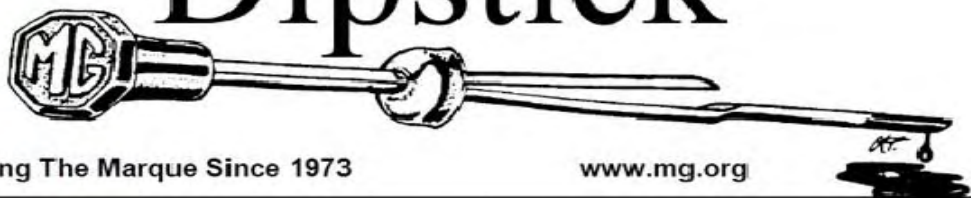




# The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

Volume 51 Issue 4

April 2024

## *Activities* Report, March 20, 2024

The first quarter of 2024 is almost over. Beautiful Spring weather is upon us, with opportunities to be in our “happy place” – the seat of an MG on open roads. March wrapped up with a great and well-attended monthly meeting at Scott and Anita Kampe’s home despite less-than-springtime weather. Also, our club had an “official” booth at the TRAACA Swap Meet, and then some of the members attended the “Cars and Coffee” event in Williamsburg. Our VP, Rob MacPherson, led a contingent of Tidewater MG Club cars to Williamsburg, including Tommy Keiningham, Scott Kampe, and Bob Stein. They joined other British Car owners in Williamsburg, and Rob reported that there was a good turnout of Rolls Royces, Bentleys, Mercedes (Tommy drove his) and MGs (Rob in his A and Scott in his B). After the car showing, the group traveled up the beautiful rural Route 5 and “partied” at the Upper Shirley Vineyard.

In a two-for-one special, our April monthly meeting will be combined with our Spring Tech Session at the home of Mathieu Huovinen in the Ocean View area of Norfolk. Be there to “kick tyres” at 10:00 AM April 14, followed by the meeting at 10:30, followed by the Tech Session. Bring your “sick and lame” to be healed!

Our annual Spring Tour will be headed to the mountains for a drive April 26-28, and for anyone interested in a different road trip, the annual Britain on the Green will be held at Gunston Hall in Lorton, Virginia. For more info see <https://www.britainonthegreen.org/>. The event is held by the Triumph marque, but all marques are welcome!

Closer to home, get ready for the Williamsburg Car Club British and Import car show on May 4 from 10:00 AM to 2:00 PM at the Shops at High Street. Registration information can be had at <https://wmbgbrit.com/car-show-registration/>.

As a reminder, there is a wonderful opportunity available starting in 2025... there’s an opening for a new Activities Director! This will be my last year at this post and I know many members have great ideas for new drives and destinations to share with the club, so if you’ve been considering this, make your decision. Beat the rush and throw your hat in the ring now!

*Safety fast.* (as always), Bruce Easley

### TMGC Coming Events

Apr 14 - Meet/Tech at Huovinen’s

Apr 26-28 - Spring Tour

May 7 - Meet: MacPherson’s

Jun 8 - Meet: Watson’s

July 9 - Meet: Wallach’s



# Marque Time!

## President's Message

We had another great month for the TMGC Family! I want to thank Scott and Anita Kampe for hosting the March meeting at their lovely home deep in the heart of Chesapeake. Despite the cloudy, dreary, drizzly weather we had a strong turnout, enjoyed a few hours with our MG faithful, and savored Jersey Mike's banquet that Scott and Anita graciously provided. Even though the weather was a little "sporty", Sue and Terry Bond braved the raindrops and were the ONLY ones to drive their MG to the event. And to think that

Michelle and I, only living a few miles away, decided to drive the ole modern car to the event...oh, I'm shamefully weak .

A huge thank you to Mike Haag, Rob MacPherson, Shane McKean, Robert Perrone, Mark Davidoski and Terry Bond for their support to the annual TRAACA Swap Meet hosted at Nansmond-Suffolk Academy. Mike and the

crew with some business card assistance from Bob Stein, manned the TMGC table and greeted antique car enthusiasts from the Tidewater area. We passed out business cards to potential future members and even added a former member, Dan Cicconne, who recently moved back to the Hampton Roads area. Terry was leading the charge to auction off wonderful authentic MG jackets and offered up other tech items donated by our long-time member Doug Wilson. Doug's generous contributions raised over \$180 for our club treasury....Thanks Terry and Doug!!

