

BY-LAWS REVISION

From the committee:

I regret having to miss the March meeting. I feel certain that all present enjoyed having the opportunity to critique the proposed by-laws. I know that Don Moore enjoyed presenting them. The recommendations made at the March meeting have been incorporated and the proposed by-laws are included in this issue of your newsletter. It is intended that the vote on the proposal will be accomplished at the May meeting. This is done so that all will have the opportunity to review and discuss them at their leisure.

The voting may be accomplished in person at the meeting or by mail using the ballot below. If you are unable to attend the meeting, please forward your absentee ballot to Jim Banvard, 3633 Van Buren Dr., Va Beach, VA 23452, prior to the May meeting. If you vote against the proposed by-laws, please express your objections so that corrective measures may be taken should the issue not pass or in the future if it should pass. I encourage all of you to express your opinion freely. Through such actions, our club improves.

Jim

BY-LAWS ABSENTEE BALLOT

I vote for the by-laws as written \_\_\_\_\_

I oppose the by-laws \_\_\_\_\_

I oppose the by-laws for the following reason(s):

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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Signed \_\_\_\_\_



Roy Wiley brought up a letter from Al Moss which announced a meeting in California for the purpose of planning GOF West. Mike Ash graciously offered to attend if the club paid his way.

Regalia--Levi Tarr wanted guidance on setting prices. It was decided not to give him any. Brass hammers are still available--or available again. motion by Dave Barrows to give the President a brass hammer with which to keep order was not seconded.

By-Laws--Don Moore stated the main reason for revising them: "Clean up Banvard's and Ash's wording so that they would be intelligible to the average American." He then led us article by article through the proposed by-laws. All survived this ordeal thanks to Barbara Moore who kept the beer and wine flowing. Some of the choicer expressions: Don Moore: "If Levi doesn't hush, I propose we rewrite Section I and restrict A owners;" Mike Ash, "We'll do it anyway, whether it's in the by-laws or not;" Jennifer Ash after one hour of discussion, "Please, may I have some words on this to put in the minutes."

The meeting concluded with good food and more wine and beer and a discussion as to whether Don Moore's TD MK-II has an original engine. (Ed. note--The editor is not responsible for the content of the above meeting report. Any lawsuits may be directed to Andy Wallach who admits that he was operating under the influence of the Moore's wine cellar. Sounds like he wasn't the only one. Thanks to Don and Barbara Moore for hosting the meeting and to Andy for covering it. THE APRIL MEETING is WEDNESDAY, APRIL 4, at 8:00 p.m. at the home of Dave and Helen Barrows.)

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TIME TO OIL AND TUNE THE OLD MG!!  
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UPCOMING EVENTS--

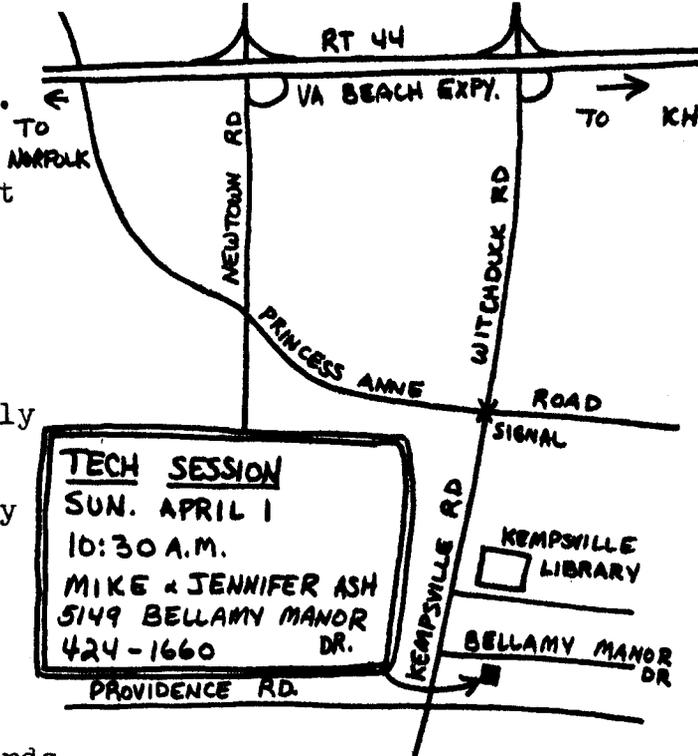
APRIL 1 (SUN)--Tech Session at the home of Mike and Jennifer Ash, commencing at 10:30.

