



THE TIDEWATER MG 'T' CLASSICS

PRESIDENT: Jim Banvard (340-6737)
VICE PRES: Don Moore (481-1801)
SECRETARY: Tom Lund (480-3090)
TREASURER: Helen Barrows (428-3250)
EDITOR: Susan Boswell (486-1293)

JULY NEWSLETTER

Hi T-groupies--

Dues are still due, folks. So far 23 people have paid for the privilege of continuing to receive this indispensable addition to their daily lives. You may do the same for a mere \$10, the same price as last year! Where else can you get such a bargain?

FROM OLD NUMBER 2400, 4270, 6900, VM199--It is nearly impossible to consider not carrying on Ron's tradition of writing a short cheery note for each "monthly newsletter." Notice that there is no title yet, but we will have a name for our rag (apologies, Susie) by the August newsletter. Rack your brains, all. Imagination is all it takes for your idea to be the lasting label for the newsiest of them all.

It is a great shame that there is no demand for Nuclear Engineering types here in Tidewater at the present time. It is this local shortcoming which caused Ron's letter to be displayed in the June newsletter. With Ron's departure, we are suffering a great loss as a club. I feel confident that when we journey north on our outings, we can count on Ron and his family's participation. His spirit and leadership have been of great benefit to this organization and we cannot let a few miles or a small shortage of petrol keep us apart. Good luck in your future endeavors, Ron. Your contributions have been great and you will not be soon forgotten as our fearless leader.

The turnover of the presidency has been a casual one to say the least. During my inauguration, I was in Fallon, Nevada, with the Naval Air Reserves enjoying the crisp desert air. One saving grace is that I was able to get to Harrah's automobile museum in Reno while I was out west. If you are in the Reno vicinity, do not miss this adventure. There are three warehouses full of beautiful autos of all descriptions on display. The restorations take place on the premises and all in all it is a fantastic plant. There were two MGs on display, a TF and an M-type. Also there were rows of Duesenburgs, Cords and Packards and the like. It is a scene not soon to be forgotten.

It is my pleasure to be your president, but don't forget that it is your ideas and participation that makes this organization what it is. In general it is the new folks who offer fresh ideas on the direction that a club such as this should go. New folk or old, if you have ideas or desires, give Don Moore or myself a call or bring them up at any meeting. It is participation of this type which makes this a dynamic and alive group.

Jim

DUES ARE DUE SEPTEMBER 1!!!

THE JUNE MEETING was held in Ross and Ann Haines's back yard. The twenty-five attendees included newest member Ted Spilman, Newport News member Jim Rudd, and the vagabond Mike West who brought along Dwight Timm as a guest.

SECRETARY'S REPORT--Tom Lund reported that he and Jeanne were in the process of moving and the minutes were packed in a box somewhere.

TREASURER'S REPORT--Helen Barrows reported a balance of \$658.97.

PARTS--Robert Davis passed around a TD seat which had been reupholstered in naugahide (sp?) by Virginia-Carolina Upholstery on Battlefield Blvd. The cost of an entire set of seats including material is approximately \$115. After comparing Robert's seat to a Moss Motors' Upholstery Kit (cost approximately

\$125), it was generally agreed that the local job was far superior. Anyone needing upholstery work done should check the place out.

NEW BUSINESS--NEW PRESIDENT--As everyone knows, this was Ron Eaton's last meeting as President. According to the by-laws, the vice president assume the presidency and is empowered to name his own V.P. New President Jim Bevard has named Don Moore as his X.O.

REDI-STRIP--Ron Eaton reports that Redi-Strip in Newport News has a three month waiting list and has upped its prices considerably (from approximately \$250 to \$375-\$475). The next closest place that will strip and prep body parts for priming is in Rockville, Md. An MGA body and fenders will run around \$250. There's a 7-10 day waiting period and the job takes 7-10 days. Anybody who doesn't relish striping and sandblasting his car should consider contacting Chet in Rockville, MD. at (301)279-2292.

Ted Hughes crawled out from under his medical books long enough to pay us a visit and report that he won the ODU Rallye mentioned in these pages a few months back. Congratulations, Ted. Louann Merton reports that she was not his navigator which explains why they're still speaking to one another.

