



THE TIDEWATER MG 'T' CLASSICS

THE DIPSTICK

OCTOBER 1981

PRESIDENT: Jim Banvard (340-6737)
VICE PRES: Ross Haines (486-1496)
SECRETARY: Andy Wallach (583-9387)
TREASURER: Sandy Hall (482-2821)
EDITOR: Carol Wallach (583-9387)

Hi again--

The GOF was a great success as all those who attended it know. Comments from some of the participants appear later in this newsletter, along with a list of the winning cars.

October is election month so come to the meeting and cast your vote for next year's officers.

FROM OLDE NUMBER 2400, 7085, 4270, 7662, & VM199:

The highlight of this past month was without question the GOF and I'll not treat it with any great detail for it will be covered elsewhere in this issue; however, I want to thank all of you who assisted in the preparation for and the operations of the GOF in support of Mike and Jennifer. I heard many many positive comments with regard to both location and activities. All who attended had a marvelous time and will not soon forget "The Beach."

The meeting which was held at the Groovers' was great fun. Their patio is in fact an ideal location for such an event. For those who may not appreciate it up to this point, it took Vince nearly a whole day to move Pam's outdoor plants to accomodate us on the eve of Sept. 1. I especially enjoyed the spread of goodies following the meeting. Thanks so much Vince and Pam; we look forward to the next event at your home.

The October meeting to be held on Oct. 7th, a Wednesday night, will be held at the Kelly's and is an especially important event in the life of the club. It is election night. Maximum attendance is desirable so that you, the membership, can express your desires regarding next year's officers. The Oct. meeting is also significant in that it is the coming out of the Kelly's MGA.

It has been my great pleasure to have served you as your president for the last two years and four months. During this time we have seen the membership change through transfers of members to other places and gains through reverse circumstances. Although we hate to see old friends move on, we welcome the new members and we gain by their fresh ideas and participation. I feel that as the core of participants and contributors to the club's activities grows, the organization becomes stronger and healthier. It has come a long way since May of 1973 when the first nine members assembled. Let's keep it growing through your enthusiasm and fresh ideas. Participation in

the club's events and expression of your desires in terms of event preferences will create organizational strength and personal enjoyment of club events.

I am sure that the new president will enjoy your future support and find his club office as pleasurable as I have.

Keep on "F"ing,
Jim

SEPTEMBER MEETING: SECRETARY'S MINUTES:

In the Garden of Groover at 8:10 p.m. on the 1st of September the wondrous President Banvard lovingly opened another meeting of the 'P' Classics with a welcome to new members Jim and Kay Nolan and Walt and Peggy Vahl. "Have you paid your dues?" "No, but I will." "Glad to see you even if you haven't paid." Roy Wiley, in response to local canine outcries, "Groover, can you quiet down the neighborhood dogs."

Secretary Wallach asked for and of course received approval of his fine rendition of the minutes of the August meeting. Treasurer Hall reported a balance of \$748.05. Activities Groover presented a rambling summary of upcoming events. "Talking to several people today, I think we need a tech session in October;" Halloween party at Walt and Mary Thompson's; (woof, woof, woof) "Barn dance or playing in the hay." Richard Hall interjected, "Where is this taking place?" "At your house." Roy Wiley--"Bring the 'A', we'll all play in the hay." (woof, woof, woof) Roy Wiley--"Richard-he'll have a tech session to fix his 'B'." (woof, woof, woof) "Did you get all that?" Secretary--"All I hear is 'woof'." (See Upcoming Events section for list of events.)

After Roy had a mostly successful "discission" with the unpaid, non-member, uninvited, four-legged neighbor, the meeting continued with a more effective level of communication. (Secretary's note: Roy hates competition.) Regalia Farr, having arrived at the mention of her name, reported that she had tote bags and that \$74 worth of goodies were sold at the August meeting. Someone asked if the gentlemen from upstate New York had bought that much and Elsie replied, "No, not all."

Under new business, the president reported receiving a letter from Janet and Dave Savadge of the Central Coast Chapter stating that they wanted to buy a patch. It was unanimously decided to send them a patch gratis. Roy reported that he missed a TC which was being offered for \$1900 and sold for \$1700.

