



The Dipstick



Dedicated To Preserving The Marque Since 1973

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Volume 51 Issue 11

November 2024

Activities Report, Oct 18, 2024

Well, it's been a nice ride – for me as Activities Director, that is. But now we are getting ready to shift into high gear! After five years, the seat is being turned over to Pam Morris and Shayne McKean, and I'm sure they are revvin' up to get rollin'. They will be setting up the annual Holiday Lights drive at a new venue on the South side this December, so mark your calendars for Dec. 10 and look for their update information.

As I write this, the Fall Tour for 2024 is in progress, and our members are running the roads in Virginia and Maryland, with good weather for the excursion. Our club is somewhat of an anomaly, in that we actually DRIVE our MGs. We may have some “garage queens” as well, but for the most part, we are drivers. And we have some shining examples of members who both drive their MGs on outings AND win ribbons at shows. That's why this club is so much fun – it's because we do so much and we are a FUN group.

There's still plenty to do before the year is out. This month we participate in the Trunk-or-Treat at Big Ugly Brewing, 845 S. Battlefield Blvd. in Chesapeake from 1 to 3 PM on Sunday Oct. 27. This is a fun event for the kids as well as us; decorate your car in Halloween style and bring several bags of candy! In November we have a meeting at the home of the Olcheskis on the sixth, participation in the Virginia Beach Veterans' Day parade on the eleventh, and then a Tech Session at the Bonds on the seventeenth. Our year wraps up in December with the aforementioned Holiday Lights drive followed by our Holiday Brunch at the Princess Anne Country Club on the fifteenth.

It won't be long before 2024 is in the rear view mirror, so get out there and drive and make some (more) memories!

Safety fast. (as always), Bruce Easley

TMGC Coming Events

Nov 9 - Meet: Olcheski's
Saturday - 11:00 New Time

Nov 17 - Tech: Bonds

Dec 15 - Holiday Brunch



Marque Time!

President's Message

**from
Scott Parker**

What a great night for a Chili Cook-Off! Mark and Kathy were spectacular hosts and had a great spread of Chili fix-ins, adult beverages and deserts + some Halloween candy sprinkled in. Thanks Mark and Kathy for your hospitality and kindness and allowing our crazy crowd of MG fanatics to infiltrate your pristine home...it was a blast! To my surprise, we only had 4 Chili's entered into the world-famous Chili Cook-Off competition, and the voting margin was razor thin, but after tallying the votes...drum roll please... Michelle Parker came out the winner! (I'm a little biased, but I do think she makes a mean chili). All in all, the club had great turnout on this cool and dry fall evening and enjoyed a great night of fun and fellowship with the club.

We even had a couple new members join the club; Terry Walburn who inherited a MGB from his father, and former long-time members Tom and Jeane Lund, who are back with the club after a long hiatus...they are hopeful to get their MGs road worthy again! Welcome Terry, Tom and Jeane!!

I've got good news this month! After several setbacks over the past year including a major stroke, heart attack and extreme migraines Donald's condition is improving! The headaches are manageable now, and he's slowly gaining strength and able to walk short distances with the assistance of a walker and/or cane. He was hopeful to make the October meeting, but wasn't quite feeling up to it, but they are planning to attend the November meeting and may even swing by and support the Trunk or Treat at Big Ugly Brewery later this month. Unfortunately, they won't be available for the Holiday Party, due to a "Mystery Trip" planned by their family that they are very much looking forward to. We'll definitely miss them this year, but are excited for their well-deserved surprise trip. Have fun guys!!

Well, the club has spoken! By an "overwhelming margin" the club voted that the current crop of TMGC leadership cronies will remain in their current position for another year. That means I will remain as President, the honorable and distinguished Rob MacPherson your VP, the beautiful and talented Michelle Parker your Secretary and the President Emeritus Mark Davidoski your Treasurer. So, I want to apologize in advance to you fine club members, that you'll have endure another year of our "leadership". May God save us all!

