

THE DIPSTICK



President.....Mel Baker
 Vice-President...Tony Perino
 Secretary.....Andy Wallach
 Treasurer.....Pat Beuter
 Editor.....Brenda Banvard

* T * NOTES

Thanks to Jennifer and Mike for hosting the March meeting, and to Tony Perino for conducting the meeting.

The main event for April will be the NEMGTR Road Show in Williamsburg. This is going to be a "fun" event and I hope everyone will plan to attend.

Although our Spring Car Show is still in the planning stage, I am already thinking about next year's show (if we have one). Maybe we could get together with the Richmond Club and have a mini-GOF type of affair ----- Car judging, car games, flea market and so forth. Williamsburg is about half-way between our area and Richmond and is beautiful in the late spring.

The next meeting will be at Tom and Jeanne Lund's on April 2nd.

See you there.

Me1

U P C O M I N G E V E N T S :

- April 2 - Wednesday - April meeting at the Lund's
 7:30 p.m. - Kick Tyres
 8:00 p.m. - Business meeting followed by refreshments.
- April 11-13 - Fri-Sun - NEMGTR Road Show
 Williamsburg
- April 20 - Sunday - Tech Session
 10 a.m. - Mike Ash's
 Bring your problems and/or your expertise
- APR. 27 - 2nd Annual British Isles Fest. - Waterside (Sun) - See details further on...
- May 2-4 - Fri-Sun - Mini-G.O.F. - Chesapeake Chptr
 Fredericksburg, VA.
- May 6 - Tuesday - May meeting at
 Patrick Masterson's

4283001

MARCH MEETING MINUTES

Vice-President Tony Perino opened the meeting at Mike and, Jennifer Ash's home at 8:05 p.m. by stating "Mel (the president) is not here. He is taking a course on how to repaint his car or something." He welcomed guests Holly and Larry Gillan from Florida, who own a normally very dependable 54TF; Kelly Blaylock, who bought a TD from Vince Groover; Rod Brining (sp?), owner of a 36 Midget; Chris Cummings, friend of Andy Wallach; and members Bob and Mary McAlpin, who were attending their first meeting. There were no additions or changes to the minutes; Vince Groover moved and Mike Ash seconded and the minutes were approved. Treasurer Pat Beuter reported expenses of \$31.46, income of \$177.50, and a current balance of \$1388.40. Tony stated that there was no regalia since he came from work and it was all at home. Brenda Banvard, reporting for Jim Banvard on the upcoming British Car Show, stated that they were considering Oceana Naval Air Station as a site and that the Cavalier Hotel had been ruled out because they didn't want the show. Mike Ash asked about the status of nametags, but Margie Moore, who is checking on permanent types, was not present.

Robert Davis, Parts Chairman, "It's been a year since I brought out fuel pumps," showing three models. Chris Holcomb, in response to someone stating that one can count on the diaphragm in the fuel pump being the first part to fail, "I know, my wife's pregnant." (Congrats, Chris and Shelley! Ed. Note). Robert said that he had bought the pumps with his own money so that we could look at them. Chris - "this one is marked negative ground." Robert: "You would have to isolate the pump." Vince: "Put it in a car with a negative ground."

Tony Perino stated that the Newsletter deadline is March 18 (and the secretary and Mel met the deadline. Ed. Note) and then asked for Old Business. Jennifer Ash quickly responded: "What about Activities?" Tony: "Wouldn't be a meeting without you." Jennifer: "That was a kind remark." She passed around a sign-up sheet for Brunch at Fort Story. "Next month the meeting is at Tom and Jeanne Lund's - 1st Wednesday. Tech Session on the 20th here (at the Ash's)." Vince: "Lots of people here - maybe want to talk about the show (British Car Day)" Tony: "I don't know anything." Brenda: "We'll get something in the newsletter."

Under Old Business, Chris Holcomb asked "on the list being send around to sign, aren't you just supposed to put down the car you are driving (the one you drove to the meeting.?)?" Someone responded: "Yes." Robert Davis: "Shouldn't you mention something about the New England MG "T" Register Road Show in Williamsburg. Vince told the members about the April 11-13 show.