APRIL 22 (SUN)--DRIVE-OUT TO SURRY HOUSE. Lunch is planned for 12:30, so we will meet in the parking lot of the Medical Tower Bldg. near Norfolk General Hospital at 10:30 a.m. to leave NO LATER THAN 11:00. We will be limited to 30 reservations so please make your reservation with Jennifer Ash at the April meeting or call her NO LATER THAN April 15 at 424-1660. Absolutely no one can go without a reservation. Let me re-phrse that--you cannot just show up Sunday morning and expect to lunch at Surry House. ANYONE WITHOUT A RESERVATION WILL NOT BE ALLOWED TO LUNCH AT SURRY HOUSE. This is their busiest day and there's no way you'll be able to get in. We will be meanies and enforce this.

We will be ordering off their regular menu. Entrees range from \$3.25 to \$6.50 with children's prices available. Afterwards we will cross the James River on the ferry (price, less than \$1:00), swing past Jamestown to the Colonial Parkway, past Williamsburg and home. This is strictly a drive-out so no time will be allotted for stopping at historical sites (Gettin' bitchy, aren't we). Of course, you're free to stop on your own. For those who'd like to stay south of the river and tour, the Rolfe-Smith House, Bacon's Castle, and Chippoke (a working plantation) are open to the public.

APRIL 21 (SAT)--MG SPRING MEET, TRIAD REGISTER, Carowinds Amusement Park, Charlotte, N.C. We've been invited to attend the Triad Register's spring meet. This is run much like a mini-GOF. There will be a display of cars

\* See map, top of page 3.



and a rally. Registration is \$3 (advance), \$5 at the gate, plus \$5.95 for Carwinds. Children under four are free. Babysitters will be supplied to take children through the park. If interested, call me (486-1293) immediately.

APRIL 20-22(FRI-SUN)--GOF MK XIII SOUTH, Dodgertown, Vero Beach, Fla.

MAY 4-6(FRI-SUN)--Chesapeake Chapter's Bay Bash Mini-GOF. Anyone who needs babysitters or is interested in the Friday Nite Pub Party, please contact me.

MAY 11-13 (FRI-SUN)--Sandlapper 'T' Register's Mini-GOF, Charleston S.C. I still have applications for this.

MAY 20(SUN)--Tech Session at the Boswell's, to recuperate from all the GOFs.

JUNE 7-10(THURS-SUN)--GOF MK XXVIII, Sturbridge, Mass.

JUNE 10(SUN)--NAS Norfolk Funkhana.

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 NO RESERVATIONS, NO LUNCH AT SURRY HOUSE!!  
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PAST EVENTS--DUCK PIN BOWLING TOURNAMENT--Our reputation must have preceded us. The first thing the management did was isolate us on eight lanes at the far end of the bowling alley away from respectable people. Then they gave us funny little balls, pointed us down the alley and told us to knock over all the fat little pins. Easier said than done, as our scores proved. Sometime during the evening, our recreational director, Ross Haines, informed us we were rolling off for trophies. Incentive! When we were done shattering our egos, if not the pins, those of us who bowl the big pins for fun and aggravation decided that true aggravation lay in grazing the 1-3 pocket with a duck pin ball and taking out the 3-9, leaving all other pins intact.

There were actually some winning scores. The men's award went to Al Alvarez with a respectable (for duck pins) 2-game set of 234. Women's honors were taken by Beth Riffle (guest of Al and Ginger Alvarez) with a nice 180. Mike Eaton captured the teen trophy with a rocketing 191. The booby prize went to Brenda Banvard on the basis of her winsome smile and the twinkle in her eye.