I want to thank Bob and Missy McKenna for orchestrating an extremely delightful Fall Tour. This was our first time on a tour and we had a great time exploring the Havre de Grace, MD region and spending time with the MG crew. We even navigated a couple maintenance issues that sidelined Mark Davidoski's and my car for a day, but the MG Pit Crew (Jim Villers, Robert Perrone, Mike Haag, Rob MacPherson, and Terry Bond) held fast to the TMGC Motto "No Man Left Behind" and solved Mark's distributor and my alternator & battery issue. Everyone made it home safe and sound with all the cars running at full strength. Thanks again Bob, Missy and the MG Pit Crew for a wonderful Fall Tour.

For our next meeting, we'll get together Wednesday, Nov 6th, at the wonderful home of Bill and Renee Olcheski's located at 1409 Edgartown Ct, VA Beach, VA 23546. We've pushed the meeting a day to the right to accommodate our nations Election Day, so please get out there and vote!! Looking forward to seeing everyone next month! Well folks, that's all from the cheap seats here at the Parkerabode.

Safety fast. Scott

Meeting Minutes - October 9, 2024

By Michelle Parker

This meeting was our annual chili cook-off at the Davidoski's house. It is always such a fun night.

President Scott Parker called the meeting to order and thanked Kathy and Mark for hosting us. He recognized our new member Terry Walburn, he owns a '79B. We also had returning members Tom and Jeanne Lund. They own a TD, an A, and a B. They first became members back in '75. It's been about 10 years since they've attended, and they are glad to be back with us. We are glad to have them back, as well as have Terry join us. Scott then welcomed our guest that evening, a neighbor of the Davidoski's, also named Terry. The minutes from last month were approved.

Rob MacPherson gave the Vice President's report with a hearty shrug. Next month's meeting will be at Bill and Renee's on Wednesday, November 6.



Denise Haag and Robert Perrone taste the chili

The Activities Report was given by Bruce Easley. There are many upcoming fun activities, be sure to check the calendar for all those opportunities. We have a new incoming Activities Directors, Shayne and Pam. They are excited to take on the roll and are looking forward to continuing on with many traditional activities as well as add a few new things for us. They are open to suggestions of activities we might all enjoy, please let them know if you have ideas.

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

TMGC Membership

As of Oct 20th we have 97 paid memberships. Individual renewal reminder emails were sent out, but we still have several members who have not renewed yet. If you have any questions about your membership, please contact me at membership@mg.org."

Safety fast. Mike Haag

Treasurer Mark Davidoski brought the Treasurer's Report. We wrote one check for nametags for \$45.05; deposited about \$90 from membership renewals; a PayPal transfer of \$385 and change; all bringing our ended balance to \$2598.

The Dipstick Report was given by Jim. Usually he asks for things to be in by the 20th, but we'll be on the Fall Tour. So, he'll be putting it together after we get back and include the tour in it, so it should be a good one.



Bruce Easley presents his last Activity Report.

The Membership Report was brought by Mike Haag. With Tom joining that night, we're up to 94 paid members. He's hoping to get the draft roster out by the end of the month.

Terry and Susan were in Hershey and not able to give the Technical Report. They were missed but I'm sure they had a wonderful time.

Old Business: an update on Don's health was inquired about. He and Rose remain on our hearts and in our prayers. Tommy had been in touch and gave us an update. Scott will reach out and get an email out to everyone with an update.

New Business: Andy thanked everyone that came out to the grand opening of the Faschini Wallach Center for Restorative Therapies. What an amazing center that will help so many in the community. Scott brought up the vote for club officers for 2025. The current officers were slated to remain, it was brought to a vote and approved that they will remain for 2025. Andy proposed our pay be doubled to resounding approval from the group! Woohoo!

Marque Time: Doug Kennedy is working on an article for the Dipstick about removal of his A's engine and transmission, but gave a big thank you to those that came out to help. Jim is working on converting his V8 to electronic fuel injection with a Holley Sniper kit. He's done it on his 190sl and loves it, he's hoping it works on this car as well, so stay tuned.

With the absence of Rose and Don, we did not have Regalia. We did, however, have the winner of the chili cook-off! I made the winning pot of chili this year. The prize was a few bottles of Mexican beer, which we lovingly passed along to the runner-up, Shayne and Pam. Pam wasn't in attendance, but her white chicken chili was very good!

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>

Fall Tour 2024 Tuesday, October 15 By: Robert Perrone

I don't know about everyone else, but I was a little confused during the entire Fall Tour. Yes, I know, you're probably thinking 'confused' is my normal state of mind. And while that may be true, there is a different reason for it this time. Altogether, I have been on well over 20 Wine/Spring and Fall Tours, and this was the first that started during the early part of the week.