I want to take a moment to provide an update on Donald Ladd. Don was successfully implanted with a heart monitor earlier this month which will hopefully help identify any significant heart concerns. However, on a more concerning note, Don underwent unsuccessful exploratory heart surgery after the doctors had difficulty keeping Don's throat open during the procedure. The doctors will now continue to monitor Don's heart, via the heart monitor, for the next month to determine a path forward based on the data collected. Please continue to keep the Ladd's in your thoughts and prayers! They truly appreciate the outpouring of support you all have provided over the past few months....thank you so very much!!!

Mathieu Huovinen is up next and will host a combined Tech Session and Club Meeting at his home nestled along the south shore of the Chesapeake Bay in Norfolk on Sunday, 14 Apr. Kick the tyres at 1000, meeting at 1030 and Tech Session to follow. So, bring your MG questions, concerns and challenges to the meeting this month. Hopefully, the weather will cooperate, so we can enjoy a wonderful drive to the beach and have another great event with the MG crew. Well folks, that's all from the cheap seats here at the Parker home. See you next month!

*Saftey fast.* Scott

### TMGC Offices and Committees

President	Scott Parker	TMGCPres@mg.org
Vice President	Rob MacPerson	TMGCVVP@mg.org
Secretary	Michelle Parker	
Treasurer	Mark Davidoski	Treasurer@mg.org
Dipstick Editor	Jim Villers	Editor@mg.org
Activities	Bruce Easley	Activities@mg.org
Webmaster	Mike Haag	Webmaster@mg.org
Historian	Sue Bond	
Regalia	Rose Ladd	
Technical	Terry Bond	
Membership	Mike Haag	Membership@mg.org

# Meeting Minutes

March 6, 2024 By Michelle Parker

On this rainy March evening we met at the home of Scott and Anita Kampe. Only one MG was brought out for this one! We had about 25 members in attendance.

President Scott Parker called the meeting to order, thanking Scott and Anita for hosting us. We had new member Ted Dickson out. He has a yellow '74 MG that he got back to running with the help of Mark, Mike, Robert, and Frank. Former member Doug Kennedy was back with us after some time away. Mark, Paul, and Frank helped him get his newly acquired MGA into his garage. He'll be working on it this summer. Sounds like both Ted and Doug have some work ahead of them bringing these cars back to life, can't wait to have them on a drive with us one day. The minutes from our last meeting were then approved.

The Vice President's report was brought by Rob MacPherson. He announced that our next meeting is the Spring tech session coupled with the monthly meeting on April 14th at Mathieu Huovinen's.

The Activities Report was brought by Scott, as Bruce was unable to attend. He reminded all of the TRAACA Annual Swap Meet. We took a look at a couple items that were donated for auctioning at the swap. And a reminder was given for the upcoming Cars and Coffee happened on the 17th in Williamsburg.

Treasurer Mark Davidoski gave the Treasurer's Report. He said it was a quiet month with only one check going out for \$125 reimbursement for our last meeting. We had \$237 come in, giving us an ending balance of \$1869.22. If you still need a name tag, let him know.



*Rob MacPherson gives the VP Report*



*Andy Wallach and others "kick the tyres"*

The Dipstick Editor Jim Villers said everything's due on the 20th and he'll publish whatever he gets.

The Membership Report was brought by Mike Haag. There was no change from last month, we're still at 92 members and 140 MG's.

Terry Bond gave the Technical Report, promising the next thing he'll put out is the article on regula-



*President Scot Parker “modeling the MG Jacket donated by Doug Wilson*

needs. Jim’s V8 is back in his garage! Body work and paint are complete and he’s in the process of putting it back together. Jim said it’s a good thing he’s got this project to keep him busy and out of trouble.

Regalia With Rob, as we are still missing Rose and Donald. An MGB GT Matchbox car went to PJ. The 50/50 went to Robert in the amount of \$25. And a framed picture of a green TC went to Al.

This meeting of Tidewater MG Classics was adjourned. If you’d like to see what you missed, check out the YouTube video of the meeting at <https://www.youtube.com/@TidewaterMGClassics>

tions for antique cars that he’s been talking about recently.

Our check in with Susan Bond, Club Historian, was quick, with it all being on the website.

There was no Old Business to discuss. As for New Business: Paul is looking for “a drum to drum rear for a B, preferably a Salisbury style.” (Does that mean it’s covered in gravy and over mashed potatoes?) Doug mentioned that he’s been ordering parts from SC Parts out of the UK. It’s been an excellent resource for him, check it out if you’re looking for parts. Scott Kampe brought up potentially having a resource guide for new club members, or even older members with new problems/needs. If anyone would like to work on putting that together, it would be appreciated. A change has been made to the website in how the email addresses are listed. Rather than be personal email addresses of club members, there will be simply a few @mg.org email addresses that are then forwarded to the correct person. We will be implementing this change to future Dipstick issues as well. This simplifies things and makes personal information more secure.