Vice-President Perino, under T-Time: "Mel reports that he got his TD back from Robert's with a newly welded frame." Robert stated: "Tight-wad will have to buy a new top". It seems the top got damaged during the welding. Tony continued: "Mel's MGB is getting painted and will be on the road in three weeks." and asked if anyone else had anything to relate. Bob McClaren: "Been working like mad on my MGC-GT. Coming along - new discs, rebuilding calipers, new waterpump, the sides of the radiator fell off. You guys laugh. When I get that 145 horsepower

working, we'll go out and race. Working on the rack and pinion. Put it all back together, aligned it somewhat. Brakes froze up, took me 25 minutes to go two miles. But before the brakes froze up, it was going great." Vince reported: "Jim Banvard and I are putting together our TD's. Jim's is done except for his top. Mine is together except for the pieces that bolt on." Robert injected: "Brenda, when Jim gets the top on, bring it over. Just takes a second with the torch." Brenda: "The miracle of putting a car together is that we don't have to transfer fenders from the spare bedroom to the garage to the bedroom, etc."

Under New Business, Tony mentioned that he had M & G brochures and info on GOF South & GOF Central. John Grassy will sell his TD for \$12,000. Mike Ash: "There is one in Hemming's for \$28,000." Vince: "Come with a garage?" (Ed. Note - At this point a cake was brought in with a "2" and a "9" candle on it to celebrate Jennifer's 29th birthday which was the next day)

Brenda moved to adjourn which was seconded. Mike Ash stated: "According to Robert's Rules - you don't need a second to adjourn."

All mentioned above along with Mike Banvard, Bob Beuter, Arla Strasser, Butch Ballbad, Ira Cantin, Tom Lund, Tom Hall, Ed Hazard, and Frank Slaby adjourned to Jennifer's delicious munchies. Thank you - Jennifer and Mike.

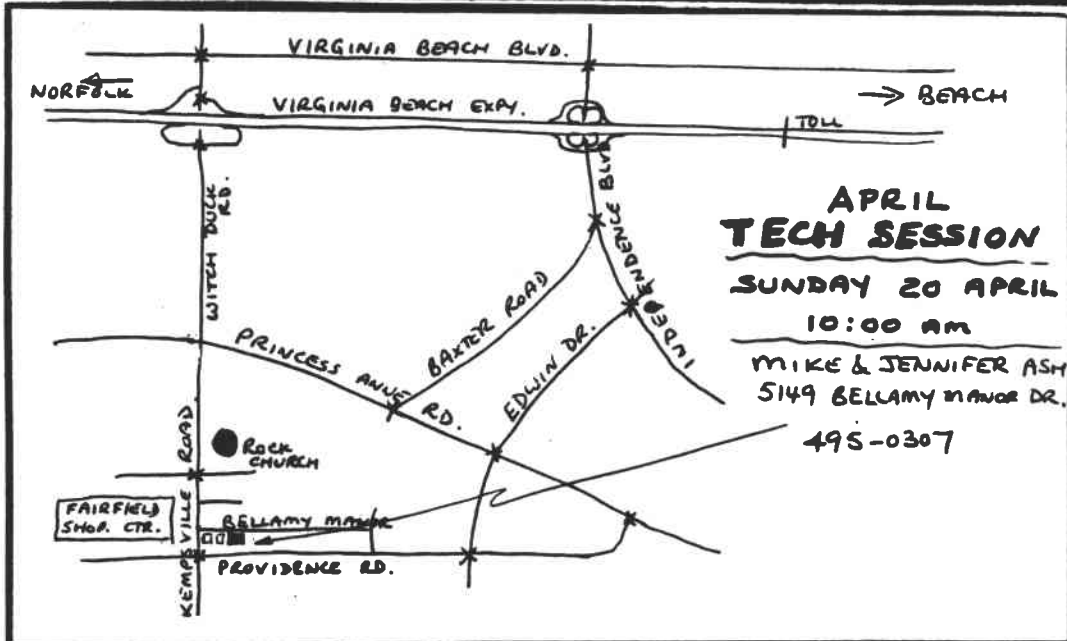
Andy Wallach

NOTE: Deadline for MAY newsletter is April 23

Mark your calendar

↙
SUNDAY - MAY 25th
SPRING CAR SHOW
AT OCEANA AIR STA.