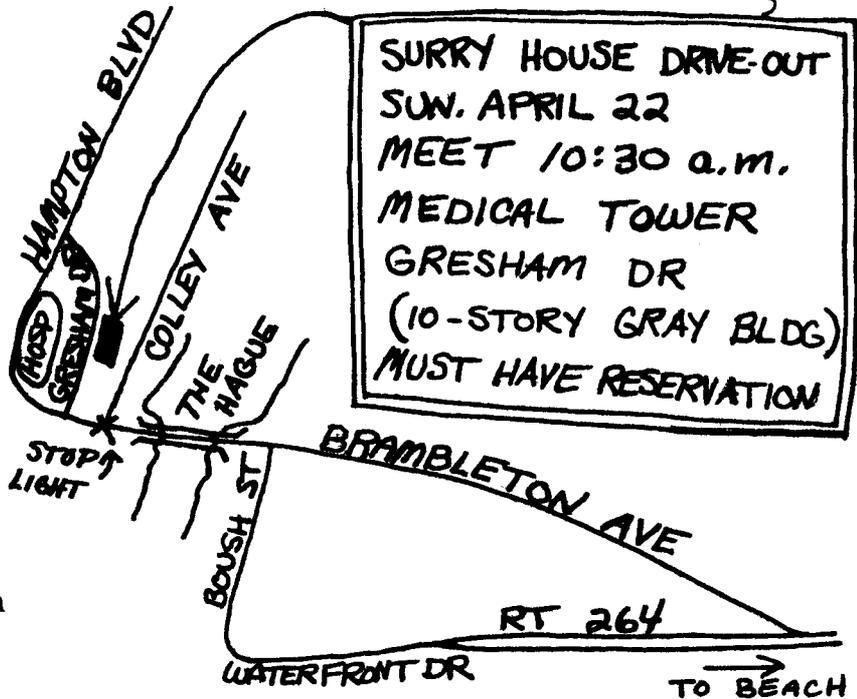
All 31 masochists followed up this fiasco by invading the nearest Milton's Pizza, all of us armed with \$1.50 off coupons, thanks to Al and Ginger Alvarez whose daughter works for Milton's. These kinds of benies are always appreciated.

Thanks to Ross and Ann Haines for a well-organized, enjoyable evening and thanks also for the time&effort that went into the homemade trophies. I understand Roy Wiley donated the TF models for the trophies.

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 WHOSE BRIGHT IDEA WAS THIS BOWLING BUSINESS ANYWAY!!  
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And now, hot off the presses, Part VI of MG FEVER by Robert Davis (When we left our hero, he had made a down payment on a YB to be shipped from England...)

I can still remember my first ride in Mike Ash's Y. It seemed a more pleasant ride than a 'T'. I wouldn't have believed it but there I was in the left hand passenger seat. The windscreen cranked open. The wooden dash



and leather seats added a vintage look to a roomy, comfortable saloon. Mike opened the sunshine roof and showed me a trafficator. Of course, I asked, "What's that?" Mike replied, "It's a hoosit woosit bird." I said, "You're not kidding me. That's an English turn signal." (Mike went on about decreasing continuous circles. You'll have to ask him about that!)

Some months later I met the infamous Ron Henry. I liked him right away because he was known to be often more than an hour late. A great guy who was working on a hundred or more projects at once. This was almost a mirror image, so how could I not like him. The next day Ron and I took my green TD out to Oceana to take some pictures of airplanes. It was spring and we drove trouble free with the top down. We talked about MGs in England and especially YBs. At that time one could look carefully and buy a nice running, "grossly moderately rusted Y" for under \$1000. Now, according to Ron, the prices have more than doubled with the cars getting ever more scarce. I hurt my knee (again) the following Saturday in a Rugby match and didn't see Ron until about a year or so later.

Weeks passed and I was sure a YB would be headed for Portsmouth. One day I stopped in at Mike's to either borrow or return something and Jennifer said Mike had something to tell me. Mike would always give a small statement, leading me to asking more questions. Mike said, "I got a letter from Ron." I asked if there was any good news. Mike said, "Yes." I asked what the good news was. Mike replied, "Ron bought you a YB." Then I asked 20 or so questions about color, interior, paint, etc., etc., etc. X 5.

Meanwhile I took the Georgia TD apart and started to build up the chassis and suspension. Then we moved to Chesapeake. Thank God for big attics. In Norfolk, I had had several zoning restriction violations slapped on me, such as for carrying on an auto repair business in a residential area, parking junk cars in a neighborhood yard, and of course sicking my dog on the building inspector who was taking pictures of the cars.

About six months passed and there was still no news on the YB. Finally letter showed up at Mike's telling me the Y had been shipped. I was so excited!

Does the ship carrying the YB sink? Does the green TD hold up until the YB arrives? Can he finish his TD? Has his knee been operated on? Tune in next month for:

YB, I knew you'd eventually get here--or, Give me some more air line, I've got to dive deeper to find my car.

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COULD A PERSON WHO WRECKS HIS MG'T' BE CALLED A TEETOTALER?? DAVE BARROWS?!!  
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The Beautiful Roadster  
by  
Roosevelt Moseley

My MG is a beautiful roadster,  
But why is driving it like riding  
a roller coaster?

Off and on I hear my fuel pump  
ticking,  
Always carrying an extinguisher for  
any sparks flickering.

When it rains, your windows are  
side curtains,  
Sometimes I feel like selling this  
burden.