For Marque Time, Mark mentioned how the DMV can be such a pain, and for those that don’t know, DMV Select sites can be much quicker for many, but not all, of your DMV



*Scot Kempt properly displaying the subs*

## TMGC at the Swap Meet *.. by Terry Bond*

Swap Meets-Flea Markets- Auto jumbles and whatever you call them are a load of fun, as well as a load of “stuff.” What do you need for your old car?

Somewhere in the history of the automobile, someone laid out a blanket on a street-corner somewhere and started selling car parts. The earliest known such example is documented in a photograph and article from a French newspaper in 1904. That year an entire section of a Paris street market was dedicated to second hand automobile pieces.

Today, swap meets are usually held in conjunction with collector car events. The world’s largest is in Hershey PA every October. Sometimes they are stand-alone events such as the one held annually by the Tidewater Region of the AACA (Antique Automobile Club of America). For many years I was chairman of the event. Now that I’m officially retired from that job I can enjoy displaying my wares, selling a few bits and pieces (to finance acquisition of more), and visiting with old car friends.

Hard at work having fun.

It’s held in March. Who knows why, but we’ve usually escaped severe weather and have never been rained out, buried in snow drifts, or frozen. Most years an early taste of spring has made this a welcome end of winter celebration and a spring-time cabin fever escape party. It’s just plain fun with a side-line. You can find something you need (or don’t), you can make a few bucks, and splurge on a hot-dog, soda, hot coffee, a donut (or 3) and visit with friends.

This year the event was once again at the Nansemond-Suffolk Academy on Rt 460, just off Rt 58, in Suffolk. The gates opened early and vendors were already setting up by 7:30 both outside and inside the warm and dry gymnasium.



Shayne McKean at MG Club table with the King

The weather forecast was (to be blunt) crappy. In keeping with tradition though, the temps were not unreasonable for that time of year, and the promised rain had not materialized yet. Outside vendors were prepared with awnings though, just in case. The crowd was thick and it was a buying/selling frenzy. Everyone was trying to beat the weather so sellers and buyers were both eager.

The Tidewater MG Classics swap meet booth ready to greet British car lovers.

TMGC was well represented with an indoor booth prominently located in front of the entry doors. Club members and our “special volunteer” none other than the King himself, were there to welcome everyone.

Our special guest volunteer, none other than HRH King Charles.

The table was covered with MG stuff, much of which had been donated by Doug Wilson. Sales were brisk and quite a bit was raised for the club treasury. Thanks Doug! The two wonderful jackets were won by two of our own club members, who will no doubt model them at our next events (weather permitting).

Big thanks to club members who helped promote the club and handle the sales, Rob McPerson, Shayne McKean, Mark Davidowski, Robert Perrone, and Mike Haag were there helping the King. Bob Stein was there helping with the event, Sam Kern was one of the vendors, and other MG members were seen spending money including Paul Fuqua, Richard Hall, Harry Park, Jim Villers and others. Barry Bas-



Richard Hall, Paul Fuqua, Shayne McKean, Robert Perrone, and Mark Davidowski at the MG Club table at the TRAACA Swap Meet.

night was also helping and was actually in charge of the coffee. Sandy Hall and Tammy Park were seen helping us maintain our energy levels by selling donuts and other baked delights necessary to ensure a successful early morning event. Long-time member Dan Ciccone renewed his membership and we expect several others to join. It certainly was great PR for the club.

By about 10:30 it began sprinkling. The radar maps did not look good so buyers began to congregate indoors, and outside vendors began packing.

Everybody with experience at these events knows the early bird gets the worm. You catch the goodies while vendors are just setting up. Even on Friday when I set my own booth up indoors, there were early-bird buyers wandering through. The event is advertised as open from 8AM until 1PM and in keeping with those posted hours things were winding down just after lunch-time. By 3PM my own stuff was packed and I was on the way home. It was raining pretty hard by then, but still, it was another great swap meet.

