



The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

Volume 48 Issue 6

June 2021

Spring Tour 2021

TMGC's driving season shifted into high gear on April 30 when 13 cars and crews embarked on a two day adventure to the Middle Peninsula and Northern Neck. Bekey and Alan put together a COVID-friendly exploration of Gloucester, Mathews Middlesex and Lancaster Counties that examined the culture of these rural retreats with a rich maritime history.

The southside contingent linked up at the Lake Wright complex early on Friday, with a departure at 0830 on our way to Gloucester. After some morning congestion on I-64, we continued up US 17 to the Seaford area to pick up Bruce. In Gloucester itself, we met with the rest of our travelers, including Tourguides Alan & Bekey. After distribution of Bekey's tour packets (complete with Trailmix cookies, hand sanitizer, itineraries and a themed crossword). We were briefed on our first stop by Mike August. The ensuing country drive took us through Mathews and Port Haywood down to the New Point Comfort Nature Preserve. There we had a panoramic view of Mobjack Bay and the New Point Comfort Lighthouse. This landmark is one of the very first federal construction projects, completed in 1804. Formerly at the southern tip of the county, the structure is today surrounded by water due to continued erosion.

After a refreshing photo op and chance to catch up with one another, we continued back through Mathews County, across the Piankatank River, and into Middlesex County. Our lunch destination was the Merroir Tasting Room on the water in Topping, VA. The weather was perfect for outdoor dining on Merroir's mostly seafood menu, along with the requisite cool beverages.





Next on the agenda was another spirited drive, this time across the Rappahannock and into Lancaster County, on our way to Goodluck Cellars, just north of Kilmarnock. The folks at this winery had devised an ingenious method of serving sample “flights” of their offerings using trays with descriptive placemats. This relaxing stop featured plenty of indoor and outdoor seating as club members enjoyed leisurely conversations along with their libations, making for an

enjoyable visit.

On the road again, we re-crossed the Rappahannock and continued into Deltaville to check in at the recently renovated Dockside Inn. Dinner was called in to Colonial Pizza of Urbanna, which featured a wide range of delicious Italian specialties in addition to their excellent pizza offerings. Russ volunteered his Subaru to make the pickup for everyone and we later gathered in the picnic area of Dockside Inn for an outdoor dinner gathering. The Fabulous Prize (a collapsible trash container for the car) was awarded to Russ. We also reviewed the solution to the crossword puzzle that Beckey had included in our travel packets. Most entries included favorite roadtrip advice including the following:

Bob & Missy: It’s not a road trip if you don’t get lost at least once.

Susan & Terry: You only need four things to drive an MG anywhere — cell phones, credit card, Moss catalog, AAA+ membership.

PJ: Have fun and Go, Go, Go!

Russ: It’s not about the destination, it’s about the adventure.

Rose & Don: Wire, tie wraps, water and oil!

Betty & Jim: Make sure you are traveling with friends.

Hilary & Jack Pavlidis: No matter your age, buying snacks for a road trip should mimic the decision-making skills of a squirrel crossing the road.

Conversations continued into the evening before we migrated back to our rooms for a needed snooze to prepare for day 2 of Spring Tour!

By Mark Davidoski



Day Two of the Fabulous Spring Tour 2021 dawned much cooler, but sunny and pleasant, though still breezy. Since breakfast was “on our own”, various people headed to various places to find various fortifications, particularly at the Café by the Bay where members sampled their breakfast sandwiches and wraps as well as their Breakfast Banana Split – always a healthy choice! At 0947 we assembled and departed the hotel for a lengthy 5 minute drive to the Deltaville Maritime Museum where we and our intrepid vehicles posed in front of eight foot tall letters spelling LOVE. The museum grounds were beautiful and exhibits were indoors, outdoors and actually in the water. An added bonus was a number of booths selling crafts and food on the day we were there. The indoor museum had artifacts as well as stations with interactive history narratives, where I found a display recounting the history of a marine railway just “up the creek” from me in Seaford that has been in business by the same family since 1842, and is still an active railway hauling large boats out for maintenance. A display of the construction of the 9-log F.D. Crockett, a vintage oyster “buyboat”, was accompanied by the actual well-maintained F.D. Crockett in the water, available for boarding.



