed to lose their hold on the export market by the early 1970s.

One has to ask what Detroit was doing during the heyday of the British sports car? The Corvette was the only serious challenge to the British dominance and that was never a mass market vehicle. Ford did produce the famous Mustang that continues to hold its own against any foreign import but that was it. Had there been a serious challenge from the American side both the quality and service facilities for such cars as the MG, Triumph and Mini would have improved. By 1970 the market for most British vehicles in the US had disappeared except for the sports vehicles. The most successful of these, despite the lack of modern design, was MG. The MGB a typical British rust bucket with a power unit that was antique compared with the Japanese imports, sold 520,000 vehicles in the USA during its long life span of eighteen years.

Second in line was the Triumph which was, on paper, out of the same stable through the creation of the British Motor Corporation but in reality this was never true. As previously mentioned the CEO Leonard Lord did not allow any part of the corporation to work together, share development, in short each production unit stood or fell on its own performance which led to yet another problem that today seems almost beyond belief. BMC management felt that they could negotiate different pay scales for different factories despite the fact that the unions were national and negotiated on a national basis. If you paid a worker \$5 an hour to fit wheels that rate of reward should be universal throughout the BMC operation. Management refused to accept this principle and the end result was serious labor disputes that led to strikes and walkouts. The hotbed of such activity was at the Triumph operation in the north. There was hardly a month without some form of work stoppage and/or walkout.

(To be continued)

The Dipstick



The Tidewater MG Classics

Susan Bond
541 Forest Road
Chesapeake, VA 23322

Affiliated with



North American MGB Register

Winner of *Old Cars Weekly*
"Golden Quill Award"

FIRST CLASS

Monthly Meeting
Tue, May 2nd
Paul & Carmen Thiergardt
5232 Fairfield Blvd
Va. Beach
497-0455

7:30 - Kick Tyres
8:00 - Meeting