Under old business, as the president mentioned the nominating committee, Mike and Jennifer Ash fortuitously arrived and Mike reported that the elections would be held at the October meeting and new officers will take over in November. He called off the list of nominees. Mary Thompson, the nominee for Secretary--"Who missed?" Jim Banvard--"That was Walt. You can get him later."

Jennifer and Mike reviewed the preparations underway for the upcoming GOF. Roy reported that the TF listed in the August newsletter sold for \$5000. The meeting was adjourned and the members partook of the Garden of Groover's succulent delicacies and intoxicating nectars. Our thanks to Pam and Vince for a delightful evening.

UPCOMING EVENTS

October Meeting - Wednesday, October 7, at Terry and Georgia Kelly's.
(Map on last page.)

Halloween Party - Saturday, October 24, 7:30 at Mary and Walt Thompson's. Bring a snack. There will be games, hot apple cider and costume judging.

November Meeting - Sunday afternoon fun in Yorktown, hosted by Dee and Fred Paddock. Date and time will be in the November Dipstick. *Nov. 1* *Nov. 8* 2:00 p.m.

November Event - Barn Dance!! The hoedown will be at Kay and Carl Fisher's in Sandbridge. Time and date to be announced.

GOF AWARDS

First Timers

- 1. 8002 Robert Martin
- 2. VM183 Carl Fisher
- 3. 6402 Vince Groover
- HM. 5158 Dale Lindsay

TD

- 1. 4498 Jim White
- 2. 7512 Norm Guerette
- 3. 6380 John VanOver
- 4. 5158 Dale Lindsay
- 5. 2103 Thomas Rippert

Vintage

- 1. VM183 Carl Fisher
- 2. VM224 George Frushour

TF

- 1. 4728 Dan Boswell
- 2. 7971 Jan Hendrickson
- 3. 3420 Mark Walling

Varient

- 1. 7662 Jim Banvard (Y)
- 2. 6402 Vince Groover (Y)
- HM. 275 Richard Embick (Arnolt)

Premier

- 1. 3522 Gary Edwards (PC)
- 2. 1095 Alan Werthiem (PD)
- 3. 6689 Hank Giffin (YA)

TC

- 1. 7998 Doug Fischer
- 2. 5132 Luke Snyder
- 3. 3622 Jim Moxley

Open letter to all GOF helpers:

Dear friends,

Many many thanks to all of you who helped to make GOF XXXIII the success it was. Special thanks to those of you who took on the chairmanship of the various committees, and to those of you who assisted those chairmen in the weeks before, and on the days of the

Gathering. You all know who you are, and we appreciate each and every one.

We received so many compliments on the way this gathering was run, but we know that it was really a conglomerate of the various events our own club has run from time to time, but on a much larger scale, (including the eating out and causing of mass confusion in a local eatery!) We believe we were showing the T Register just what the Tidewater club is all about.

It has been a great experience, and we are so grateful for the support you all gave us. The Tidewater MG 'T' Classics must surely be the BEST club to belong to, and we are both proud to be a part of it.

Again, our heartfelt thanks.

Jennifer and Mike

THE LOST "TD"

Coming home the other day
I passed a "TD" on my way.
It had a sign that said FOR SALE
I quickly followed on its trail.
On my horn I would pound
But with top and windscreen down,
The driver never heard a sound.
And just continued through the town.
In and out of traffic, He,
Would ease his car away from me,
And at a light he got away,
I've been looking till today.
And folks that hear my tail of woe;
Just look at me and say "THAT SO?"
But, I will keep an eagle eye,
As I see cars go waizzing by,
And hope and pray that some day,
Some elusive "T" will come my way.

Dave Barrows
9/6/81

ABSENTEE BALLOT--Elections will be held at the meeting on Wednesday, October 7. Anyone who can't make the meeting and would like to vote, please call Mike Ash at 495-0307 before meeting time on Oct. 7 with your vote. Also please mail a ballot as a confirmation to Mike at 5149 Bellamy Manor Dr., Va. Beach, Va. 23464. Write-in votes are permitted.