I spent most of the week thinking that it was either Friday or Saturday. When I returned home, it felt like it was Sunday.

But at least I remembered to show up for the drive on Tuesday. For many of us, that was at the Chesapeake Bay Bridge Tunnel.

Rob and Scott led us on a nice morning drive to the Cambridge Diner to meet their rest of our group. We enjoyed our lunch with everyone there, including our leader, Captain Bob.



Before we left a few of us made a stop at the restrooms. The men's room was occupied, and so I had to stand by for a minute or so. While I was there, a woman waiting for the ladies' room was more than a little surprised when Tommy emerged from that door. I'm not sure who was more confused, that woman or Tommy.

We met up with Bob & Missy McKinna at the Cambridge Diner



After we left the diner, it was a case of "hurry up and wait" while we sat in traffic. Because of that we arrived a bit later than expected at Mount Felix Vineyard and Winery. They are normally closed on Tuesday but opened just for us.

When we arrived Mike told me that he was, in his own words, "smokin' hot"

which surprised me a bit. He then said that he “lost his nut” which was the reason for his, um, hotness. He finally explained that a nut fell off of his air cleaner which fell down onto his exhaust manifold where it started to melt and created a lot of smoke. I'm glad he cleared that up for me.



Mark Davidoski tasting wine at the Mount Felix Winery

Well, the wine at Mount Felix was very nice, and several of us left with a bottle or two. I'm saving my Emigranti for a special occasion.

After arriving at the Vandiver Inn and finding our keys, most checked into their rooms inside the mansion. However, I discovered that I was apparently given the room that must've been the servant's quarters in the rear of the side house.

Most of the group were brave souls and went for the Moroccan Bite Night at the Vandiver. The rest of us were not so adventurous and opted for MacGregor's Pub. So, I can't report on how good the shredded apricots and carrot salad were, but the burger topped with crab and the cold draft beer at MacGregor's were excellent.

A good night's rest was all we needed to get ready for Day 2 of “Bob and Missy's Excellent Adventure” on Wednesday.



The Vandiver Inn was our B&B for three nights



Fall Tour 2024 Wednesday,

October 16 By: Alan & Beckey Watson

After a comfortable night at the Vandiver Inn, we gathered for breakfast at 7:30 am on Wednesday morning for a made-to-order breakfast of eggs, hash browns, bacon, and toast.

We met for instructions from Bob that went something like,



“Not a long drive to our first stop, only 50 miles...” and “saddle up!” It’s an indication of why we come along on the tours, when 50 miles on a chilly Autumn morning in a car with no heat is considered a short drive.

Who knew there could be such great roads in Baltimore, Maryland? Nice hills and turns, with beautiful Fall color around every bend.

We headed to the Fire Museum of Maryland, which was an interesting, interactive tour. Having never given much thought to how we progressed from the bucket brigade to modern equipment, it was a surprising and interesting guided tour. We learned how they used to report a fire via telegraph wires before there were phones – Cynthia was allowed to pull the fire alarm to show us how the system worked. The ornate, wooden carriages on display were beautiful, as were the horse-drawn hand pumps and steam-driven fire engines. After the turn of the 20th



Cynthia Faschini pulling the alarm.

Century, methods and equipment had improved and were put to the test during the Great Baltimore Fire of 1904. The photographs of that devastation, along with some of the actual fire equipment used, were impressive. On a lighter side, we visited the “Discovery Room,” where there were pint-sized firefighter outfits and one of our kids, Robert, got to pretend to drive a real 1938 Mack fire engine!



The guide explaining the operation of a very early hand pump cart.



Robert “driving” the fire truck,

which is the white powdery substance used as a preservative in your gum wrappers and on your apples. Our fun and informative guide, Trevor, brought the quarry to life, describing the entire process from drilling, blasting, loading, crushing, washing, and sorting the limestone. The quarry also mined marble that was used at the base of the Washington

Lunch was at a lovely restaurant called The Peppermill, which is known locally as The Wrinkle Room. We were the youngest ones there, I’m sure. Alan had his first “Natty Boh,” the beloved brew of Marylanders. The food and the service were good, and we were back on the road.