We're already looking forward to next time and hopefully, it'll become an annual event and a spring-time outing for MG enthusiasts. **Terry**

## Understanding Antique and Vintage License Plates

By Terry Bond (based on information from the Virginia Department of Motor Vehicles)

<https://www.dmv.virginia.gov/vehicles/registration/antique>

I'm not advocating for licensing your LBC as an "Antique" but if it's at least 25 years old it's eligible. This article is written to help with an understanding of what it entails. There are a lot of misconceptions about restrictions on usage of those special plates.



*Sample Virginia antique Plates (the right one can be personalized)*

For purposes of clarification – an "Antique" license plate is for use on qualified antique vehicles.

A "Vintage" license plate is a plate that was manufactured in the year the plate is dated. These plates can be registered and used in lieu of an "Antique" license plate on a qualified vehicle made the same year as the plates were. They are often referred to as "year of manufacture" plates..

Virginia's personalized license plate procedure applies equally to license plates used on qualified antique vehicles. Yes, you can obtain a "personalized" Virginia Antique license plate. We have done that with both our MGB and MGTC.

If you own a passenger vehicle, trailer, semi-trailer or motorcycle with a model year that is more than 25 model years old before January 1 of the current calendar year, you've got an antique!

Most car clubs also recognize 25 year old vehicles as "antique." Be aware that each state has their own individual regulations. We're talking about strictly Virginia here, so if you have a car registered in North Carolina, or any other state, you'll need to review the laws there..

Depending on how you plan to use your vehicle, you may choose antique, vintage (year of manufacture) or any of Virginia's standard license plates.

Antique license plates are provided by DMV, while vintage license plates are original Virginia license plates issued before 1976 that you provide.

Passenger vehicles and trailers manufactured in or after 1973 are not eligible to use vintage license plates, as DMV began issuing yearly decals for passenger vehicles and trailers that year. You will only be able to use antique or standard license plates issued by DMV on those vehicles.

## Using Your Antique Vehicle License Plates

If you plan to use your antique vehicle or trailer solely as a collector's item, you may register your vehicle with antique license plates or permanent vintage (Year of Manufacture) license plates.

Registering your vehicle either of these ways limits your use of the vehicle to:

- Participation in antique car club activities, exhibits, tours, parades and similar events.
- Testing its operation, obtaining repairs or maintenance, selling the vehicle or trailer, transportation to and from events as described above and for the occasional pleasure driving, not to exceed 250 miles from your residence.
- Carrying or transporting passengers, personal effects or other antique motor vehicles being transported for show purposes.

For purpose of clarification – and to help you decide on how to license your LBC, think about how you actually use it. Do you use it for club activities? The 250 mile limit from your residence applies only to “occasional pleasure use.” Going to and from other club activities is fine and there is no mileage restriction when used for that purpose.

You may not use your vehicle for general, daily transportation. This includes, but is not limited to, driving to and from work. Of course you are not permitted to use the vehicle for business purposes. If you own a lawn care business and are using your 25 year old pickup truck to haul equipment around, you're not complying with the law!

If you are providing vintage license plates to register your LBC, then the year embossed on the license plate must match the model year of the vehicle. Additionally, DMV must inspect and approve the physical condition of the vintage plates.

To register your vehicle with antique or permanent vintage license plates, DMV charges a one-time \$50 registration fee. Use the Vehicle Registration Application (VSA 14) or the License Plate Application (VSA 10), and the Antique Vehicle Applicant Certification (VSA 10B).

- Your license plates will be valid for as long as you own the vehicle.
- You may not transfer your license plates to another vehicle, but you may surrender them to DMV and then register them to a different vehicle for an additional fee.
- Unless the vehicle was manufactured for one license plate only, you must display license plates on the front and the rear of your vehicle.
- Using the Antique Vehicle Applicant Certification (VSA 10B), you must also certify that you own, or have regular use of, another vehicle, without antique plates, for daily use and that the vehicle or trailer you want to register with antique plates can be driven safely on Virginia highways.



## Using Your Antique Vehicle For Everyday Driving

In order to enjoy unrestricted driving privileges in your antique vehicle, you'll need to either:

- Purchase standard license plates (not antique plates) from DMV or
- Provide vintage license plates and register your antique vehicle for general transportation purposes.

No matter which option you choose, you will be subject to the same registration requirements contained in the Virginia code.. So if you choose to use vintage license plates, just like owning a modern vehicle, you'll have to:

- Renew your vehicle registration every year or every other year (depending on whether you renew for one or two years), pay the same registration fee you would pay to purchase standard license plates.
- Display month and year decals on your vintage license plates.
- Obtain an annual safety inspection sticker for your vehicle.

If you own another vehicle or trailer of the same model year, you may transfer your general transportation vintage license plates to that vehicle using the official registration process.