President: Ross Haines

Vice President: Vince Groover

Secretary: Mary Thompson

Treasurer: Bess Mann

The following comments on GOF Mk. XXXIII were submitted to the Dipstick:

The first thought that came to our collective minds was that God had surely blessed us with blue skies and sunshine. We all made the trip down with no catastrophies - for this we are truly thankful. We feel that the Cavalier is a charming background for displaying our T's and allowing us to meet new enthusiasts and renew old friendships.

The only element which detracted from the elegance of the Cavalier was it's lack of coffee in the morning, and soft drinks and snacks during the day. We felt that it was actually dangerous to set us loose on the world w/o liquid eye opener.

Barb, Eleanor, Carol et al
(al who?) Chesapeake Chap.

(The staff at the Cavalier had plenty of hot coffee available on Saturday and Sunday mornings, thus avoiding any serious mishaps.)

Having left Oakville, Ont. at 7 'o'clock AM in 40' weather we were looking forward to getting to Virginia Beach and some warm weather. The highlight of the trip down was coming across the Bay Bridge Tunnel. On arriving at the Cavalier it was nice to meet the friends we had made on our visit to the Tidewater Chapter Mini-Meet in June.

We both loved the hotel and big room that we had, very comfortable. The GOF was well organized and we tried to participate in as many events as we could.

It was also a pleasure to win the third place distance award at such a large gathering.

A fun weekend with but one regret. We have to go back to the cold Canadian winter.

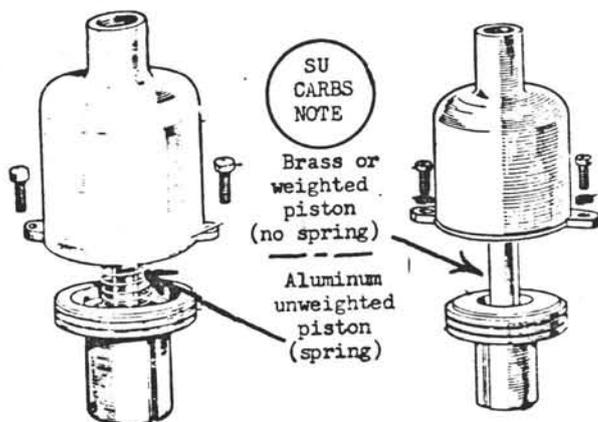
Thank you all.
Glenys and Graham John

The old MG's fit in so perfectly with the setting of the Old Cavalier Hotel. We were blessed with several beautiful Virginia Fall days and had one more chance to briefly enjoy the warmth and sights of the beach. We saw a school of dolphin playing in the surf, for us a rarity of Va. Be. Nice to see the Banvard's Y all in one piece instead of in parts throughout the house.

Sandy German
(First Timer - Tidewater Chap.)

DEADLINE FOR THE NOVEMBER DIPSTICK IS OCT. 25

SOMETIMES YOU DONT USE A SPRING



PAINTING

by Bob Sterling

Many of us have had our cars repainted and some need painting. Some us had our cars painted by someone else and some painted our own or plan to paint our own. I wanted to paint my own car. It probably cost me more doing it myself; but the satisfaction when it was done was worth the extra cost.

Anyone who paints cars will develop their own painting procedures. If you have someone paint your car, you probably will not have a choice on how you want it done. But if you do plan to do your own, then you can get as confused as I did when I painted mine.

Just recently, however, I read an article in CARS & PARTS magazine about how Pop Rice paints cars and I plan to try this technique the next time. Who is Pop Rice? Well, he has one of the best reputations in the country of restoring cars. Pop Rice started painting cars fifty-two years ago when paint spraying first started. I am sure many body shops might not agree with his methods but his restored cars win top car shows by very tough judges.

Pop uses lacquer for the car body and enamel for the frame and on wooden parts. Here's his story on painting:

"You don't need more than four coats of lacquer for any paint job, plus two flow coats after a light sanding," Pop says. "You show me one of those ten or twelve coat paint jobs and if it doesn't start cracking like an alligator's hide after two or three years, I'll eat it."