Details next month



CAR SPARKLE - A PS guide to waxes, sealants, and cleaners

Copied from "Popular Science" written by Ed Jacobs

Car paints, despite impressive improvements over the past 20 years, still need maintenance to survive the elements and road grime. There's a bewildering array of waxes, cleaners, sealers, and specialized products on the market, some of which are claimed to eliminate routine maintenance. But do they? What can you do to protect your new car's exterior finish? Indeed, can you protect it? Are waxes a waste of time and money that could be dispensed with by making a monthly trip to the car wash?

To get the facts, I turned to the auto and chemical companies. From engineers, scientists, coatings experts, and service specialists, I learned some surprising things about finish protection and car waxes. And I got some solid advice on how to take care of new and used cars.

First, understand that the acrylic lacquers and enamels now used by all U.S. - and some foreign - makers are far better than those of just a decade or so ago. In fact, they have two or three times the durability and gloss retention of earlier finishes. That's why today's cars look so much better for so much longer.

Products now on the market to maintain or improve car finishes can be broken down into several categories, including the familiar rubbing compounds, polishing compounds, cleaners, cleaner/waxes, and waxes (more detail later). But there is now a new and different kind of product: the sealer/lusterizer. This is usually designed to be professionally applied at a new-car dealership - although several do-it-yourself products are now on the market. The professionally applied products are expensive, costing \$100-\$200 or more. Do-it-yourself products cost from \$6 to \$40.

There is also a host of specialized products to care for other auto parts, such as vinyl and chrome cleaners, fabric treatments, and so on. But the paint gets the most attention.

Most people have a couple of goals in mind when it comes to paint. They want to make the car look better, and to protect the finish and make it last longer. But what can the jungle of finish-care products do for your car? And - particularly in view of the huge price differences - which is best for your car? Let's look at each one.

Sealer/lusterizers

This new class of products has been getting most of the publicity lately, partly because of the high price tag on some of them, and partly because of the startling claims made by a number of the manufacturers: "extramolecular action ... synthetic glass ... bonds with the paint ... ultraviolet protective shield."

Essentially, these sealer/lusterizers claim to protect your car's paint and/or eliminate waxing for years. Most have guarantees, some dependent on following a regular maintenance schedule. Some offer only a refund of the purchase price of the product itself, while others have liberal no-mileage or repair-cost limitations. Some guarantees require periodic inspection by the dealer.

There are dozens of sealer/lusterizers on the market, far too many to look at individually. So let's look at three of the bigger companies' products.

Walter Fiveson, president of Polyglycoat World Enterprises, the maker of perhaps the best-known product, says Polyglycoat is "a total lubricant that penetrates and becomes a permanent part of the paint, slowing down the dehydration process that degrades paint." He also says it deters ultraviolet-ray deterioration. His product carries a three-year warranty against "weather-induced cracking, flaking, deterioration, fading, oxidizing, and loss of gloss," but you must treat the car with Polyglycoat Sealant Cleaner every two or three months in normal use.

Auto Armor Paint Protector is made by ECP, Inc., and carries a three-year paint-protection warranty. According to ECP development chemist Mike Dwyer, Auto Armor "deposits a thin polymeric film on the finish which resists oxidation better than hydrocarbon waxes or the acrylic polymers in the paints themselves." Surface retreatment with renewer is required every six months.

Ted Greenseid, president of Nationwide Ultra-Seal, Inc., says that Ultra-Seal Paint Sealant "prevents the paint from deteriorating from the sun's ultraviolet rays, salt, fog, pollution, and chemical fallout, and also eliminates oxidation." His product carries a three-year transferable warranty, with no mileage or repair-cost limitation; and no maintenance is required.

What's in these sealer/lusterizers? The formulas are secret, of course, but those that do mention ingredients all list silicones - which are also found in many conventional car waxes and polishes (whether or not they're listed on the label).

Many of the dealer-applied sealer/lusterizers specify surface preparation - such as machine buffing with a mildly abrasive compound - prior to application. Some do-it-yourself types specify the equivalent, although not necessarily with a buffing wheel.

Many products require regular washings and surface treatment with "conditioners" or "reactivators." Of these, some that mention ingredients include mild abrasives and silicones.