The highlight of the day was next: the Texas Quarry. If you didn’t think a quarry would be an interesting place to visit, you’d be wrong; it was fascinating! After parking our LBCs in the lot, we walked a short distance to a fenced overlook to peer down at the quarry – what a site! The view was an artistic panorama of such a scale it was hard to comprehend that the little “ants” moving down the road leading to the bottom of the pit (a mile across, and 650’ down) were huge dump trucks being loaded by a frontend loader with four 12’ high tires. The water at the bottom got its beautiful blue hue from calcium carbonate,



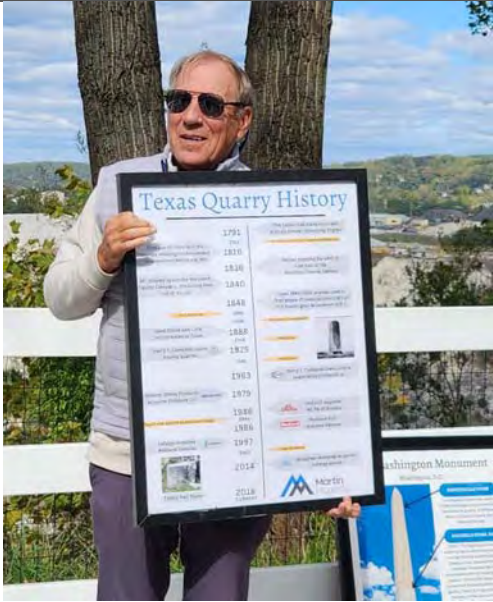
Lunch at the Pepper Mill



The quarry parking lot was pure white limestone.

monument (the part that was built up to the Civil War) and the U.S. Capital building columns, among many other notable buildings. Our group continued to talk about our visit to the quarry long after we left. Thank you, Bob, for

The Dipstick



Presenting the history of the Texas Quarry.



The presentation overlooked the huge limestone quarry.

taking us to that place of wonder.

We parked back at the Vandiver Inn, and enjoyed the manager's reception before taking a brisk walk to Coakley's Pub down near the scenic waterfront. We enjoyed pub grub and libations, and each other's company. A young waiter was coaxed into telling us about the history of the building. As a residence of "a doctor or someone important" it was part of the underground railroad (this was fact-checked to be true), and that the mural painted on the wall was painted by "someone famous" who "may have painted other murals in town." We were honored to be his first audience.

The Inn remained the center of our stay, along with our love of LBCs and longtime friendships. We turned in for the day, ready for the next day's adventures.



Dinner at Coakley's Pub; note the mural behind Bob McKenna



Andy Wallach at the quarry

LIRIODENDRON

Fall Tour Day 3

(Thursday) By Mark Davidoski

Our third day dawned clear and a bit chilly in Havre de Grace. Our first destination, the Liriodendron Mansion in Bel Air, required a 9:15 departure. But it was not to be. Two B-GTs were immobilized with confusing symptoms: the Parker's car had a mysteriously drained battery while the Davidoski's had no spark. After convening the TMGC brain trust, the dead battery turned out to be caused by a loose alternator connection. But the no spark in Mark & Kathy's car took some serious sleuthing to figure out.

The group finally got away at about 1030 to take the mansion tour. The Watsons bid us adieu as they departed for a visit with their family in Salisbury. Mark & Kathy remained in Havre de Grace, pending completion of repairs.

The Liriodendron home was constructed in 1898 as the summer home for Dr. Howard Kelly. He was one of the four founding doctors of the Johns Hopkins Hospital and Medical College. The huge Palladian home is on a 108 acre site, which was perfect for a family that included nine children. Today, it is owned the Harford County and used as the Historical Events Venue & Cultural Center.



The group paused on their tour of the Liriodendron Mansion for a picture.



Lunch was next on the agenda. Naughty Dogs Pub & Grille in Churchville offered hearty fare, featuring what has been described by some TMGC diners as epic hot dogs (foot long, 1/2 pound beef). You'll need to ask

Robert, Tom or Rob for details.