Pop insists that you will never rub through four coats of paint during its lifetime. "The only way to rub through would be use a buffer on the corners and edges and then it's not 'wear' that rubs through, but the heat build-up from the friction which starts the lacquer to melting," he says.

Another of Pop's Ten Commandments of Painting is never to use primer-surfacer for the base coat on an entire paint job. "This product was never intended for paint jobs," he said emphatically. "All you have to do is read the directions on the can where it says, 'For tough up only'. I don't care what the dealer tells you. Most paint dealers don't know a thing about paint. All they know is how to sell it."

Still another of Pop's "Commandments" is never to put a new paint job over an old one. "The only way to do a real paint job on a car is to strip it to the bare metal and start over." You can do the stripping with any high grade paint remover sold by paint supply houses.

The best method is to dismantle the parts of the body, fenders, doors, etc. and paint them separately. Then assemble, being careful not to scratch your new paint job. Doing it this way makes sure you never have to worry about failing to get paint into the cracks, with paint peeling.

If you insist on doing it without dismantling, make sure you get all the paint remover out of the cracks by using a high pressure air gun and wiping with a gasoline or metal preparer rag.

Well, if you don't use primer surfacer on the metal, what do you use for a primer, or base coat? "Use the old fashioned oil base primer," says Pop emphatically. Yes it takes a bit longer to dry and slows down the paint job, but "You will have a job that will stay with you and will give you better rust protection." Pop usually sprays from two to three coats of the oil base primer, but sands only the third, or last coat. The sanding is not a heavy sanding, but he uses 320 paper to leave tiny hair scratches for the lacquer to cling to. Each coat must dry before re-coating and the last coat must dry at least 16 hours before spraying the lacquer.

The only concession Pop will make in the direction primer-surfacer is to use, very sparingly, a small amount of glazing a few stray scratches or tiny cracks that may remain after applying the primer. He applies it, not with a spray gun, but with a wide putty knife with a blade flexible enough to follow the curves.

And here it might be well to remember that Pop Rice is not only a top notch painter, but a metal worker as well and the reason you need so little filler is because he does a proper job of preparing the metal before spraying the primer. "If you have finished your metal properly you don't need the primer-surfacer and very little glazing," he insists.

In other words, Pop begins spraying lacques right over the oil primer which, incidentally, can be used on aluminum as well as steel bodies. Primer-surfacer cannot be used on aluminum.

Pop also warns against the use of the so-called "metal preparers" between coats of primer and lacquer, or even over old paint. "This material was never meant to be used anywhere except on bare metal," he says. "Try using it between coats on your paint job and there goes your whole paint job."

Back to that wide spread use of lacquer base primer-surfacer under the paint jobs. Pop sadly admits the practice has become so wide spread that many paint dealers don't even stock the oil base primers. "If your paint supply house doesn't have it, make them order it," says Pop.

Then there's the matter of thinners and the mixing of paint, something that rates high on Pop's Commandments. "Mix it exactly as the manufacturer recommends on the can and don't try to get by with cheap thinner to save a few

PAINTING CONT.....

BUCKS. I know you can buy lacquer thinner for \$2 to \$3 per gallon, but if you use a thinner costing less than \$5 to \$6 per gallon you are throwing your money away. Why risk a \$500 to \$1,000 paint job to save a few dollars on thinner?"

The only change Pop makes on the mixing formula in on what he calls his "flow coats," those final two coats he sprays on after he has applied the four basic color coats. On those two final flow coats, with no sanding in between, he mixes the paint - 3 parts thinner to 1 part color, or 75% thinner and 25% color.

After those two flow coats go on, Pop's paint jobs look good enough to win a prize right there, with no rubbing or polishing. But Pop does do a bit of rubbing, with rubbing compound, winding his rubbing cloth into a round, fist-like ball. This is the "icing on the cake."

How about polishes or waxes to protect that beautiful paint job? Here again Pop reveals how old fashioned he is. "I've got no use at all for these new quick and easy waxes and polishes," he says. "They've all got cleaners in them or fish eyes." He suggests the only reason they have become popular is because most people are too lazy to apply the old fashioned paste waxes which, Pop insists, are still best of all.