After soaking up all the maritime history we wanted, we departed for our next important educational destination – lunch at the Portside Grill in Urbanna. (Making a tour-obligatory U-turn/reassembly at the Pure Life Church). Our somewhat large group strained their kitchen, so lunch took a little longer than expected, but we left with full bellies. Upon departure, the restaurant owner, who was also a former MG owner, took a photo of our assembled vehicles for posting on his FB site.



Our destination for the next leg of the drive was the world famous Gwynn’s Island Museum with historical information back into the 1500s, including a visit by Captain John Smith in 1608. The island’s people were mainly waterfolk, harvesting seafood, but there were also stories of pirates, Civil War involvement, WW1 and WW2 artifacts, and boatbuilding. Of particular pride to the museum docents was a display regarding the “Cinmar discovery” in which local scallop dredgers pulled up a Neolithic projectile (spear point) which somewhat recalibrated historical assumptions of Neolithic occupation and travel. The projectile as well as mastodon teeth were

pulled up in a net, and ultimately shared with the Smithsonian.

A few blocks down from the museum, some of the group stopped at the shop of TMGC member Sam Kern. Sam was at a car show, but Mike August arranged access for our group. We were able to see some ongoing car restorations as well as a complete Franklin auto. A fitting end to a great day, after which we all headed to our respective home ports. Hats off to Team Watson for a superb roadtrip experience!

By Bruce Easley



Tidewater MG Club Meeting Minutes

recorded by Kelly MacPherson

May 4, 2021

The home of Andy Wallach and Cynthia Faschini, Norfolk

At approximately 7:00 pm (1900 for you military guys and gals), the inside of the home was brimming with MG lovers while the street and driveway were lined with different LBCs in different stages of “life”.

8:10 pm (ummm 2010): Bill bellowed to everyone to quiet down so the meeting could start. President Robert called the meeting to order with a banging of his hammer on his little box.

It was announced that the TMGC was short a secretary. After much haggling and arm wrestling for the position, Kelly emerged the victor and readied her pen.

President Robert moved to approve the minutes from the last Dipstick, which was seconded and passed – again with the little box getting hit.

Membership: New members were called to introduce themselves. The V8 Vantage brought its driver, John Kovak, and the 71 MGBT brought its driver and passenger, Scott and Michelle Parker. According to Mike Ash, 3 people renewed their membership and there was one newbie who joined the group! Yeah John!

Treasurer’s Report: Treasurer Jim reported that the treasury started with \$19.50 and then a lot of deposits and withdrawals were made: \$140 deposited...\$7.14 spent...another \$133.24 deposited...and...we were down to \$19.21! But somehow, in the end, the treasury ended with a balance of \$1617.73. (Can he work that magic with my bank account?)

Jim shared that if anyone would like a name tag to go to the website and use PayPal to place your order. You'll then need to email him to tell him what you want your name tag to say. He did mention that you could pay him with cash or a check, but then he would have to write out a receipt and keep track of the check or money. In the end, there was a chance he would lose all of it. So, he said to just go ahead and use the PayPal. He let everyone know that they can renew their membership there, too. That's a good idea based on what he shared about losing stuff.

Activities Update: Bruce was absent, but the upcoming Dessert Drives were mentioned, along with a review of upcoming meetings, some of which remain tentative.

Rob's name came up because he is in charge of the Dessert Drive scheduled for May 27 at 6:30 pm (President Robert let us know that was a Thursday). LBC will be transporting their drivers and passengers to the Harris Teeter in the shopping center on the corner of Nimmo Parkway and Princess Anne Road (across from the Virginia Beach Municipal Center). May 26th will be the other Dessert Drive which will take place on the Peninsula starting at the Yorktown Battlefield Visitors Center.



I think this is where Cynthia came in and announced the buffet offerings and that all the food was plant based.

Next Meeting: June 5th at Alan and Beckey Watson's home near Beaver Dam. Come one come all. Many shared it is a pretty area – I'm thinking the LBC will enjoy the drive there.