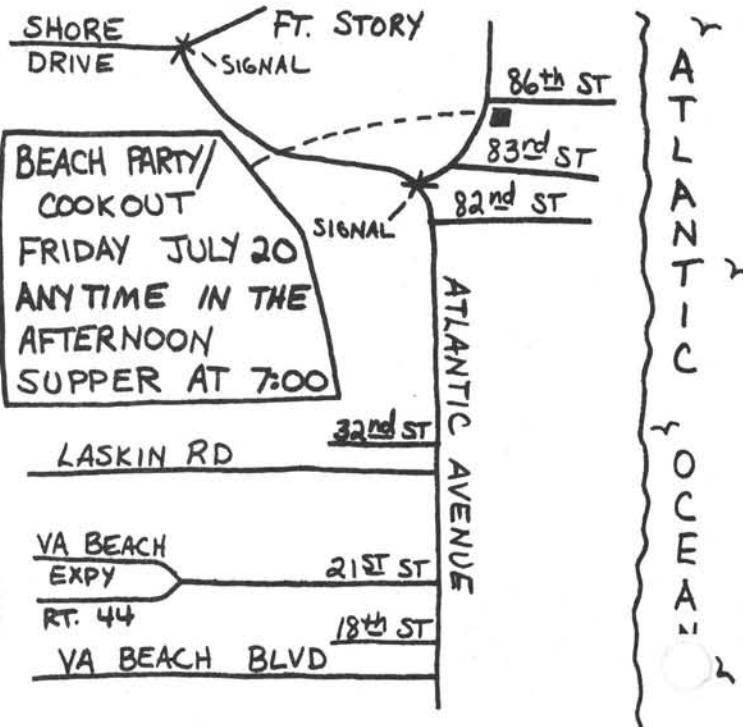
Seems like all we do lately is say goodbye to good friends. Now we're losing one of our charter members, O.D. Dawson, who informed us that at the end of June, the family will be moving to Delaware into an old Dawson family home, the oldest section of which is 200 years old. Sounds great! Since they'll be in the Chesapeake Chapter's area, they plan to join that group while maintaining an out-of-town membership with Tidewater. We hope to get to see them at Chesapeake Chapter mini-GOFs and when they come back to Tidewater for visits. Good luck, O.D., Jonnye and Bobby. You'll be missed.

Thanks to Ross and Ann for a fine feast after the meeting. The July meeting will be TUESDAY, JULY 10, at 8:00 p.m. at the home of Carl and Kay Fisher.

PAY THOSE DUES!!

UPCOMING EVENTS--

JULY 20 (FRI)--BEACH PARTY/COOK-OUT at Dave and Helen Barrows, 116 86th St at the beach (rain date July 27). Come anytime in the afternoon to swim and enjoy the beach. The food goes on the table at 7:00 p.m. The club is supplying the meat and Helen and Dave will provide buns, fixings, tea and coffee. You are to bring your own beer, wine, soft drinks, etc., and one other dish. Call Helen at 428-3250 no later than July 13 to tell her what you are bringing and how many will be in your party. She needs a head count so she'll know how much meat to buy.



JULY 29 (SUN)--TECH SESSION at the Banwards's to commence at 10:00 a.m. Address is 3633 Van Buren Dr. Va Beach. (Map on page 3.)

AUGUST 17 (FRI)--Pool Party sponsored by Bob and Peggy Pellerin. Details next month.

SEPTEMBER 16 (SUN)--TECH SESSION.