Violations of the antique vehicle rules are Class 4 misdemeanors and will result in the revocation of your antique or permanent vintage license plates for a period of five years from the date DMV is notified of your conviction.

## Additional Information

For more details about the use of antique or vintage license plates, visit Virginia Code Section 46.2-730

You can print a copy of the above information and carry it with you in your car for reference if needed. You can also print a copy of this article to carry with you.

*Safety fast.* Terry

## TMGC Membership

We received one renewal at the TRAACA Swap Meet: Dan Cicconne  
Chesapeake, VA 1979 MGB

We are currently at 93 paid memberships and 141 MGs in the database with the various models broken down by numbers that can be viewed on the website at <https://www.mg.org/clubinfo.html>. If you have any changes in your contact information or MGs, please let me know by email at [membership@mg.org](mailto:membership@mg.org).

*Safety fast.* Mike Haag

***“Just when I thought I was out, they pull me back in....”***

***(Al Pacino, Godfather 3) ..... by Doug Kennedy***

In 1993 I told my wonderful wife “You know, I really want to restore a British sports car before we start a family.” She smiled, reminded me that we weren’t getting any younger, and soon after I told her that I had scoured Hemming’s Motor News and found a likely candidate. The start of a 30-year fascination with all things MG was underway. With an incredible amount of assistance from Vince Groover and Frank Linse, as well as monthly advice from too many club members and tech sessions to remember, my nights and weekends were consumed by that first restoration. 18 months later I was done, and a father, both happening according to plan! That pale primrose 1969 MGB still sits in my garage and always will. Only now it’s in Maine where we have a summer place to escape the Tidewater summer sauna. Much was learned trailering it there behind a U-Haul. But that’s a story for another day (coming attraction: extra ratchet straps from Harbor Freight in Salisbury Maryland are your friend unless you want to see sparks in your rear-view mirror). The roads in Maine are B-friendly and Moose are more likely to be driven under than deer are. Still, I had a long-standing MG itch I wanted to scratch at the twilight of my professional career as the B had satisfied when it began. I had been scouring the interwebs for an MGA for years. Unfortunately, two things had become evident. As I noticed when I bought my B decades prior there were two flavors of MGAs. The first were basket cases in need of tens of thousands in repairs. The second were those that had already been restored and now cost tens of thousands. That might be a bit of an exaggeration but as I watched prices climb, I started to resign myself to my A-less fate. Still, I hunted. There was the 57 and the owner who said with all sincerity when I opened the bonnet “OH, for my asking price you were expecting an engine too!?” There

was the 60 and owner who called on my way to see it to tell me “If you could wait until my husband’s car is out of the driveway it would help. I’m not sure he knows it’s for sale.” Then there was the 59 in the barn in Maine that “might need to be towed out” that upon first sight had obviously become one with the earth, slowly settling into the soil to the point that a groundhog had dug its burrow through what was left of a floorboard. The frame, well, an archaeologist would have been



Doug Kennety’s MGA as he found it in a garage.

needed to exhume it. Still, my stubbornness and cheap skate tendencies were persevered. My quest for the MG unicorn of “Needing some reasonable work mechanically and the body is in pretty good condition” remained my goal. A long shot, but hope’s cheap too. Well, one day this past fall I stopped by Frank’s garage/“Center for the Solution of all the World’s Problems” and he casually commented, “You know, there’s an A for sale in the Dipstick....” I made the call an hour later. That’s when things got spooky. I expected the usual craziness and caveats. At this point, I was ready for “It’s a good car but I think it’s possessed. If you know a good priest just have it exorcised after you change the oil.” So, the owner and I spoke and a few minutes later we both realized we knew each other. He was one of my students 32 years earlier! Oh, and after a multi-State hunt, this car was two miles from my house, in a garage, where it had sat for 25 years since the passing of his father! A few days later we cracked the door on the garage and started poking about. Under the dust, the unicorn had been found, a 1962 Mark II, one of the last 300 built. A few days after that, and with the help of Frank, Paul Fuqua and Mark Davidowski we got the rear drums unlocked and pushed it into the sunlight for the first time in a few decades. After getting it to my house in Chicks Beach and poking around some more it has started to tell its story the way all old cars do. You never know if there will be a fatal or costly surprise and so far, so good (as I knock on wood repeatedly). The engine started with some fiddling and coaxing, and the compression was great. The past “restoration” was halfway decent and a good foundation for what I have planned. While the carbs hooked up to the heater control was a real head-scratcher, the tubes holding air after a month were as well and both produced smiles. So, the work has begun, and as I write this a box from SU sits nearby with the bits to start my carb rebuild. It’s going to take a lot of work and a lot of time. I’m looking forward to both because I know it isn’t only about the end product. It’s about the problems solved, the friendships rekindled, and the friendships made along the way. I’m an MG guy and just when I thought I was out of the MG restoration game I’ve been pulled back in.