Dipstick: Mark let everyone know that the deadline for submission of stories to The Dipstick are due to him by the 20th of each month. Traveling news: A recent drive visited the Fort Eustis Transportation Museum. All who attended enjoyed the drive, the Army rides, and each other's company.

Show and Tell with Terry: The next article will be a sequel to Windshield Wipers - "Windshield Wipers: What makes these things go?"

Treasurer Jim jumped up to have his own show and tell AND brought props! He compared the standard MGB starter with a new reduction gear starter, available from Moss and elsewhere. The new units are much lighter and spin the engine much faster on startup.

Sue let everyone know something she had learned about her sweet ride: if your turn indicators quit working, you need to check your hazard warning switch. That pesky switch, when tapped with a coffee mug or phone, will negatively impact those turn indicators.

Old Business: This past weekend there was a mini GOF: the Chesapeake Chapter of the New England MGT Register. Twenty cars were signed up to attend, but 18 showed. A good time was had by all; new friendships were made. Friday night, participants had dinner amongst a large array of beautifully restored classic cars owned by Bill Thumel. On Saturday, the sweetest parade of MGs traveled to and displayed their wares at the Virginia Beach Military Aviation Museum in Pungo and met up at another dinner that night at the Founder's Inn in Virginia Beach. Awards were presented. Andy won for Best TD and Old VA won "The One You'd Most Like to Take Home".

Bill O. shared that he attended the Ascension car show, Rolling with the Knights. Four MGs were present along with 70+ other cars. This was the same day as the Williamsburg British and European Car Show, so everyone else was there. Bill did share it was a great event, sponsored by 757 with oldies music, Frank Sinatra, and food trucks.

Old Business: Not sure if there was any more. However, Hank let everyone know that his son enjoyed having everyone out to the Big Ugly Brewery this past Saturday. You all are welcome to come any time AND get a reduced rate on your beer! (There was some question about using previously purchased beer tickets on the next visit – and maybe the chance of getting to pay the same amount as Hank...)

Raffle: Rose started off with showing the MG merchandise that members could purchase:

- Hats for \$15
- Magnets for \$5

These are good looking items that everyone should own.

The raffle included:

- From Andy
 - o 2 propane lanterns
 - o Compressor
- From Tad
 - o Canvas picture of an MG steering wheel (my child said, "that's what I want!")
- Hank
 - o 3 Old Speckled Hen beers
- 50/50
- First in line

Among the winners: First in line was won by Matthew and Hudson.

Donald got the two propane lanterns.

President Robert won the beer and cradled it in his arms as he walked back to his spot.

There were many drawings for the compressor. Not that it was a big seller, but because everyone who had the winning ticket already had a compressor! Poor Andy...after the fourth pull, the winner actually didn't have a compressor and was happy to take it home.

Somewhere in here everyone thanked Cynthia and Andy for opening up their beautiful home for the meeting.

There was so much commotion that I have no idea who moved to end the meeting, but it was ended. That poor little box got beaten again by that nasty hammer. And then there was food – all the delicious food!



Marque Time

A “shorter than usual” entry this month. To those who have tried to make sense of my semi-coherent ramblings... you are welcome. But I am trying to behave in a responsible manner.

Some people are irresponsible. But not me, no way. In fact, I've always been responsible. Ever since I was a kid, when something went wrong, I was responsible. And I am proud to say I am still a “responsible” adult.

But thankfully we have a number of actual responsible, mature adults leading our club. And because of that, most members have the illusion that I actually have a clue about what I am doing as president.

All I can say to that is thanks Mike... and Jim... and Mark... and Bruce...

Well, you get the idea. I don't want to work too hard at this position, since it would only create unrealistic expectations. And, although they say that hard work never killed anybody, I say, why take a chance?

But as we get back to a schedule of meetings and activities that are closer to “normal” (remember normal?) we can thank these members for taking the lead and making things happen for the benefit of all.

The June meeting with Alan and Beckey is next, and may be history by the time this is published. Mike Haag also has most meetings already scheduled for the rest of 2021.

Bruce has made plans for dessert drives and other gatherings. There are even tentative plans for a Fall Drive in October, courtesy of Bob McKenna.