The afternoon featured a tour of the Havre de Grace Maritime Museum, just a few blocks from the Vandiver Inn. This mu-



Robert eating a half pound hot dog



seum offers a comprehensive look at all aspects of life and commerce on the northern end of Chesapeake Bay and the mouth of the Susquehanna River. Everything from the watermen who once plied local waters, to the once huge waterfowl shooting seasons and the Civil War Underground

The Grace is one of the boats that they have built in their shop.



A boat in the early stage of construction.

Railway were all displayed. Of particular interest was the presentation of wooden boat construction that flourished in northeastern Maryland. The docent invited the group for a private tour of the onsite wood shop, which was a special treat.

On return to the Inn, the mobile pit crew continued to troubleshoot Mark & Kathy's car, with the result that a third distributor proved to be the magic solution. Supper was at 6:30 at La Cucina, so most of the team headed there on foot. Robert, Tom and Rob remained with Mark until the B-GT was purring once again. We caught up with the others before drinks were delivered. Our Neopolitan hosts provided us with an excellent and authentic Italian meal. Afterward, several folks met next door for a beer or two, while the rest made their way back to the Inn and a trip to slumberland.

Day Four (Friday)

After another gourmet breakfast it was time to bid farewell to Havre de Grace and make our way home. The Reisse's and McKenna's took independent routes to their Maryland homes. The remainder of the convoy consisted of eight MGs and the Wallach's Crossover. We motored to Denton, Maryland on relaxing country roads. Approaching Denton the group split up when making a needed pit stop. Four cars continued on the original routing, while four others headed straight for Salisbury and US13 South. We arrived at home after a (mostly) relaxing five and a half hour cruise and 618 total miles driven over the four day adventure.

Bob and Missy outdid themselves once again with the 2024 Fall Tour. So many interesting sites, connected by awesome roads, in the company of great friends. Perfection!



Cynthia Faschini in the gift shop

TECH STUFF –Touring Troubles

This year's fall tour was GREAT! Read all about it elsewhere, but it did present an opportunity to write a column on some things encountered along the way. Nothing too serious, but some "adjustments" were needed. I must cut to the chase and let everyone know before we begin-everything got home just fine and, from all reports, cars ran well. This info is provided so you can see what might occasionally be encountered along the way. It might cause you to add a few things to your tool kit and/or spare parts box. Learn more at our upcoming Tech Session on November 17th.

First up, we noticed that one car seemed to be without brake lights. Everything else was working, just no brighter red glow when applying the stoppers. First thought -- all the stuff in the boot might have jiggled round (or been manually shuffled while packing). That could have pulled a wire loose. Unpacking the boot was interesting. Was that a bottle of wine in there from the Spring tour? Hmmm -- nope, all wires were connected and wiggling the little bullet-shaped connectors didn't change a thing. Since all other lights functioned properly, the malady was obviously something in the brake light circuitry itself. Yes, even though Joe Lucas has a reputation, sometimes it's not really his fault. A quick check of the brake light switch, mounted on the cover over the pedal tops in the engine compartment, revealed nothing was happening! These little switches utilize a simple plunger that completes the circuit. It's one of the most basic kind of switches ever created. Top of the brake pedal depresses a little plunger, which makes contact via a small copper tab inside the switch. Presto -- brake lights. When an old one no longer works, buy a new one. They are, of course, made in China and are notorious for short life-spans.

Earlier (Lucas) versions of this switch can be repaired by disassembling and bending the little copper contact inside, sanding it down to make good electrical contact, and then putting the unit back together again. Adjusting it when refitting into that pedal box cover is important so pedal travel makes contact with the plunger. The Chinese units are not repairable (disclaimer -- I've not tried). So -- bad switch, no spares on hand. Nurse it home with another MG following with a driver that understands hand signals can be an option. Lesson learned -- next tour everybody will carry a spare switch for easy (quick) replacement.



The Parking lot Tech Session on Mark Davidoski's GT

Next item(s), on one chilly morning, one car simply did nothing when the key was turned. Another kept making all the right sounds but simply refused to start. It was an early morning "two for."

