

The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXV, Issue 3

Dedicated To Preserving The Marque Since 1973

March 2008

MARQUE TIME

“I’ve got people.”

So goes the advertising tagline that promises to solve our confusion at tax time. But it’s also an apt saying for those of us fortunate to be TMGC members. Sharing a common love for sports cars built in Abingdon, we’ve got access to a huge circle of members and friends who can make things happen for us. For starters, there’s Ron Struewing and Peggy Craig who produce the Dipstick, which keeps us all connected. I’m sure you’ll agree that our newsletter is both a visual feast and a source of invaluable MG data. Then there’s Beckey Watson’s organizational skills that bring us periodic outings and special events. (Winery tours and MGs – a winning combination!) Sue Bond makes sure that our historical record is complete, in part with her photographic skills. With 35 years of records, she has built an impressive collection of club scrapbooks. On the mechanical side, we’re lucky to have a brain trust that includes people like Mark Childers, Vince Groover, and Mike Ash. They’ve probably forgotten more MG information than many of us have ever known. And don’t forget members like the Freeh’s, Bond’s and Linse’s, who are always willing to host tech sessions at their well-equipped personal garages. TMGC tech sessions always provide ample supplies of mechanical information, refreshing beverages and fellowship. Our membership roster spans several generations and counts interesting people from all walks of life. Yes, being a TMGC member is a fantastic opportunity for each one of us. Great people, fun times, cool cars.

“We’ve got people!”

Cheers,
Mark Davidoski



UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- Mar. 5 **Wednesday meeting at Tom & Marie Early’s**
- Mar. 8 **Central Virginia British Car Club's Annual Snow Ball Run**
- Mar. 12 **Dipstick Deadline**
- Apr. 1 **Tuesday Meeting at Paul & Carmen Thiergardt’s**
- Apr. ? **Sunday Spring Tech Session hosted by Frank & Debbie Linse**
- Apr. 12 **Dipstick Deadline**
- Apr. 20 **Sunday [WBCC Car Show](#), Williamsburg, VA**
- Apr. 25-27 **Winery Tour**
- May 7 **Wednesday meeting hosted by Jim & Betty Villers**
- May. 12 **Dipstick Deadline**
- Jun. 1 **Tuesday Meeting at Bill & Renee Olcheski’s**
- Jun. 12 **Dipstick Deadline**
- Jun. ? **[TTR Brits on the Bay](#) Car Show, VA Beach**
- Jun. 26-29 **[MG 2008](#) Valley Forge, PA**



MINUTES

Michele Peters

We began our Super Tuesday February meeting at 8:04 PM at Frankie's Place for Ribs in Virginia Beach. And while the food was fab, I am afraid this meeting was just a mite too close to the holidays to give me time to work off the additional, eh, cushion.

But before I get any further, I must thank Becky Hassler for taking over my job at the January meeting. No, I can't say I didn't show up because I was hung-over, since the meeting was on Jan. 2, not Jan 1 (well, I suppose I *could* say I was hung-over, and truth-be-told, I may have been hung-over that long once in my life, but it wasn't this year...nor any year in recent memory...well, wait, maybe that's exactly *why* I don't remember...). However, honestly, I thought the meeting was the following week (can't say *why* I thought that, I just did), so I didn't even think about showing up. Anyway, thank you Becky for a fine rendition of the Minutes. I am very glad to be back on the job, though. I missed all you guys! And, more importantly, I know you missed me!!!

New Members and Guests: Welcome Darrell and Barbara Millner from Williamsburg with their 78 MGB GT. Ah, another GT in the mix. Well, this GT will keep the other 10 or 11 GTs in the club good company.

Vice-President: Our new Vice-Prez had nothing to say...again. Instead of regaling us with his brilliant wit as we have come to expect, he gave the "Shrug" report. Bill, we are going to need a little bit more than *that* as the months go by to determine whether or not you need to be nominated for a second term...and you DO want a second term, don't you? You wouldn't want to miss out on all the perks!

Treasurer: Jim Villers provided us with the report of our financial situation. Since The Dipstick is now an on-line newsletter, I will only be able to tell you that our current balance is \$2,964.47. As I discussed in the November Minutes, I can tell you nothing more in this document. Don't even *try* to make me. NO! I absolutely refuse to divulge our club's greatest secret...and I ain't tell'n you about how we arrived at that balance, neither!