Do these products do what their makers claim? There is no doubt that they can put a beautiful shine on your car. But there is less evidence to back up the claims that they prolong the life of your car's paint job. We asked for such evidence. Some companies supplied lab reports of various kinds, indicating, for example, that the shine remained brighter with the product in question than with conventional waxes. But we have seen no really convincing lab or experimental evidence to back up the claim that they somehow bond with or become a part of the paint more effectively than do conventional waxes, or that they prevent the damage ultraviolet light does to your paint. Some manufacturers told us that scientific evidence wasn't that important, that customers' testimonials are all that really matter, since lab tests aren't "real world."

The domestic car manufacturers and major chemical companies I talked to do not share the enthusiasm of the sealer/lusterizer manufacturers, and one company declined to comment on them.

Gene Leithauer, senior engineer in charge of paint and corrosion systems for GM's Fisher Body division, said: "We place them in the same general category as polishes and waxes. They make a nice-looking finish, but we haven't found any polish that preserves a car's finish."

Eric Beynon, technical manager of chemical products for Union Carbide, based his views on long-term, side-by-side comparisons of adjacent sections of cars used daily on the road. He feels that "these products do the same things as regular car waxes and polishes." He also points out that many of them require retreatment at regular intervals, and that, "in effect, you are repolishing the car - regularly; and, if you do that with any good car polish, you'll maintain your car's good looks and appearance."

Norm Price, manager of coatings systems for Chrysler, said: "The widely advertised sealer/lusterizers do nothing to protect your finish." He cited long-term, side-by-side exposure tests (like those of GM and other manufacturers) in which identical production-line-painted panels were set out in parts of Florida where the intense sunshine, high humidity, and salt air combine to make a very harsh environment. Treated and untreated samples were regularly checked for effects, and no differences were found.

While the protective value of sealer/lusterizers may be controversial, they certainly deliver outstanding appearance. Whether this striking shine is the result of the materials or of the method of

application is hard to tell, though. Many call for surface preparation with a mildly abrasive compound and buffing wheel, which smooths the surface, so there is an immediate improvement in appearance.

If you want a sealer/lusterizer, but if \$100-\$200+ is more than you care to spend, there are several do-it-yourself products available. Among them are Canarbo Jell, Remo Shine, Polymer Sealant, Gloseal, and Power Gloss. They have just been joined by a three-step PolyShell Kit from Turtle Wax - about \$19.95 at Sears.

Waxes instead?

If you're not interested in a sealer/lusterizer for your new car, you're probably considering waxing or polishing with the more traditional products. Although waxes and polishes are often lumped together in a single category, there are actually five different types of products involved. Rubbing compound is a highly abrasive paste for removing deep stains and scuff marks, or in rubbing out a new paint job. Polishing compound is a milder abrasive paste for lighter stains and blemishes, or for rubbing out spot paint repairs. Cleaners are liquids containing still finer abrasives, and are intended for heavy dirt, traffic film, insects, tree sap, and so on. Strictly speaking, these all belong in the polish category. Cleaners/waxes are the familiar one-step products that contain both cleaner and wax, and are fine for most jobs. Finally, waxes are just that - combinations of several different types of waxes - and may contain silicones. They must be applied on a freshly cleaned surface.

These products can erase that dull, worn look and restore something approaching a showroom shine, but, contrary to what many people think, they do relatively little to extend the life of your car's finish. That's because the ultraviolet radiation in sunlight is the single biggest factor in the normal deterioration of automotive finishes. (Industrial fallout can be worse, in some areas.) Unfortunately, you can do little to protect your car from ultraviolet - except keep it out of the sun.

ECP's Dwyer says, "No film - like a wax or paint sealant - can prevent ultraviolet degradation in paint." Union Carbide's Beynon explains, "Even if you put an ultraviolet absorber in, the layer is so thin that it doesn't do anything for you." (The colored paint on your car is 0.004 in. thick, but a coat of wax would be measured in angstroms, and $1\text{A} = 3.937 \times 10^{-9}$ inches.)