But even on these waxes, Pop recommends using them only while a car is out on tour in the summer, exposed to the sun and the weather. In the winter, when the car is in storage, that wax should be removed with a wax remover and the car stored without a polish or wax.

"Your paint job will last longer that way," he insists and coming from Pop we've at least got to listen. "No wax lasts forever. It all wears out."

Pop's old fashioned ideas also come out in his judgement on the new acrylic lacquers and enamels. "I'll use the old fashioned nitro cellulose lacquers as long as I can get them," he insists. "The new acrylics have a nice shine to them and they stand up pretty well on cars that have to stand outside all the time, but they have no depth to them."

As for enamel, Pop refuses to talk about enamel at all, when it comes to complete paint job although he will agree the enamels have some uses. For example, if you are painting an old car which has some wooden parts which must also be painted, he suggests using lacquer on the metal and enamel on the wood. The reason being that lacquer becomes so hard it will not expand or contract with wood and will crack while enamel is a bit more flexible.

You should also use enamel in painting the frame, chassis parts or even the underneath side of fenders. "It is a bit tougher and resists gravel chipping better than lacquer," he admits. Then there is the matter of the "mechanics" or Technique of using a spray gun. For a man who has been spraying paint for 52 years, Pop has some definite ideas. And, again, he points to the directions on the can. "If the directions say spray from a distance of eight inches, you shoot from eight inches, not twelve or sixteen," he says. Which means you need alot of "dry gun practice" with your arm and body to perfect your "sweep". Not a swing. A swing means an arc, with your distances growing greater at the end of your arm swing. The whole idea is to practice a sweep that will keep the spray nozzle the same distance from the car body throughout the entire length of the sweep. In other words:

PAINT CONT.....

a flat sweep.

"I also shut off the spray at the end of each sweep and if I am painting a single panel, such as a door panel, I try to make my sweep reach all the way across the panel in a single motion," he said. "Some people who have looked at one of my paint jobs right after I finished spraying have asked, 'Where is the orange peel?' I tell them there isn't any orange peel because we don't put orange peel in our paint jobs," he stated. Thus no orange peel to rub out.

Most orange peel, he suggested, comes from using too much air pressure, or an improper proportion of color to thinner. Pop sticks flatly to the formula of 45 pounds of air pressure at the gun nozzle. "It is the people who use 60 to 65 pounds per pressure who get the orange peel. You are actually blowing little bubbles right into the surface of the paint," he said.