Activities: Beckey talked real fast, as usual. Or maybe I just can't write as fast. But I'll tell you what I was able to jot down....

Our March meeting will be held at Tom and Marie Early's home in Croatan Beach. Their home, while beautiful, has a lot of levels and steps, so those of you who may need assistance climbing stairs should arrange now for the ropes and pulleys....

Our April meeting will be held at Paul and Carmen Thiergardt's home in Virginia Beach. Start diet-

ing now for Carmen's food fest in April.

Our April Tech Session will be at the home of Frank and Debbie Linse. You must go, if only to admire the fantastic restorations...hey! I'm talking about the cars!

American Auto Auction is having a Virginia Beach Classic Car/Motorcycle Show and Auction on April 13 at 10:00 AM. Pre-register by 3-31-08. It will be held at 3856 S. Military Hwy in Chesapeake. So come on out and win some of the \$6,000 in case prizes.

The Williamsburg Car Show will take place April 19 & 20.

The Annual TMGC Wine Tour will happen April 25, 26 & 27 in and around Bedford, VA. We will be staying at a rustic lodge and hit 4-5 wineries and the D-Day Memorial, among other things.

The Original British Car Day Annual Meet happens June 1st at the Lilypons Water Gardens in Adamstown, Maryland. Contact John Tokar at 410-775-0500 or by email at tokarj@erols.com. See their website at www.chesapeakechaptermgclub.com.

And of course, there is the 35th anniversary of the TMGC to think about....

Clubs: Mike and Jennifer were absent, so we have no report.

History: Susan reported that she has finished the 2007 scrapbook.

Newsletter: Ron Struewing noted that the hyper-links are now up and running.

Membership: Robin was under the weather but it was reported for him that we have 96 members. We hope he is feeling better very soon.

Technical: Mark Childers was absent.

Old Business: None

New Business: None

Marque Time: Vince Groover has finished the "A." Frank Linse and he changed the engine in the A and it is not smoking anymore (Miss Green B wishes she could say the same thing).

Susan Bond asked if the club wanted to pay \$25 for the Antique Flea Market table at the Hickory Ruritan on March 8, 2008. We will be able to sell car parts, etc there. The club membership informally agreed.

Raffle and Regalia: Becky was back, hawking her raffle tickets and regalia. She advised that she has a new catalogue and needs six items before she can submit an embroidery order, so get on it, people. And the winners are.....Denise won the two tickets to the Mid-Atlantic Flower Show, Russ won the MGOC Magazine, Becky Dawson won the MG bracelet, Josh won the coffee cup, Susan won the tickets to the Chrysler Museum and Josh won again and got the MG patch. Oh, and Anita wanted to make sure I noted that she won *nothing* this time. Well, OK, Anita, when that happens more than once a year, we'll note it as a sepa-

rate item in *The Dipstick*...see your husband for details. With our bellies full of fine food and drink, The Prez adjourned us at nine... something...gee, I didn't write it down. Now, I realize that I am generally very precise about such things. In the November *Dipstick*, for example, I expounded on questions concerning where certain phrases in the English language came from, such as "on the nose" and "on the button" and "taking it on the chin," etc. because I was so precise in my recall of who, what, where, how, and *when*. But, no need to go into that again (yeah, I know, *please!*). So, I am becoming a little more relaxed. I'm taking Beckey's advice to heart and I am no longer worrying that I re-create for my faithful readers every utterance from every member... and even get those articulations correct, for that matter (no, wait a minute, I never worried about *that!*). I give you, instead, the idea of things, the spirit, the ambiance, the spiritual understanding, the flow of emotion and camaraderie, the...who the heck am I trying to kid? I just got lazy and didn't bother to write down the time we adjourned. Now, if you are going to complain that leaving out this fact is so unsettling that it ruins the entire nature of the joyful read that you have heretofore experienced, uhm...I think you know what I have to say to you.



Officers and Committees

President	Mark Davidoski	499-4647
Vice President	Bill Olcheski	467-4046
Secretary	Michele Peters	482-1012
Treasurer	Jim Villers	481-6398
Editors	Peggy Craig	226-7755
	Ron Struewing	479-0084
Membership	Robin Watson	721-9277
Activities	Beckey Watson	426-2600
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Becky Hassler	874-1477
Clubs	Mike Ash	495-0307
Webmaster	Mike Haag	mikehmg@cox.net

Membership and New Members

Robin Watson

Total Membership 95

Membership has not changed from last month and is still at 95.