Waxes and polishes don't keep your paint from getting dirty or covered with road grim, but they do make it easier to remove. Frequent washings to remove dirt, road grime, and industrial fallout will help to forestall deterioration. But don't get carried away; overly frequent washing can promote corrosion. Going over the car every few months with a good automotive wax or polish will remove grime and any detergent buildup.

If you think a quick trip to the car wash is the best way to handle washing the car (whether or not you plan to wax it), I've got some more bad news for you: It could be harmful. If the brushes are adjusted for small or mid-size cars, and you own a full-size car, the extra spring pressure on those brushes could mean marks on your paint. In addition, some car-wash detergents could be detrimental, and the solvents in some "hot wax" processes can harm vinyl tops.

It's really best to wash the car yourself, in the shade, using cool water and a specially formulated car-washing product or mild dish soap. Laundry detergents are highly alkaline and can cause chemical reactions, especially with aluminum (among other things, the sparkle in your metallic paint).

If you decide it's time to wax the car, almost any good automotive wax or a cleaner/wax will do fine.

What about a used car? Well, if the finish is in good shape, treat it like a new car. If it's showing some deterioration, try a wax with a high concentration of polishing abrasives. If that doesn't work, try polishing compound. If everything else fails, use rubbing compound, but it's so abrasive it can easily go right through the paint

VINYL CLEANERS

Paint isn't the only thing you're likely to have on the outside of your car. Vinyl tops require some special precautions. Under normal conditions, the most important thing for your vinyl top is to keep it clean with frequent washings, just like the paint. But don't wax it - ever.

Nearly all car waxes/polishes contain fine abrasives that can damage the thin coating of clear acrylic that covers the vinyl to give it a high gloss and shield it from abrasion and staining. Strip away that coating and you'll begin rapid deterioration. Use only vinyl-compatible cleaners and treatments, and don't go near a vinyl top with household solvents or cleansers.

You'll find a special product for everything else on the car, of course, but be sure to check your owner's manual before you use it. Not everything is what it seems anymore. For instance, much "chrome" trim is now "metallized" plastic. Chrome polish can destroy it in an instant.

The interior of your car also needs some care from time to time. If you've got a vinyl interior, everything said about vinyl tops applies. Incidentally, vinyl cloth, and leather interiors are extremely resistant to soiling and staining, so the experts I talked to saw no need to treat them with stain repellants or similar products.

OTHER NEW PRODUCTS

In addition to those new products already mentioned, there are a number of other, new products coming along. Polyglycoat will soon be marketing a liquid cleaner, a wash-and-shine concentrate, and a liquid glaze through J.C.Penny, Sears, and Montgomery Ward - for people who didn't get any Polyglycoat treatment at the dealer. (The company's sealer/lusterizer will not be sold over the counter.) Clean 'N Glaze and Polish 'N Glaze are 3M professional products now being sold to do-it-yourselfers for \$3.85 per pint. Clean 'N Glaze is for appearance-improvement on new cars; Polish 'N Glaze is for used cars. Dura-Glo polymer sealant from J.C. Whitney costs \$19.95 per pint, enough for two cars. Vinyl Guard 100 is said to preserve vinyl, rubber, and leather, and it comes as a complete kit, with cleaner, dressing, scrub brush, and sponge. Classic Gold is a spray-on-liquid wax intended for paint and all trim. It comes in a trigger-pump bottle, and is guaranteed to shine for a year.

2nd ANNUAL BRITISH ISLES FESTIVAL - Sunday, APRIL 27th - AT WATERSIDE

We have been invited to participate in this event again this year (not often we get asked back anywhere, is it?).

- * All British cars are invited to participate
- * Cars need not necessarily be of show quality
- * Dash plaques will be given to all entrants
- * Awards in many categories
- * There will be a small registration fee
- * Gimmick Rally to a party ending the day's festivities

To REGISTER or VOLUNTEER Please call MEL BAKER at 486-3425(h) or 499-0413(w), as we don't have registration forms at this time.