As I noted last month, we can finally look forward to more TMGC fun in the near future.

I can hardly wait!

Safety Fast,
Robert

TMGC Officers and Committees

| | | |
|----------------|--------------------------|-----------------|
| President | Robert Perrone | 574-3233 |
| Vice President | Mike Haag | Mikehmg@cox.net |
| Secretary | Kelly MacPherson | 285-7502 |
| Treasurer | Jim Villers | 822-9182 |
| Editors | Mark and Kathy Davidoski | 499-4647 |
| Membership | Mike Ash | 678-0963 |
| Webmaster | Mike Haag | Mikehmg@cox.net |
| Historian | Susan Bond | 403-1169 |
| Technical | Terry Bond | 403-4614 |
| Activities | Bruce Easley | 570-2042 |
| Clubs | Mike Ash | 678-0963 |
| Regalia | Rose Ladd | 737-2468 |

Aahhh! The warm days of Spring. Get those tops off (or windows open) and drive... as much as you can before the dog days of July and August. To finish out May, we'll have our annual Dessert Drives. On the Peninsula our meeting point will be the Yorktown Battlefield Visitors Center at 6:33 pm on Wednesday May 26, where we will head up the Colonial Parkway to Bruster's Real Ice Cream in Williamsburg. The southside group venture will depart on May 27 at around 6:30 after meeting behind the Harris Teeter at Princess Anne and Nimmo Parkway. Look for Rob McPherson in his T.

To start off June, the monthly meeting will be a picnic venue at the home of Alan and Beckey Watson on June 5th. **Please BYOC (Bring Your Own Chair) for outside seating.** The Moss Motors "Cars and Coffee" event previously mentioned scheduled for that same morning was canceled. For the drive from the southside to Ashland to meet the Watsons, please plan to assemble at the "usual" Lake Wright parking area at 10:30 AM. From there the group will cross the HRBT and then pick up "rural" route 60 to the Richmond Area, probably stopping briefly to mingle with the northside attendees. The meeting at the Watsons in Beaverdam will begin around 1:30 pm, and beverages and Beckey's famous "Themed Mini Ice Cream Sundaes" will be provided along with a "Fabulous Prize" drawing. **(Feel free to pack your own lunch or snacks if desired.)**

For those who may wish to continue heading North, the 43rd Annual OBCD (Original British Car Day) event will be sponsored by the Chesapeake Chapter of the New England MG T Register the next day, June 6, at Sierra Valley Farms, 5601 Ridge Rd. in Mt. Airy, MD. Check their website at http://www.chesapeakechaptermgtclub.com/obcd_main.html for more info. Then June 14-17 will be MG2021 in Atlantic City, NJ. Mike Haag previously sent out a separate email with details.

Then our next meeting will be Tuesday July 6 at Deadline Brewing in Virginia Beach. Safety Fast!

(late note: Alan has some MGB parts free for the taking, all in good condition, available to pick up at the June meeting --

4 Rostyle rims, set of windshield brackets, bonnet. Also a tow bar that attaches to any T series, MGA, MGB bumper mounting brackets.)

TMGC Calendar As of May 25, 2021

Jun 5 (Sat) – Monthly Meeting at the Watson's in Beaverdam, VA! (see activities report for details)

Jun 6 (Sun) – Original British Car Day, Mt Airy, MD
chesapeakechaptermgtclub.com

Jun 14 – 17 MG2021
Atlantic City, NJ

Jul 6 (Tue) Meeting at Deadline Brewing Project, 2272 W. Great Neck Road, Suite 2268 in Virginia Beach, VA. (Arrive 6PM, pizza and meeting to follow)

Aug 4 (Wed) Meeting TBA

? (Sun) Summer Tech Session hosted by Jim & Betty Villers

Sep 7 (Tue) Tentative Meeting hosted by PJ & Faith in Hampton, VA.