Perhaps March will bring some spring type weather and a few Local MG's out for me to catch up with.



Do you know what this is? (answer on page 9)



February Meeting at Frankie's



Mark & Kathy Davidoski



Vince Grover



Susan & Terry Bond



Russ Ripp



Richard Hall



Peggy Craig



Mike Haag



Michele Peters



Josh Robertson



Betty & Jim Villers



Anita Edwards-Struewing
& Ron Struewing



Barbara & Darrell Millner



Cynthia Faschini



Andy Wallach



George Craig



Chuck Hudson



Jack Price



Harry Watson



Debbie & Mark Childers



Becky & Jack Dawson



John Terschak



Pete Olsen & Bonnie



Denise Starke



Cathy & Frank Worrell



Bill & Renee Olcheski



Jack Pavlidis



Becky & Alan Watson



Becky & Chuck Hassler



Dorothy Price



Donald Ladd



See More pictures on the web.

MG 2007 and California Wine Country

Susan Bond

Photos by Susan Bond, Barry Tyson, Mike Haag

Ed. Note: This is Part Two in a Three-Part installment series covering MG 2007.

Monday morning we headed north, taking the double-decker Richmond-San Rafael Bridge to Marin, backtracking a bit toward SF, and getting on Route 1 to drive up the coast. Our goal was Muir Woods and its old-growth coast redwoods.

We took the 1½-hour loop walk but spent far longer than that hiking along Redwood Creek and marveling at the redwoods, hundreds of feet tall. A cross section of a tree that fell in 1930 showed rings dating to 909 AD, imagine something living over 1000 years! We saw baby redwoods, the Bicentennial tree, fish in the stream and plaques that helped explain it all. Couldn't miss the gift shop, lots of redwood souvenirs.



Redwood Creek meets the ocean

We stopped along the coast where Redwood Creek joins the ocean. Even though it was a windy cool day, there were picnickers and swimmers on the beach.



After more scenic miles on Route 1 we finally had to turn inland to arrive at the host hotel, DoubleTree, in Rohnert Park. After registration and dinner, the hospitality suite was open,

with 2 kegs of brew and some nice wines for our enjoyment.

Tuesday was the car show, planned so people could show their cars and then go on the tours without having to worry about keeping the cars clean. Very conveniently, the MGs were arranged in the hotel lot, with some on the soggy grass the sprinklers had del-

used. 167 were pre-registered and, although we didn't make the coast-to-coast drive, several did. I enjoyed seeing so many GTs on the field and was surprised at all the smog control



Car show from hotel window

equipment still in place until – duh – I remembered we were in California. We looked at the concourse competitors and I marveled that anyone could keep a car that clean.



Lots of GTs

John Twist did his rolling tech session, diagnosing all sorts of MG ills, and fixing the ones that didn't require parts. The valve cover races

were a big draw, so it was hard to find a good place to watch. There was a golf course next door and one B got bonked by a golf ball. I bought a CD with all the issues of *MGB Driver* on it.

We talked to Kelvin Dodd of Moss Motors, Alan Batchelder who used to live in Virginia but moved to Michigan, NAMGBR president Bruce Wycoff, MG Car Club rep Brian Woodhams



Rolling Tech Session

who flew over from the UK, and others we have met over the years. It was a beautiful day with beautiful cars and it was over too soon.



Union Hotel, Occidental

That evening we all toured to Occidental for a great Italian dinner at the Union Hotel which looked way too small to handle the group but opened up to a

huge hall in the back. We got there early and looked through the village shops and at all the cars again. The meal was excellent and I sat next to a CA resident who filled me in on a lot of local lore.

Wednesday was “Mille de Mendocino” day. After all the locals got over the shock of rain in the morning, the first EVER on 18 July since they started keeping records in 1849, we headed out. Everyone was given a tour guide and a map and the MGs left en masse, but we had a leisurely breakfast and set out at our own pace. Once we got out of Rohnert Park we were on 2-lane roads over the hills to the coast where we went thru Bodega Bay (where *The Birds* was filmed) on the Russian River. Heading north on Route 1 we stopped several times to take pictures of the rugged coast and fog and wildflowers and wish we were driving our MGs. We looked for seals (may have seen one head pop out of the water), then stopped at Fort Ross. We didn’t know the Russians had settlements here in the 1800’s, with which they supplied their posts in Alaska. The fort and many of the original buildings are now a state park and the main building has some period furnishings and explanations of life there. We spent quite a while wandering around enjoying the sun and the views.