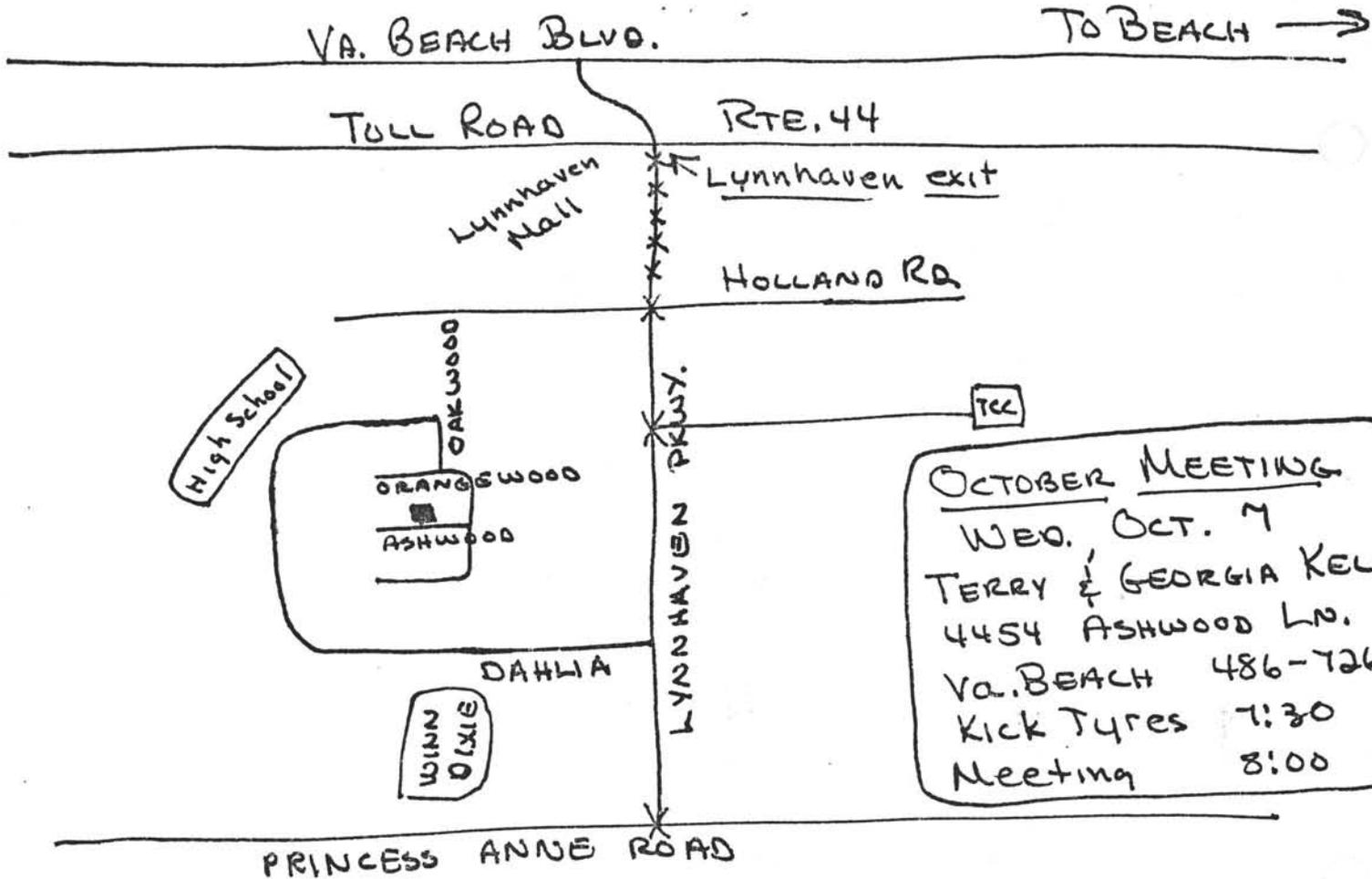
Another of Pop Rice's cardinal rules for painting is to make sure that the coat of paint you are spraying is a wet one. "Some people wonder why they get runs in a paint job. You get a run when part of your coat is wet and part of it is dry. If the wet part is over the dry part it will run. If you have a wet coat all the way across the area you are painting you won't have any runs," he says.

Well, what constitutes one wet coat of lacquer in Pop's book? "If I'm spraying a panel, like a door, I make one sweep around the edge to make sure the edges are covered. Then I start at the top of the panel and sweep all the way across. When I start my second sweep I overlap the spray 'fan' about half way over the first sweep. I go all the way down that way, with about half or 50 percent of my spray fan overlapping the previous one. One time over. That's it, one coat," he said. As we said, after the first coat is dry he repeats until he has four coats.

Of course, Pop realizes, as every experienced painter does, that it takes some practice to be able to apply the exact amount of color without any danger of sagging or running. The important things are the proper proportions of thinner to lacquer, proper air pressure and proper distance of nozzle to surface and a practiced, carefully timed sweep.

Finally, those two "flow coats." But one word of warning Pop adds about sanding. The only sanding he does after he once starts spraying the color is a light wet sanding, with 400 to 600 paper, of the last of the four color coats. No sanding on either of the last flow coats. "If you put it on correctly you won't need the sanding" he said.

There you have it, folks. Shop talk, and Pop talk, about painting, coming from one of the grand old masters of the game. Sure it is possible that other old time paint squirters have other ideas, possible ideas just as good. Some may even want to argue about some of Pop's pet theories. But one thing is certain, the ideas that Pop Rice has suggested here are based on methods that have faced the test of time. They have brought results, prize winning results from some of the toughest judges in the country. You cannot argue with that!



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