SEPTEMBER 22-23 (FRI-SAT)--ROAD RALLYE, if there's gasoline and OPEC



12



13



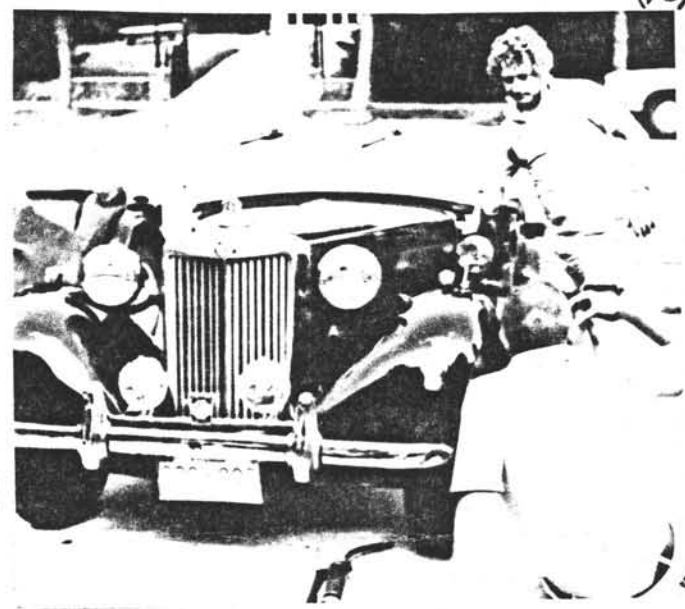
14



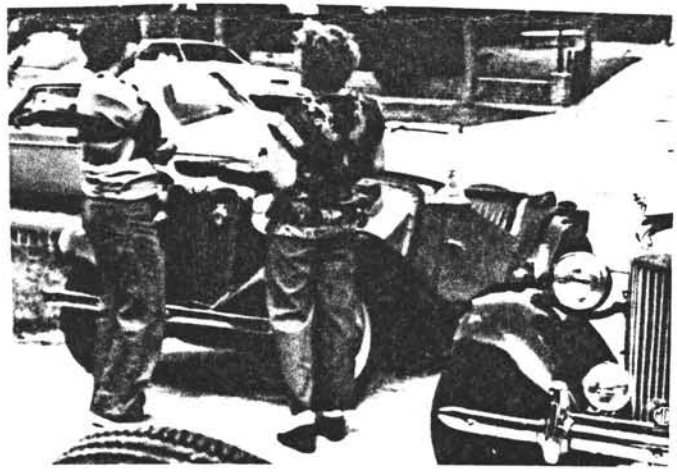
15



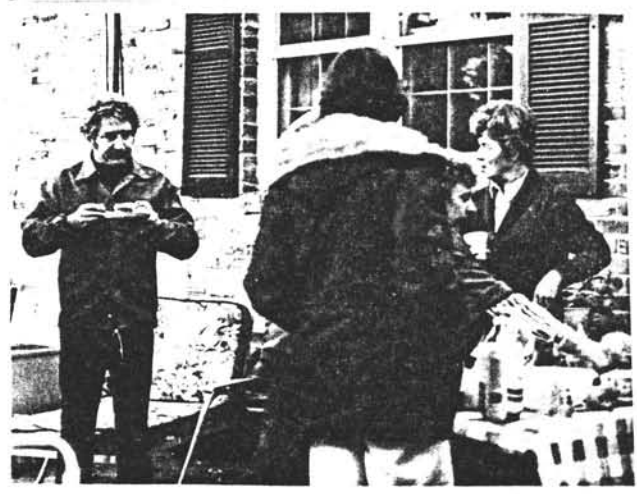
16



17



18



19



- 8) Christmas--Carl Fisher.
- 9) Christmas--Jonnye Dawson, Doris, Kay Fisher, Roosevelt Moseley.
- 10) Christmas--Carol Wallach, Rosemary Eaton, Ross Haines (?).
- 11) Christmas--Jonnye Dawson, Elsie Tarr, Ron Eaton, John Walter.
- 12) Christmas--Bob Walker, Dave Barrows.
- 13) Tech Session at the Banwards', Sept. 1978--Dan Boswell, Van Gogh, Vince Groover.
- 14) Tech Session--Andy Wallach cleaning his TF carburetors.
- 15) Tech Session--Brenda Banvard.
- 16) Tech Session--Roy Wiley, Mike Ash.
- 17) Tech Session--Bess Mann, Jennifer Ash.
- 18) Fall Foliage Drive-out with cookout at Wileys', October, 1978--Mike Ash, Sandy Hall, Jennifer Ash, Marilyn Wiley.
- 19) Fall Foliage Cook-out--John Walter, Linda, Mike Ash (?), Vince Groover, Helen Barrows, Pam Groover, Rosemary Eaton, Don Moore, Bob Salvin, Andy Wallach (?), ?, Elsie Tarr.