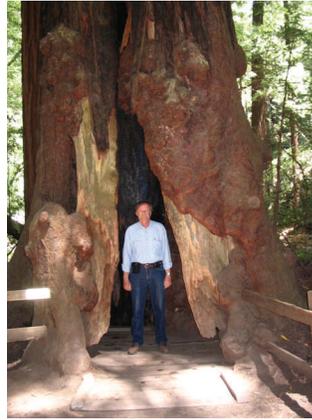
A few more stops along the coast and we rolled in to Mendocino (of *Murder She Wrote* and *East of Eden* fame), snagging a parking place in the shade. Lunch was in a second-floor glass-enclosed restaurant where we watched people and sea gulls. Mendocino started out as a logging town but then became an artists’ town and is now a tourist attraction. It is full of picturesque homes, wooden water towers and art galleries. Many MGs were still there, most had not stopped at Fort Ross, and we spent a lot of time wandering around – again.

We backtracked south a bit to turn on CA 128 and go thru Navarro River Redwoods State Park. More tall trees! On the map it is a long narrow park, following the river, and the trees are most impressive. A stop at a winery sounded good so we tasted at Handley Cellars since we missed the turn for Navarro Winery, then went on to the motorway where our rental car was much more at home – it didn’t like climbing hills.

After dinner at Mary’s Pizza Shack near the hotel, we retired to the hospitality suite to sample the brews again.



Barry & Susan



Barry and the redwood



Barry & Mike on the trail



Roadsters



Barry & Mike talk with Kelvin



LEs

RB roadsters



Concourse

Valve Cover Races



MGCs

See Part 3 next month.



Sad News....

Richard Jolly, long time Tidewater MG member and proprietor of Tidewater MG in Newport News, died Sat (Feb 9) morning. He had recently been diagnosed with lung cancer. At this time it seems that there are no immediate service plans, but possibly a memorial in the summer.

JD Hawthorne



Link of the Month

Terry Bond

Have you ever taken a good look at all the auto care and detailing products on the shelves at WalMart or your favorite auto parts store? Some swear by certain brands and their own secret process for detailing to a show-car finish. Others just wash and wipe. One of my favorite web sites is www.autopia.com where you can research a lot of different brand products and can then look through their very active discussion forums to see how they work. There is a lot of great info and tips on what to buy and how to use it. There is even a lot of discussion about rust proofing products.

Rust -always seems to be chasing our LBCs. As Susan says, there are some that have it, and some that will. Check the website for a well known product "Por-15." (POR stands for Paint Over Rust). www.por15.com where you'll find info on all of their products as well as helpful info on rust proofing. This stuff works - I accidentally spilled some on the driveway a few years ago while working under my small motorcycle trailer. I have a nice rust-proof piece of driveway that I'll be glad to bring in to a meeting and pass around sometime. It's amazing stuff.

So, between these two sites, you have a lot to learn about rust proofing and maintaining your MG. Enjoy!



Lucas the Prince of Darkness

by Chuck Hassler

2007

Ed. Note: This is Part One in a Two-Part series.

* Not many people know that Land Rovers attempted to market a computer. Why did they stop? They could not find a way to get it to leak oil!

* A Land Rover doesn't leak oil; it marks its territory. Did you hear about the man whose Land Rover didn't leak oil? The factory took it back and worked on it until it did.

* Did you hear the one about the guy that peeked into a Land Rover and asked the owner, "How can you tell one switch from another at night? They all look the same." "He replied, "It does not matter which one you use, nothing happens!"

* The Lucas motto: "Get home before dark."

* Lucas is the patent holder for the short circuit.

* Lucas - Inventor of the first intermittent wiper.