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### **No Tools!!!!** ..... By Bob Stein

On Sunday morning, March 17, four of us gathered at the Comfort Suites Lake Wright for a caravan to Williamsburg. The plan was to participate in a Cars n/ Coffee with the Williamsburg Sports Car Club and the visiting Chesapeake Chapter of the Rolls Royce Owner’s Club, which ran from 8 am until 10 am, with a tour to follow. Mina (TC6911) fired up and provided a great ride to the hotel. She did show some uncharacteristic snarkiness at the light for Lake Wright, but I put that off the cool weather.



Bob Stein showing his MGTC ready for the drive to Williamsburg for the Cars & Coffee

## The Dipstick



*Bob Stein's MGTC resting on Mercury Boulevard without life and waiting for a tow.*

One problem. I had pulled the tool bag to use with Wildflower (TC5308) which is getting a new oil pump and brake system rebuild. The clerk at the 7-11 Mina had limped to was able to dig up a flat blade screwdriver and a pair of pliers. I swapped out the distributor plate, feeling certain that the points were bad. The car started right up and idled nicely while I added a few gallons of gas, then roared off for a triumphant run down I-64 with hopes of beating the others who were taking a more sedate back roads run. I got one block away.

This second crash and burn – well, stall and die – obviously wasn't the points, so I called Hagerty for a free flat-bed tow home. The fuel pump had been clicking when I turned on the ignition, and the points had gotten it running for a (very) short time, So I was still thinking it could be ignition related. Besides, even though I had a brand new fuel pump sitting in the 'spares' box, it did no good without the tools I needed to replace it. So I ended up waiting two hours for a tow. Sunday morning is not a good time for a breakdown.

Once the car was home, I pulled the fuel line and turned on the key. Nada. So I spent all of ten minutes to install the new pump and – big surprise – that car started right up and ran perfectly. My guess is that the vacuum of higher RPMs kept the fuel flowing, but low speed and idling didn't cut it. I also have learned a valuable lesson – that I will most likely forget next week. Keep a set of basic tools in any car you drive, including the newer ones. A burned-out headlight in my Hyundai Sonata required purchase of a few tools to change out. And if I had kept Mina's tool kit in Mina, I'd have been on the road in plenty of time to join the others in Williamsburg.

We rolled out at 7 am with Rob McPherson in the lead. I had some issues with the car when we came to stoplights, but normal driving seemed... well,, normal. We got through the Hampton Roads Bridge Tunnel and got off on Mallory Street, then turned on Mercury Blvd. That's when Mina decided she had had enough – or as it turned – wasn't getting any. Gas that is, though I didn't find out for sure until later.

After sending the rest of the party on, I tried to figure out what was wrong. Lots of spares, including a spare distributor, 3 distributor plates with pre-set points and condenser and a new fuel

pump, One problem. I had pulled the tool bag to use with Wildflower (TC5308) which is getting a new oil pump and brake system rebuild. The clerk at the 7-11 Mina had limped to was able to dig up a flat blade screwdriver and a pair of pliers. I swapped out the distributor plate, feeling certain that the points were bad. The car started right up and idled nicely while I added a few gallons of gas, then roared off for a triumphant run down I-64 with hopes of beating the others who were taking a more sedate back roads run. I got one block away.

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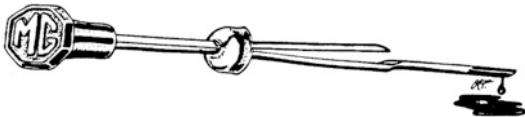
*Bob Stein's MGTC resting on the roll back ready for the trip home*

# Is Your Car in Need of a Tech Session?

Bring it to Mathieu Huovinen's Garage  
Sunday, April 14th Kick tyres at 10 AM, meeting at 10:30  
with tech session to follow.



9614 16th Bay Street  
Norfolk, VA  
23518



## First Class

# The Dipstick

## Tidewater MG Classics

C/O Jim Villers  
3133 Inlet Road  
Virginia Beach, VA 23454

*Affiliated with:*



**NAMGAR**  
North American MGA Register