 AREN'T YOU TIRED OF HEARING ABOUT PAYING YOUR DUES?

Painting: The best painter in the world finds it difficult to put a fine finish on a product if the initial ground work hasn't been done right, or well enough. However, as important as the preparatory work is, painting is still a three phase operation - preparation, application, and maintenance.

After the primer has dried, go over the work again with a wax and grease removing solution. This is vital, for any foreign substance will invariable ruin an otherwise perfect paint job. Followup with a thorough washing down with a suitable cleaning solution. Be sure to use lint free rags.

It's best to tape after final surface sanding has been completed and when nicks and crannies have been blown free of water and sanding dust. Remember, absolute cleanliness is a must.

Finish painting is a time when one step must follow another in rapid succession, so be prepared. As in priming, spraying equipment should be thoroughly cleaned before applying the color coat.

Before blowing color on the waiting vehicle, test the gun pattern. Start by opening the gun up by turning the spreader adjustment (top screw above handle) all the way out, and backing off the fluid screw (right beneath the spreader screw) until the first thread shows. Adjust the air-pressure regulator to give a constant 40 lb. pressure for lacquer and acrylics, or 60 lb. pressure for enamel. Hold the gun six or eight inches from a test panel and give the gun one full pull and release. Adjust pattern.

The color coat is sprayed in the same manner as primer/surfacer. However, extra preparation may be necessary if lacquer or acrylic is being applied. Keep the gun positioned 8 to 12 inches from and move parallel with the work. Not too fast, and not too slow. Because you're spraying a panel at a time, you must get into the habit of spraying consistently. If you don't, part of the panel will be too light, the other part too dark. As you start a panel, try starting each stroke slightly in from the edge, and stop short of the other. Then as the next stroke is applied, overspray from both strokes will combine to give the right amount of coverage.

If you load up a particular area, expect a run. But don't panic, keep right on painting, but ease off on the amount of paint. When the first color coat is finished, dip a tiny brush in thinner and remove as much of the sag as possible. The idea is to soak up the paint not spread it around. On the next pass, go easy in this area, just a fog coat over the top.

Enamel paint usually requires a tack coat, first color coat and second color coat. After finishing the second color coat, wait a few minutes, then check the work over for misses or runs. If everything checks out, let stand at least over night before detailing.

Cleaning the Gun: When cleaning a suction feed gun, loosen the cup and hold the gun over it with the suction tube inside the cup. Unscrew the air cap several turns, then cover the cap with a rag and squeeze the trigger. Air pressure will be diverted through the gun and force paint back into the cup.

Wash the cup thoroughly with thinner, fill with a small amount of thinner and then spray thinner through the gun. Wipe gun housing with a thinner-soaked rag or use a bristle brush.

Remove air cap and clean by soaking in thinner. Blow dry and then check to see if small holes are plugged. Paint can be removed from the holes with a toothpick or broom straw. Never use wire or welding tip cleaners.

It takes only a few minutes to clean a gun immediately after use, so do it then and save yourself or someone else a lot of work later. One final caution! If you inherit a dirty gun to begin with, don't be tempted to soak the complete gun in solvent or caustic solutions. Solvent will dry out packing and caustic solutions will eat up aluminum and die-cast parts.

Next month we'll conclude this series with an article on detailing and body finishing.

The following is courtesy of the CHESAPEAKE SQUARE RIGGER:

NEW COPY CAR

MG owners will tell you that the TF copy-cars made in Brazil by former racing driver Carlos Avallone are "forgeries" and not to be discussed when "real" MG people gather. Not that Carlos should worry. He has full order books and has already built 100 of these TF lookalikes powered by a Chevette engine. He is offering them for export at \$11,500, less engine and gearbox.