- * Lucas - Inventor of the self-dimming headlamp.
 - * The three position Lucas switch - Dim, Flicker and Off.
 - * The Original Anti-Theft Device - Lucas Electrics.
 - * Lucas is an acronym for Loose Unsoldered Connections and Splices
 - * Lucas systems actually use AC current; it just has a random frequency.
 - * "I have had a Lucas pacemaker for years and have never had any trou..."
 - * If Lucas made guns, wars would not start.
 - * A friend of mine told everybody he never had any electric problems with his Lucas equipment. Today he lives in the countryside, in a large manor with lots of friendly servants around him and an occasional ice cold shower...
 - * Back in the 70's, Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which did not suck.
 - * Q: Why do the British drink warm beer? A: Because Lucas makes their refrigerators.
 - * Alexander Graham Bell invented the Telephone. Thomas Edison invented the Light Bulb. Joseph Lucas invented the Short Circuit.
 - * Recommended procedure before taking on a repair of Lucas equipment: Check the position of the stars, kill a chicken and walk three times clockwise around your car chanting: "Oh mighty Prince of Darkness, protect your unworthy servant..."
- Lucas Replacement Wiring Harness Smoke Duplicate of the Lucas Wiring Harness smoke eBay Item. This was a classic auction; I've duplicated it here as it will disappear from eBay after a while.

Description

Have you inadvertently let the smoke out of the wires on your classic British car? This, then, is the solution to your problem!

Here is presented for your perusal one Lucas Replacement Wiring Harness Smoke kit, P/N 530433, along with the very rare Churchill Tool 18G548BS adapter tube and metering valve. These kits were supplied surreptitiously to Lucas factory technicians as a trouble-shooting and repair aid for the rectification of chronic electrical problems on a plethora of British cars. The smoke is metered, through the fuse box, into the circuit which has released its original smoke until the leak is located and repaired. The affected circuit is then rectified and the replacement smoke re-introduced. An advantage over the cheap repro smoke kits currently available is the exceptionally rare Churchill metering valve and fuse box adapter. It enables the intrepid and highly skilled British Car Technician to meter the precise amount of genuine Lucas smoke required by the

circuit.

Unlike the cheap, far-eastern replacement DIYs-moke offered by the "usual suppliers", this kit includes a filter to ensure that all the smoke is of consistent size. It has been our experience in our shop that the reproduction Taiwanese smoke is often "lumpy", which will cause excessive resistance in our finely-engineered British harnesses and components. This is often the cause of failure in the repro electrical parts currently available, causing much consternation and misplaced cursing of the big three suppliers.

These kits have long been the secret weapon of the "Ultimate Authorities" in the trade, and this may be the last one available. Be forewarned, though, that it is not applicable to any British vehicle built after the discontinuing of bullet connectors, so you Range Rover types are still on your own...

This Genuine Factory Authorised kit contains enough smoke to recharge the entire window circuit on a 420 Jaguar, and my dear friend and advisor George Wolf of British Auto Specialty assures me that he can replace ALL the smoke in a W&F Barrett All-Weather Invalid Car(147 CC) with enough left over to test a whole box of Wind-Tone horns for escaped smoke. How much more of an endorsement do you need?

More, you say? Well, I once let the smoke out of the overdrive wiring on my friend Roger Hankey's TR3B, and was able to drive over 200 miles home from The Roadster Factory Summer Party by carefully introducing smoke into the failed circuit WITHOUT even properly repairing the leak. Another friend, Richard Stephenson, was able to repair the cooling fan circuit of his Series 1 E-type by merely replacing a fuse and injecting a small quantity of smoke back into the wires. So there!

So, if you're troubled by lost smoke, bid early and bid often! Thanks for looking!
Here's a few of the 70 of questions asked!

Question & Answer Answered On

Q: I have a fourteen year old son named Lucas who I have caught several times in the back of the garage smoking. Can this item help him to respect a little firm parental intervention and aid him in smoking less...or even stopping altogether?

Jun-09-05

A: Part of the problem may be the fact that you named your son after the Prince of Darkness. Mayhaps you should be happy that all you have caught him doing in the back of the garage is smoking! My suggestion is: since you already have spoiled him for life with his moniker, you search the 'Bay for a proper Little British Car to restore as a father-and-son project. That way, he'll have a way to fill the idle hours he'd have spent chasing girls had he been named Rocky or something more suitable. Plus, he'll learn first-

handed how disgusting smoke can be. Alas, though, not with this unit, because whilst trying to photograph it for a spread in "Popular Ether Technology", it was unfortunately broken. Therefore, the auction must be terminated early. Thanks for the heartwarming interest!

Q: Once I have re-introduced smoke into my TR-2, do you warranty that it's system will resume operating at the speed of dark?

Jun-09-05

A: If you reintroduce the smoke through a microwave oven, you may even go back in time!