NEW ENGLAND MG "T" Register

The purpose of the Road Show is to bring the Register into various regions of the country (we will be moving it around) to give members a taste of what we are really like. During the weekend there are several outstanding technical seminars held. All of the seminars are repeated during the day so attendees can have a chance to catch all of them. Then there are the social opportunities capped by a birthday party for Cecil Kimber, M.G.'s founder. On both Friday and Saturday evenings there will be an elimination tournament for pre-registered Auto-Trivia players...you must pre-register for this competition. On Saturday we will have a late afternoon flea market which will feature books, toys, jewelry, brochures, crafts, clothing, and small, clean parts. Participation in any or all events is open to anyone who registers for the event; Please note that the registration fee is higher for non-members; it will, however, be possible for non-members to join at the event. In the case of couples, both are considered to be members.

The Register Road Show is a great opportunity to meet the Register and its members. Don't miss it when it comes to you. This year we're in beautiful Williamsburg, Virginia, the weekend of April 11, 12, and hope to see all the members in that area. Of course, you can come to the Road Show from anyplace in the world, and Williamsburg in April has to be one of the nicest places in America to be. See you there!

REGISTER ROAD SHOW

WILLIAMSBURG, VIRGINIA — APRIL 11, 12

GEORGE WASHINGTON INN

TENTATIVE PROGRAM

| | | |
|------------------|---|---------------|
| FRIDAY: | Registration | 6:00-Midnight |
| | Cecil Kimber Birthday Party, Part One | 8:30-Midnight |
| | Auto Trivia Preliminary Tournament for Pre-registered Contestants | 6:00-Midnight |
| SATURDAY: | Registration | 8:00-12:00 |
| | Williamsburg Tours | ALL DAY |

BODY TUB CONSTRUCTION AND TIPS-Craig Seabrook/Fred Kuntz
 AACA JUDGING - Jay Gift/Judi Spittle
 M.G. TOYS - Mike Sarvas
 BRAKE SYSTEMS - Mike Ash

| | |
|---|-----------|
| Flea Market (Books, Toys, Literature, Crafts) | 3:30-5:00 |
| Cocktail Party | 6:00-7:00 |
| Banquet with Speaker | 7:30 |
| Cecil Kimber Birthday Party, Part Two | 9:30 |
| Auto Trivia Championship Round | 10:00 |

SPECIAL ATTRACTION: Bring the chassis number of your NEMGTR registered T Type, and find out its completion date!

.....
COMPLETE AND MAIL WITH CHECK TO: MG, Drawer 220, Oneonta, NY 13820
MAKE CHECK PAYABLE TO: The New England MG T Register. Deadline is March 31.

NAME(S) _____
FIRST NAMES FOR NAME TAGS.

ADDRESS _____

_____ CITY STATE ZIP

REGISTRATION FEE: \$10 PER ADULT \$ _____
 \$35 FOR NON MEMBERS
 BANQUET: \$15 PER PERSON \$ _____
 ROOM DEPOSIT \$80 (SINGLE OR DOUBLE) \$ _____
 TOTAL \$ _____

I/We will arrive on Friday Saturday At _____ o'clock
 Table For Flea Market: Yes No Auto Trivia Entrant? Yes No

Handwritten: Hurry!

T-REGISTER - CHESAPEAKE CHAPTER
"GATHERING OF THE FAITHFUL"

ONLY 150 miles
 from TIDEWATER!

FREDERICKSBURG FLING
 FREDERICKSBURG COLONIAL INN
 1707 PRINCESS ANN STREET
 FREDERICKSBURG, VIRGINIA

MAY 2-4

SCHEDULE OF EVENTS

Friday, May 2, 1986

2:00 - 4:00 PM "Loaded Car Show". Popular vote car show to determine the most outrageously loaded 'T'.
 3:00 - PM "On Your Own Rallye". Entry form will be available at this time. Rallye can be done at your leisure. Entry must be turned in by Saturday at 4:00 PM.
 6:00 - 9:00 PM Dinner on your own. We recommend "La Petite Auberge" at 311 Williams Street and "Arbuckles" at 1101 Sophia Street.

Saturday, May 3, 1986

10:00 - 12:00 PM Car Show
 2:00 - 4:00 PM Funkana on Foot
 7:30 PM Cash Bar at Sheraton
 8:00 PM Banquet at Sheraton

Sunday, May 4, 1986

8:00 - 10:00 AM Bloody Mary's, Coffee, Donuts in Hospitality Room
 11:00 AM Tour of Kenmore

FREDERICKSBURG FLING
 REGISTRATION AND ACCOMODATION RESERVATIONS

Registration Fee\$20 per family \$ _____
\$10 per single \$ _____
 Registrations received after April 10, 1986 or Walk-Ins: Pay double above and take your chances!