? (Sat) [TRAACA](#) Wings & Wheels Show at the Military Aviation Museum in Pungo

Oct 1-2 (Fri-Sat) [Annual British Car Fall Festival](#), Waynesboro, VA

1-4 (Fri-Mon) Fall Tour to the Lexington, VA area

6 (Wed) -Tentative Meeting hosted by Bill & Renee Olcheski in Virginia Beach, VA

(TMGC sponsored events in bold type)

21st Annual Williamsburg British & European Car Show

April 24, 2021

by Marion McAlpine.

The Williamsburg British Car Club's (WBCC) 21st Annual British and European Car Show took place on Saturday, April 24, 2021. The show was located at The Shops on High Street in Williamsburg, VA, from 10:00 AM to 2:00 PM. Since we still don't have our British car, Mark and I went as spectators and to support our fellow Tidewater MG Club (and Tidewater AACA) members.

The WBCC show has been held annually since 1999, except for 2020, when the show was cancelled due to COVID restrictions. The Shops on High Street has been the location for the show for the last several years. The previous location was in downtown Williamsburg.

According to the WBCC brochure provided at the show, the WBCC was formed in the spring of 1999. The club was originally called the Colonial Vintage British Car Club, and its first meeting was on June 27, 1999, with 17 members. (The club was later renamed the Williamsburg British Car Club.) They held their first car show in 1999 at Queen's Lake Park in Williamsburg. The club has since grown to 69 families and over 100 cars.

The WBCC gives the profits from its show to a local charity. The charity for the 2021 Annual British and European Car Show was The Arc of Greater Williamsburg. The Arc opened in 1976 and serves young adults to senior citizens with disabilities, such as Down Syndrome, Autism Spectrum Disorder, Cerebral Palsy, and numerous other diagnoses.

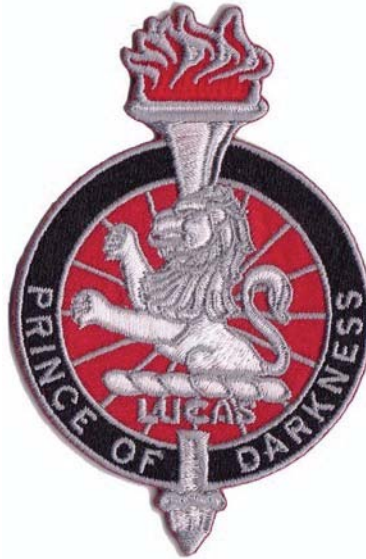
For 2021, the featured marque at the WBCC show was the Mini. The WBCC brochure states the Mini was born as a result of the Suez Canal Crisis in 1956, causing Europe to undergo gas rationing, leading to the need for a fuel-efficient automobile. British Motor Corporation (BMC) designed the Mini with front and rear subframes, unibody construction, front wheel drive, and a small .85-liter engine. The Mini was first released in August 1959.

Initially the Mini was not very successful. Apparently, the public was leery of the many new innovations that the Mini contained. Famous people such as Peter Sellers, Twiggy, Steve McQueen, Enzo Ferrari, and the Beatles all purchased Minis, helping to boost the car's sales. The Mini Cooper was developed and dominated racing and rallying in Europe in the 1960s. BMW bought the Rover Group (previously called British Leyland) in 1994, and production of the original classic Mini ceased in 2000. It was replaced by the MINI, which is still in production 20 years later.

British and European cars were well represented at the show. Other British marques on display included Aston Martin, Austin, Austin-Healey, Bentley, British Leyland, Jaguar, Land Rover, MG, Morris, Range Rover, Rolls-Royce, Sterling, Sunbeam, and Triumph. Other European marques included Alfa Romeo, Ferrari, Fiat, Mercedes-Benz, Porsche, Saab, and VW.

Mark and I enjoyed walking around, talking to car owners, and looking at the cars. The weather was overcast, but luckily the rain held off until after the show had ended. There were well over 160 cars at the show. Tidewater MG Club members present included Mike & Jennifer Ash and their 1972 MG GT-V8, Terry & Susan Bond and their 1974 MGB-GT, Dan Ciccone, David Ford, (with his 1972 MGB in the parking lot), new members Ross & Ann Haines and their 1953 MG TD, Tim Hund and his 2018 Morgan 3-wheeler, Richard & Nancy Lodge and their 1953 MG TD, Marion & Mark McAlpine, Bob & Missy McKenna, Rob MacPherson and his 1953 MG TD, new members Scott & Michelle Parker and their 1971 MGB-GT (which won 1st Prize in the GT Class), PJ & Faith Peterson and their 1977 MGB, and Bruce Woodson.