The floors are wooden and so is  
the frame,

People think that anyone who owns  
one is insane.

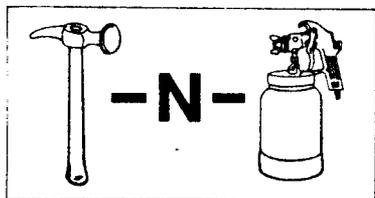
How can any fool fall in love with  
a car?  
A girl would be better by far.

You can not kiss an MG's lips,  
But where else can you get steady  
oil drips?

Breaking up with an MG is never a  
present fear,  
You just drive along shifting gears.

You don't drive an MG for the comfort  
of life,  
Although some fool might choose it  
instead of a wife.

Poems are made by MG owners like me,  
But only England could have made a 'T'.



With a few ounces of resin and a couple of yards of fiberglass cloth or mat, you can master almost any type of fabrication or repair job.

Resin, like concrete, has a flexibility that lends itself well to forming a wide variety of curvatures, angles and shapes. However, both materials are inherently weak unless some type of reinforcement is added. Concrete is usually reinforced by adding either steel rod or steel matting. Resins, on the other hand, can be reinforced by almost any material at hand, including wood, cardboard, steel, wire, etc. This is where fiberglass cloth or mat comes into play. When combined with resin, fiberglass becomes one of the strongest most versatile materials in use today.

Although many types of resins are manufactured (polyesters, epoxies, acrylics, ureas and phenolics), polyester resins are most commonly used for automotive repair. Polyester resin weighs about 9 lbs per gallon and varies in viscosity from as thin as water to as thick as syrup. Actual viscosity of polyester resin ranges from 75 to 70,000 CPS (centistrokes per second). The most ideal viscosity, as far as workability and penetration, is about 700 CPS.

Resin, in its natural state, will remain a liquid until some type of catalyst is added. One, most commonly used today, is Menthol Ethyl Ketone (MEK) which acts as both a hardner and accelerator. Another type, used by the NCF, has a separate accelerator that must be added to the mixture at a ratio 2% accelerator by volume of catalyst. Both types of catalyst harden the resin through exothermic heat and will normally set up in approximately 40 minutes at 70°F. With experiment and experience curing time can be varied as the job requires.

Two types of fiberglass, cloth and mat, are used in body repair and fabrication. Cloth is just about the same as any other woven material but the texture of the weave has a bearing on the cloth's strength. In choosing fiberglass, choose one with a moderately open weave. This allows for good penetration and strength.

Mat is designed to add thickness to your repair job. Unlike cloth, glass fibers in mat run only in one direction. Thus, mat must be applied to the repair area in layers that alternate 90° to each other. When mat is layed up in this manner, a build-up can be made similar to that used in the manufacture of plywood.

When starting a fiberglass job, clean the area in the same way that you would when using body plastics. Once you have the area clean and free from paint, wax, etc. you are ready to start the repair. Cut a piece of fiberglass cloth/mat the size needed for your repair. Lay the fiberglass cloth/mat on a clean surface and coat it thoroughly with straight resin. Make sure that a liberal amount of the resin is used so that the glass will be thoroughly soaked. Brush resin on the area to be repaired and allow it to become tacky; then, lay the fiberglass cloth/mat over the repair area. Use a roller or rubber squeege to remove all the air bubbles. Next apply a mixture of resin, catalyst and accelerator. Brush it liberally over the entire area. As mentioned earlier, your resin should start to set in about 40 minutes at 70°F. However, it will set faster if the temperature is warmer and slower if colder.

Once the repair job has cured you can grind, file and sand to get the desired finish. If there are small imperfections, they can be filled with body plastics.

There are some problems associated with working with fiberglass. Its use can cause skin, nostril and lung irritation. These problems can be overcome, however, by using protective cream or gloves on your hands, a long sleeve shirt buttoned at the neck and, a respirator. Resin mixtures should always be used in well ventilated areas, since toxic and volatile fumes are involved.

Resin will tend to accumulate on tools and other areas within the shop. It must be cleaned up immediately while still soft. Use lacquer thinner or acetone and follow up with hot soapy water.

A final word of caution: Always use a respirator and eye protection when grinding fiberglass. Fiberglass dust can seriously damage the lungs and we all know what grinding particles can do to the eyes.