Room Accomodations:

I will arrive on Friday, May 2, 1986 _____
 I will arrive on Saturday, May 3, 1986 _____

I wish accomodations for _____ adults @ \$25 each per night for _____ nights \$ _____
 I wish accomodations for _____ children @ \$5 each per-night for _____ nights \$ _____

Total enclosed: \$ _____

Note: When computing the above costs, anyone 17 years old or under, accompanying a parent, is considered a child.

We will do our best to place you in the most appropriate accomodation possible since overflow accomodations will be considerably more expensive. Sharing of bath facilities is unlikely, but possible. Sorry, no pets at the inn.

Banquet tickets:

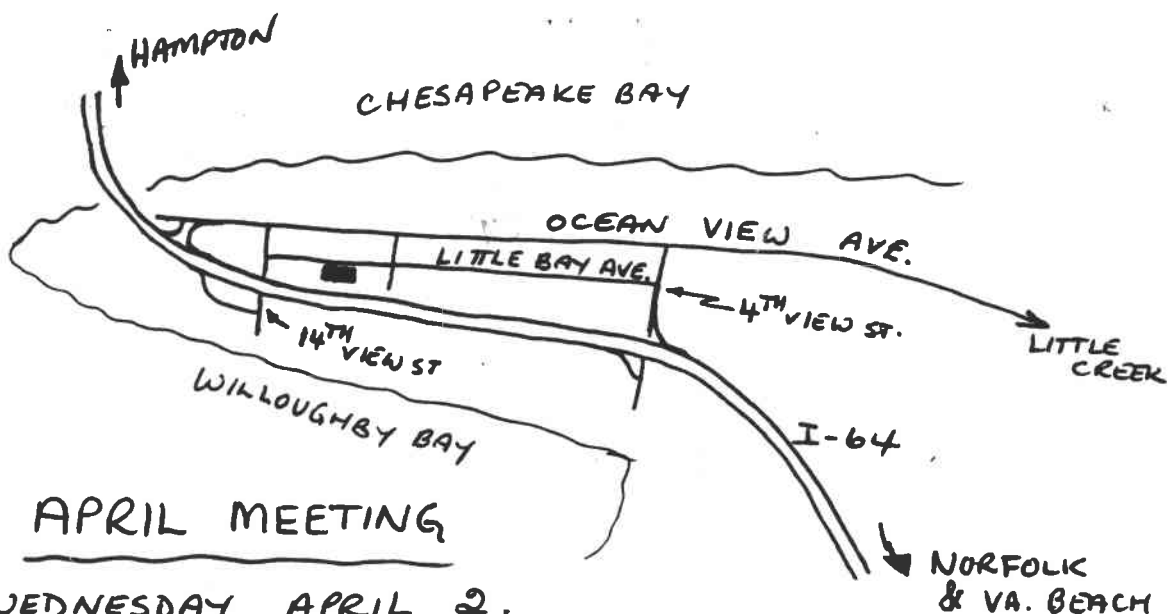
I need _____ banquet tickets (only registered participants may attend)
 I prefer _____ chicken dinners
 I prefer _____ beef dinners

Please help me locate a babysitter for small children yes, no

NOTE: THIS FORM WILL NOT BE ACCEPTED IF POST-MARKED AFTER APRIL 10, 1986!

Make check payable to Chesapeake Chapter
 Mail check and form to:

Mike and Lucia Hughes
 6623 Benson Drive
 Alexandria, VA 22306



APRIL MEETING

WEDNESDAY APRIL 2.
7:30 p.m.

TOM & JEANNE LUND
1123 LITTLE BAY AVE.
480-3090

(ON WILLOUGHBY SPIT.
4TH OR 14TH VIEW ST
EXITS FROM I-64)



T'DEWATER M.G. "T" CLASSICS
5149 BELLAMY MANOR DR.
VIRGINIA BEACH, VA. 23464



PEGGY BRADFORD
3202 DUNNEBROK CT.
VA. BEACH VA. 23456