First car -- dead battery. Simple solution, use a quick start box on it. I tried mine first and found it was not fully charged. It made the right sounds this time but when started, it quickly quit again. Now, my quick start box was also discharged. Try another one. No joy. It would crank, sputter, run briefly and then go back to sleep. Too cold?? Not sure yet. Jim

Villers offered up his always ready spare battery. Others began wondering if perhaps it was a bad coil or condenser. While installing the new fresh battery the cheap (probably made in China) battery clamp broke. A quick run to the nearest auto parts store produced a replacement. Thanks Rob and Tommy for making that run! While working on that battery clamp (added one to our spare parts list) Jim was checking a few other possibilities under the bonnet. Perhaps a loose coil wire? AHHH- what's this little yellow wire hanging there loose? He quickly found where the other end of the wire was. It was dangling from the alternator. The other end was barely sticking out of a broken bullet connector. That little wire is essential to proper functioning of the alternator. It's the wire that measures voltage level and signals the beast to send more (or less) juice to the battery. It has probably been broken for some time so the car had been running on battery. At home, the owner keeps the car on a trickle charger as there is a known slight battery drain. Without the trickle charger on the tour, the battery eventually drained until its ultimate demise. A combination of a simple wire repair and a fresh battery (with new clamp) and it roared to life and never missed a beat going home. And, it was also noted the little red alternator light functions normally too.

Last no-start was a bit more of a puzzle. This one had Petronix ignition instead of conventional points. Some of us non-Petronix people had to plead ignorance on this one. Fuel supply was checked and there were no problems there. A replacement coil was installed. Of course it was necessary to change some connectors and figure out which wire goes where. This time the car sputtered briefly but still would not start. The coil wire itself was checked and found to be faulty. Ah-surely that would take care of things. A spare coil wire was installed but still no joy (and no spark). The assumption at this point was a fried module in the Petronix ignition system. The original points-distributor was carried as a spare, so out of the box it came. The Petronix unit was replaced. Once the wiring was figured out the car was seemingly returned to its original configuration, now being equipped with something more of us could easily understand. Still no spark. Cleaned plug leads, checked continuity and voltage levels and all seemed fine, and for some unknown reason – bingo, it started! All that was needed now was to adjust timing on the distributor. This is a fairly simple operation. Loosen the pinch bolt on the distributor shaft and simply rotate the unit slightly while the car is running, until it smooths out. We even had a timing light available for fine tuning. All of a sudden though, the car coughed, sputtered and quit. It would not start -- even on a shot of starting fluid! Once again, there was no spark!

We pulled the distributor for a closer look at it. Perhaps a loose condenser wire? Rob, Tommy and I mentioned something about a faulty ground.

One quick look at that distributor and the problem stood out

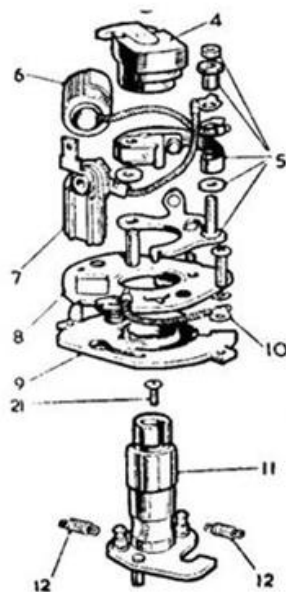


Fig. B.3
The distributor components

- | | |
|------------------------------------|--------------------------------|
| 1. Clamping plate. | 11. Cam. |
| 2. Moulded cap. | 12. Automatic advance springs. |
| 3. Brush and spring. | 13. Weight assembly. |
| 4. Rotor arm. | 14. Shaft and action plate. |
| 5. Contacts (set). | 15. Cap retaining clips. |
| 6. Capacitor. | 16. Vacuum unit. |
| 7. Terminal and lead (low-tension) | 17. Bush. |
| 8. Moving contact breaker plate. | 18. Thrust washer. |
| 9. Contact breaker base plate. | 19. Driving dog. |
| 10. Earth lead. | 20. Parallel pin. |
| | 21. Cam screw. |
| | 22. 'O' ring oil seal. |

like a sore thumb! That short cloth covered wire inside the distributor was frayed at the half way point and was grounding out against the distributor shaft. It's shown in the diagram below - #7, the low tension lead. Another spare distributor emerged from Robert's boot, was quickly installed and within moments, the car was running again. One trip round the block, some minor timing adjustments and it was a smooth trip home

So, we've added a spare battery cable clamp (or two); Assorted lengths and sizes of wire; Spare bullet connector assortment; Spare brake light switch; At least two spare distributors among the group; Jim -- don't forget your spare battery

I promise to keep by jump starter box fully charged

Oh, and one other item that made things a bit easier – among my collection of tools, is an assortment of long open end wrenches. The long 7/16" wrench was used to loosen and tighten that distributor pinch bolt. It's nearly inaccessible and once it's on the square nut, a short conventional wrench does not provide leverage to easily manipulate it. The long handled wrench can be used with no need to try and squeeze your hands into a tight space and provides plenty of leverage to loosen and tighten that small bolt. I bought it specifically for that reason. You can buy yours at your favorite wrench store.