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\*\*\*\*\* IF SOMETHING CAN GO WRONG, IT WILL!! \*\*\*\*\*

Watching Dan complete the restoration of the TD (with the exception of a few strategic cotter keys) inspired me to formulate Boswell's Natural Laws of Restoration (which are not unlike Murphy's Law of Perverse Probability)--

- 1) If there are two options, you have a 90% chance of picking the wrong one. Corollary to No. 1: When it looks logical one way, do it the other way, except at those times when the first way is correct.

- 2) The smaller the part, the more it costs.
- 3) In a set (of bolts, brackets, etc.) that cannot be purchased as single pieces, one is always missing or broken.
- 4) The one part without which you cannot proceed is the one part even Banvard doesn't have.
- 5) Nothing ever fits the way it is supposed to.  
Corollary to No. 5: Nothing ever goes back on the way it came off.
- 6) The size of the tool dropped on the fender varies with the condition of the paint.
- 7) If things are going smoothly, you've got a problem.

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 THIS IS THE MONTH FOR CREATIVE ENDEAVORS!!  
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The following is a song. For the music, you'll have to ask its composer, Bob Aszmus--

MG Fever

I got the MG fever and I don't know what to do.  
 The doctor said that I'm almost through. Pryor to being a doctor, he had the fever too.

Well, Pellerin came and said to me, "A 301 is needed, I see.  
 Cold steel and sunshine is what you need."

So finally I went to Colker and asked. He said, "The only thing wrong with your past is you don't have a TD, too."

CHORUS:  
 But the president said, "It's a temporary condition prolonged by by-law litigation, complicated by a simple tradition."

2nd set of verses--  
 Well, after talking to Ash and Hall, They said to give Davis a call,  
 Said he would know just what to do.

But before I knew I was working on TDs, Wrenches in my pockets and grease on jeans.  
 I realized that Robert had the same disease.

Now I spend almost all my time, With every hard-earned nickel and dime,  
 Trying to get my MG on the road.

(Repeat chorus and start over)

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 FOR SALE--Jim Pagley left behind a copy of "The MG Workshop Manual" (Blower Manual) which covers all models from the 'M' to the 'TF'. He is asking \$15 and it is like new. Anyone interested, contact Jim Banvard (340-6737).  
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 DEADLINE FOR THE MAY NEWSLETTER IS 22 APRIL 1979!!  
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ODDS 'N ENDS--

NEW MEMBERS--Our newest members are Cliff and Edith Jenkins, owners of a '75 MGB. Cliff works with Jim Banvard (guess he's corrupted another one). And new out-of-towners Don and Lorrie Rowley, friends of Carl and Kay Fisher, own a '37 VA Tourer (VM#128). Welcome to all.

Cliff and Edith Jenkins  
 725 Michigan Ave.  
 Norfolk, VA 23508  
 623-2173 (Office) 444-8619