Q: I have been very diligent over the years and have maintained the smoke in my Sunbeam's wires perfectly. The problem is that that special Lucas perfume has disappeared from the dash, carpets and seats. In fact, at the last Concours d'Elegance I lost out to a frogeye with period odors. Is the smoke in your kit fresh enough to bring back the OEM smells of burning plastic and bakelite and are you including an adapter to replace same.

Jun-09-05

A: No adapter needed, but have you tried just STARTING that over-restored trailer queen? It might bring back the aroma by itself.

Q: This has been a most informative thread which set me off thinking about wider global environmental changes that have happened since the mid 70's. Could it be that the copious release of smoke from Lucas wiring looms around that time has significantly contributed to the holes in the ozone layer and the onset of global warming? Could it be that, had your excellent device been more available at that time, we could have saved the planet for future generations instead of fighting a rear guard action? Hindsight is such a wonderful thing isn't it.

Jun-09-05

A: Hey- This is a serious site- we're not discussing "junk science" like Global Climate Change!

Q: I have a question. For some time, my object is to restore a few pre-Chrysler Rootes Sunbeam Tigers to original factory condition, with ALL the LAT racing options. So far, I have been quite successful, but unaware of your Lucas Smoke Kit. I am perplexed as to its satisfactory application to this original British Classic that Mr. Carroll Shelby has enhanced with a lot of Ford (USA) parts. This includes a large portion, but not all, of the electrics. It is very easy to differentiate between the Lucas Parts and the Ford Parts, as the Ford Parts still work. While we can admire Mr. Lucas for the development of the intermittent windshield wiper, the self-dimming lighting system, and the colorful turn signal spark generator, it is unclear whether your offering will work satisfactorily with so much of the electrics originating in the US. Is this device compatible, as the US parts do not show signs of leaking smoke?

Jun-09-05

A: The Lucas smoke may cause failure of the connecting interstices, but the, so will everything else.

Q: Maybe you can help me. I have an old generator that I have suspected of having a metaphysical ozone leak for several years. It's one of those things I feel I know to be true but cannot prove. Anyway, through an ingenious marriage of a Sharper Image Ionic Breeze air purifier and a breast milk pump, (by the way, both were obtained on ebay) I have devised a way to recharge the ozone that I can smell leaking from the generator. But, you guessed it, when I disconnect the wiring to introduce the replacement ozone I invariably cause a smoke leak. Do you think there is a way to mate our two machines in such a way that I could "kill two birds with a single stone" – if you will.

Jun-09-05

A: That's just wrong.

Q: Can I use this device to replace the smoke in my Alfa Spider? Is Brit smoke the same as Italian smoke?

Jun-09-05

A: Only if it's pre-Bosch.

Q: Will this kit put back ALL the smoke in a 1975 Midget wire harness? Some time ago while driving our 75 Midget smoke began pouring from under the hood, after pulling over, smoke was immediately followed by flames. A HUGE amount of smoke was lost from the wire harness (10 minutes worth before the fire department showed up). Your jar appears to be too small to contain the volume of smoke produced by the Midget on that day. Please specify quantity of smoke. PS - Would you know where can get bulk replacement glue on insulation, there is none left on any part of the wire harness under the hood. The harness appears to be intact but is lacking smoke holding insulation. I'm planning on rerouting the main power buss from over top of the fuel line. This way next time I will have smoke, red hot wires without melting thru the fuel line. Thanks in advance.

Jun-09-05

A: You'll need bulk smoke, but I'd try your last suggestion before ordering any. Good luck!

Continued next month.



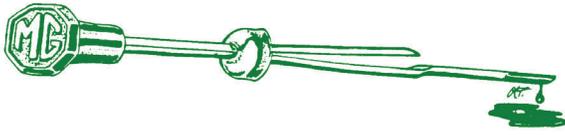
DO YOU KNOW WHAT THIS IS?

Here is the answer to the question on page 3.

It is MG Old Number One 1925. The first of the Sporting MG Cars.

The picture and answer was submitted by Robin Watson. Thanks Robin.

The Dipstick



The Tidewater MG Classics

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Affiliated with



North American MGB Register
"Newsletter of the Year"

FIRST CLASS

Monthly Meeting
Wed, March 5th
Tom & Marie Early
717 Vanderbilt Ave
Va Beach
428-5283

7:30 - Kick Tyres
8:00 - Meeting