It's so nice to be "on the road again" thanks to the help of a few club members who just refused to give up trying to figure out what's going on (or not) with our LBCs.

Until the next event -- *Safety fast.* Terry

Is Your Car in Need of a Tech Session?

Bring it to Susan & Terry's Garage
Sunday, November 17th starting at Noon



541 Forest Rd.
Chesapeake, VA.
482-5222



Coffee and donuts for early arrivals or those needing caffeine or sugar doses before commencing any work on your MG.

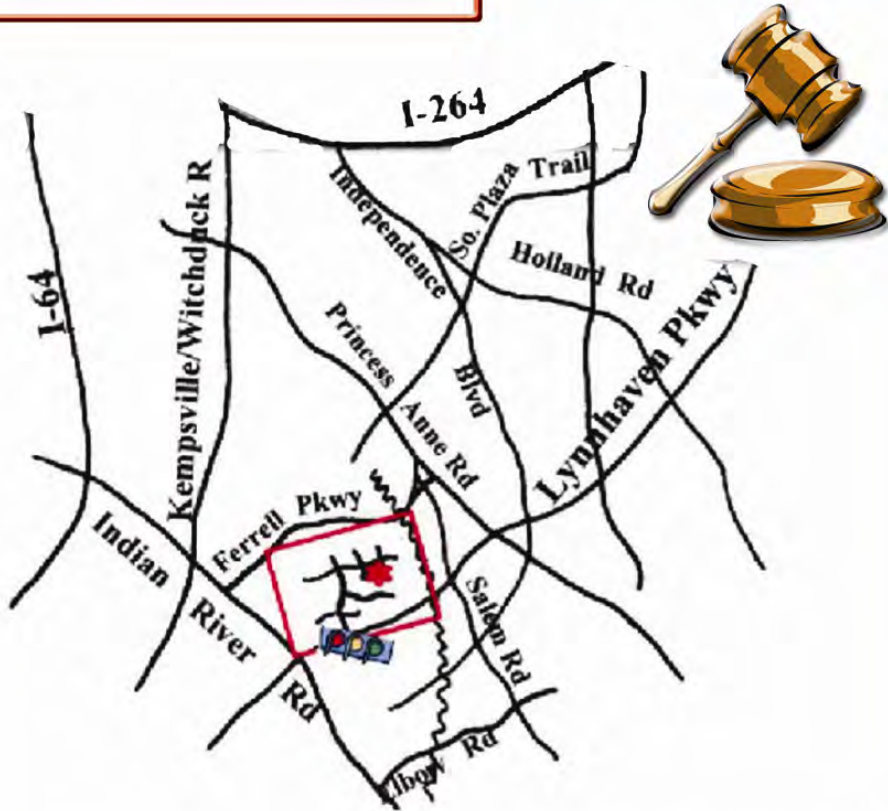
NOTE-we will not be serving a full lunch but there will be plenty of snackies, desserts, and adult beverages. Plenty of room to park and tinker with your MG, or just come to socialize, and watch the experts twist spanners. Any bits and pieces left behind when you are finished will be considered as donations to the museum. Please bring your own spare parts, special tools, supplies or equipment needed.

Free (guided) tours of the antique auto parts store museum and collection of early motoring objects. Come for the fun and fix something!

Monthly Meeting
Wednesday Nov 6th
Bill & Renee Olcheski
1409 Edgartown Ct.
Virginia Beach
467-4046



7:30 - 8:00 pm - Kick Tyres
8:00 Meeting



Turn onto Roundhill at traffic light.
Right at 3rd street (Clemsford).
Right at 2nd street (Edgartown Ct).