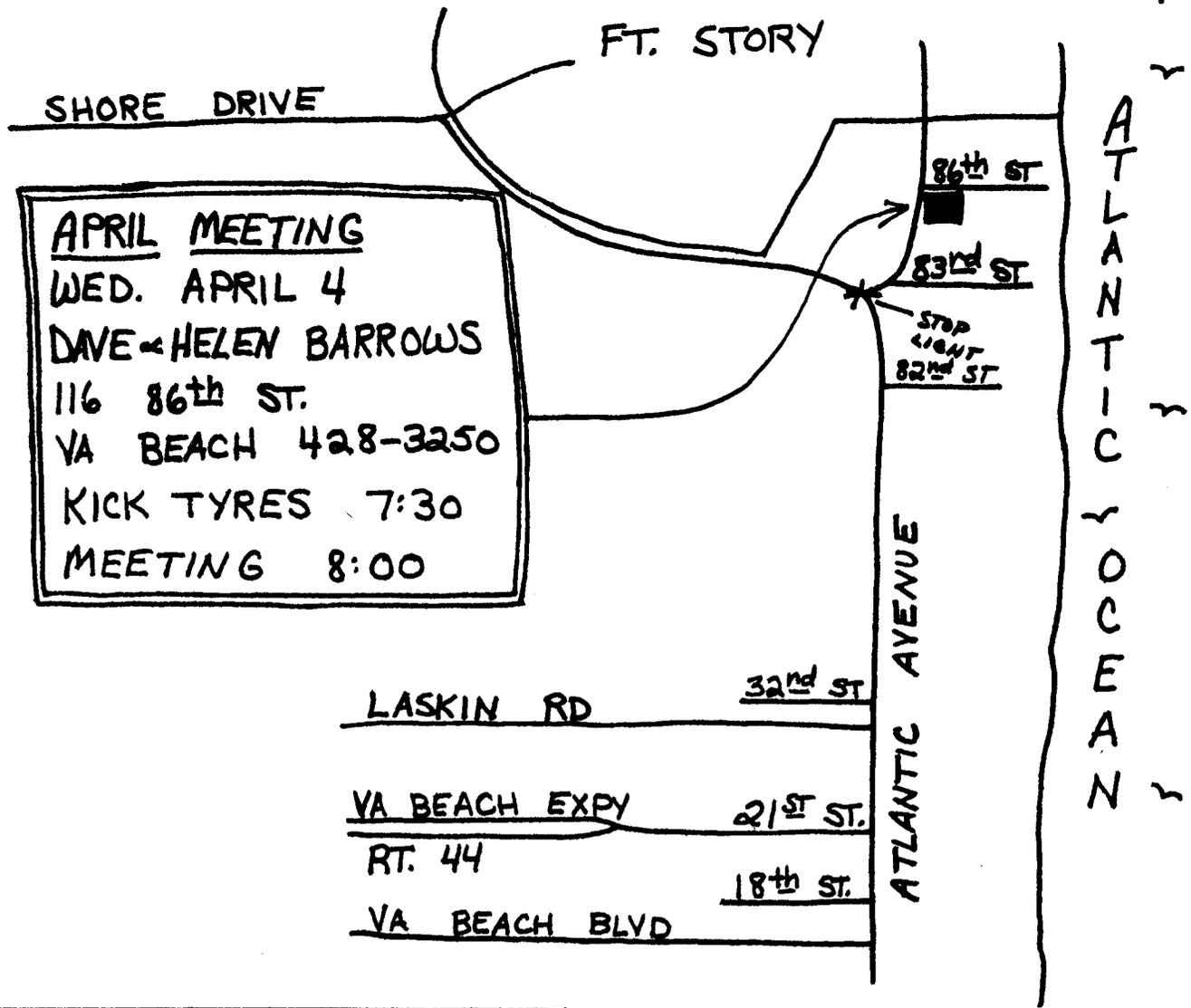
Don and Lorrie Rowley  
 2001 N.E. 30th St.  
 Ft. Lauderdale, Fla. 33306  
 (305)564-3802

CHANGE OF ADDRESS--While you have your rosters out, make the following changes--

Doug and Connie Hand  
 564 Margaret Dr.  
 Chesapeake, VA 23322  
 482-4498

Jim and Tina Pagley  
 Naval Air Facility  
 NAS Sigarella  
 FPO New York, NY 09523

(Ed. note--Hope the Pagleys enjoy their tour in Italy and we'll be looking forward to their return.) They plan to retire here in Norfolk. How could they give up that house?)



**APRIL MEETING**  
**WED. APRIL 4**  
**DAVE & HELEN BARROWS**  
**116 86th ST.**  
**VA BEACH 428-3250**  
**KICK TYRES 7:30**  
**MEETING 8:00**

LASKIN RD 32nd ST  
 VA BEACH EXPY 21st ST.  
 RT. 44  
 VA BEACH BLVD 18th ST.

ATLANTIC AVENUE

ATLANTIC OCEAN

SPECIAL NOTICE--

We now have a mailing service for those of you who want Regalia items and can't make it to meetings. This service is designed to spare our Regalia Chairmen from the necessity of dragging their bulky, awkward, heavy collection of Regalia to activities other than meetings.

PATCHES, send \$2.50 plus a self-addressed, stamped envelope; OR, \$2.75 (the extra quarter is for postage and handling);

T-SHIRTS, send \$4.00 (\$3.50 for the shirt, plus 50¢ for postage and handling) and a large mailing envelope (obtainable at any post office)

To: Levi and Elsie Tarr  
 603 Glen Falls Ct.  
 Va Beach, VA 23451

AND FINALLY--Suddenly I am being, well, not exactly overwhelmed by contributions, but occasionally I get a pleasant surprise in my mail box. What about the rest of you would-be artists, poets, and technical advisers. Your help sure makes this job much easier. Thanks always and much appreciation to all the contributors.

P.S. Almost forgot--Anyone interested in attending the 5th Annual Rites of Spring (that's the MidTenn Mini-GOF) in Dunmore, Kentucky, May 18-20, call me for details and application forms.

For silicone brake fluid at \$8/qt.  
 try: B.T. Products  
 8 Mt. Etna Place  
 New Rochelle, NY 10805

ROSS & ANN HAINES  
633 PINE TREE DR  
VA BEACH VA 23452