ELECTRICALS – Tech stuff – by Terry Bond

I'm not convinced electricity really exists. You cannot see it. Sometimes you can detect strange odors, but how do you know they are electrical in origin? (I'm often told there is unmistakable smell of something burning).

So-there we were, surrounded by darkness, on a stormy ride somewhere, and the wipers we had "fixed" a couple of years ago (and have given acceptable service since) decided to suddenly go into hibernation. Disclaimer – neither I nor the Lucas company have any stock holdings in Rainex.

We knew from previous experience that jiggling wires sometimes coaxes things back into life. It must be like blood through the veins, or water through the hose while you are washing your LBC. A little kink can cause serious problems. So- we decided to methodically trouble-shoot the system to iron out any "kinks." A jar of Lucas replacement smoke was close at hand, as was a suitable UL approved fire extinguisher.

From 1971 to 1974 the power for the wipers, heater fan and electric washers are all on the same circuit (hose) and comes from the accessories position of the ignition switch. There is a white/green wire, an in-line fuse below the fusebox, and a green/pink wire. Usually, the blower fan and wipers quit together. If that's the case, then check that in-line fuse. Sometimes just cleaning it and reassembling it will bring things back to life again. That's what worked for us last time. This particular "kink" is often discovered by just wiggling those wires a bit. That's sometimes the simplest test (and repair) available. You can follow that circuit back to the ignition switch if necessary. We'll try that in a minute.

There are other issues that could be a problem – slow wipers may be an indication of problems within the wiper motor itself, causing mechanical drag, but – keeping in mind the **easy and simple comes first** whenever trying to figure out anything, I decided to just get out a simple electrical probe –one of those little sharp pointy test lights, and see if we had power moving through the circuit (hose). Exactly how much power would require a rather strange looking device called a "multimeter." But, before that, I just decided to see if there was a "kink" in the line somewhere I could straighten out.

Before starting, I removed, checked, and cleaned the in-line fuses and connectors, while Susan, with her slightly smaller hands, pulled apart and cleaned bullet connectors under the dash that fed to the wiper motor. Good connections are a must and we wanted to eliminate any potential complications from those that were easiest to access (sort of). Warning-some of these connectors are hidden and require a flexible spine to get to under the dashboard. Others require removal of the console to reach!

With the ignition key set to the accessory position, I began using the little test light to see what would happen. I checked the connections to the in-line fuses, and they seemed fine, but there was no power getting to them. Since neither the blower fan or the wipers worked, it seemed logical the “kink in the hose” must be from that end of the circuit (further back towards the ignition switch).

My first check was to see if that fan blower motor switch was getting juice from the ignition switch. Nothing! I think I’ve potentially discovered a “kink.” By simply jiggling the ignition switch, toggling the key gently back and forth, I discovered it made my test light flicker. Ahah-a defining moment!

To be sure the ignition switch itself might be the major source of trouble, I started the car, gently continued to jiggle the key a bit, and the wipers suddenly burst into life. (well, maybe “burst” isn’t the right word, but it sure felt nice to see them moving again at a fairly good pace too). At the click of the switch, the fan blower motor sprung into life also. So-with those circuits now fully energized, I again used that lighted probe to check all along the pathway. All seemed normal. I shut things down, continued to “wobble” the ignition and that seemed to actually provide some degree of cleaning to the contacts hidden within. Since disassembly of the ignition switch itself is more of a project than I wanted to undertake, a squirt of cleaning solution designed for electrical connections will be fine. Having a small can of that in your tool kit is a good idea. You can find it where you buy computer stuff.

Eventually, I took out my trusty old Radio-Shack multimeter and checked voltage down the line at points along the circuit (hose) that can be easily accessed. Note – it really takes three hands to do this. One hand holds the meter in a position where you can see the little screen, and the two other hands each hold one probe. One goes to ground, the other to whatever you are going to check. I don’t know why all you-tube videos on how to use a multimeter show it laying neatly on a workbench, with parts being tested laid out beside it. That’s just not how things are in reality. A helpful hint- if you whittle down the tips of a wooden clothes peg, it becomes a wooden alligator clip that can easily hold the ground probe of the multimeter in place while you probe around with the other one. My multimeter also has a magnet on the back so it can be placed into a good position on something metal.

I’ve read everything I can find about MGB wipers on the various discussion forums, and it can get terribly complicated. For those who know the difference between volts, amps, ohms, and what all those funny symbols on a multi-meter mean, I’m sure it’s very simple. But, for those of us who are not sure electricity really exists, it can be a chore to try and figure things out.

From reading those discussion forums, it does appear that jiggling wires seems to be an acceptable form of checking things out, and perhaps even a suitable repair technique in some situations. In this case, we will eventually remove the plastic cowling on the steering column, thoroughly clean contacts on the ignition and wiper switches, then use some more of that magic spray contact cleaner to ensure good connectivity. That might get us through another couple of years before we have to jiggle things again.

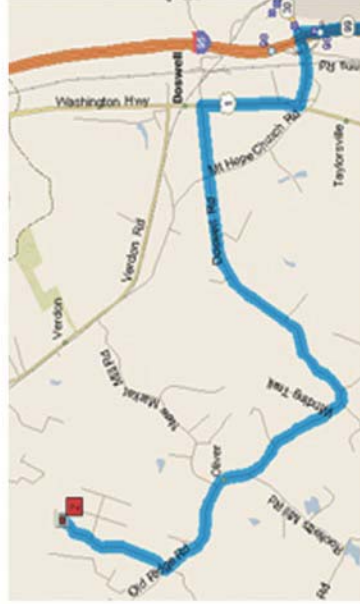
I accept my totally inadequate electrical upbringing as a challenge though, and in the near future, I will enlist the aid of a few experts who actually speak BASIC electrical lingo so even I can understand it, and try to relay to you some basics. I might even have a go at writing up an article on how to use a multimeter as I too learn where those probes really go.

In the meantime – remember to keep it simple when trouble shooting anything. Don’t start by taking things apart. Think first, and approach diagnosis in terms of easiest and simplest first.

Happy motoring -
Terry



Meet at our usual starting place on Northampton Blvd next to I-64 at the old Lake Wright hotel/Norfolk Premium Outlets complex in the parking lot across from Chick-Fil-A, where we met for the Spring Tour. Plan on meeting there NLT 10:30AM.



exact routing may be updated on departure day.

Monthly Meeting
Saturday, June 5th
Alan & Becky
Watson
17312 Tiswood Dr.
Beaverdam, VA
804 227-3807

- 1). Take I-64 West to exit 200, I-295 North.
- 2). Take I-295 North to exit 43, I-95 North.
- 3). Take exit # 92B, Rt. 54 West, Ashland. (Randolph Macon college exit).
- 4). Stay on Rt. 54 through 3 traffic lights, over the RR tracks, continue past a 4th traffic light (Rt. 666 Bianton Rd.)
- 5). After that 4th light, take the second right onto Rt. 686, Horseshoe Bridge Rd.
- 6). At the stop sign turn right onto Tower Rd, Rt. 795.
- 7). Road bears left becoming Rt. 686, Campbell Lake Rd.
- 8). After Left hand bend, turn right onto Rt. 685, Rockets Mill Rd.
- 9). At stop sign, turn left onto Old Ridge Rd. (fun fact, the old church in front of you was Patrick Henry's regular parish as well as Dolly Madison's).
- 7). Drive approx. 1.2 miles and turn right onto White Pine Rd. (Little River Estates).
- 8). Follow White Pine to end, and turn right onto Tiswood Drive.
- 9). Drive approx. ¼ mile on Tiswood Dr, we are the first house on the right.



The Dipstick

Tidewater MG Classics

C/O Kathy & Mark Davidoski

4705 Little John Road

Virginia Beach, VA 23455

davidoskicrew@cox.net

Affiliated with



North American MGB Register



NAMGAR

North American MGA Register

FIRST CLASS