The car is a fairly accurate copy because a fiberglass mold was taken off the only MG TF in Brazil; the only visual discrepancy is the width of the fenders to cover fatter tires. Even the instruments are octagonal, being specially made in Brazil for Avallone. It doesn't make much sense to think about importing an Avallone MG to Britain where the real TFs were built in the first place and where you can buy a well-restored middle-'Fifties TF for less than the cost of the copy car, but Avallone's version does offer modern performance and it also comes with the option of a 2.5 liter four-cylinder Brazilian G.M.

MG people should pay some attention to Carlos, however, because he points out that items like the windscreen frame, sidescreens and hood-irons are all made in Brazil and are identical to the original parts, so if you are having a spares problem with your TF, why not drop a line to Carlos Avallone, Ave. Dr. Luiz Arrobas Martins 61, Interlagos, CEP 04781, Sao Paulo, Brazil.

DID YOU KNOW THAT DUES ARE NOW DUE!!

ODDS 'N ENDS--NEW MEMBERS--Welcome to Roy and Pat Hendrix, who are one reason I'm sitting here now welcoming them to the club. Seeing their '55 TF when we were all stationed in Charleston, S.C., gave us the incentive to go looking for one of our own. Roy's an instructor at Dam Neck and Pat is a real estate agent. Welcome also to the newlyweds and our neighbors, Ted and Vicki Spilman, both Navy officers. Ted flies F-14s and Vicki is stationed at AIRLANT. Though they don't yet own a 'T', they'd like to get one, or two--preferably a TD for Ted and a TF for Vicki.

Roy and Pat Hendrix
2005 Lone Pine Rd.
Va Beach, VA 23451
481-4025

Ted and Vicki Spilman
3617 Sea Horse Way
Va Beach, VA 23452
340-2964

NEW ADDRESSES--

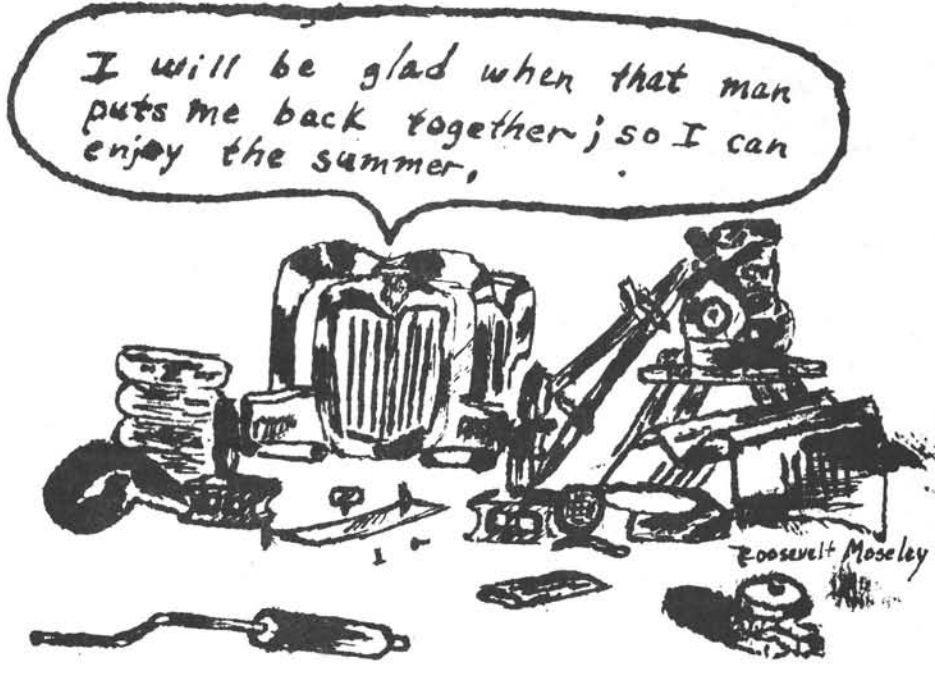
O.D. and Jonnye Dawson
115 N. Main St.
Camden, Delaware 19934
1-301-697-6343

Dick & Gwen Kearley
M.O.Q. D-79
NAVPHIBASE, LCREEK
Norfolk, VA 23521

Tom and Jeanne Lund
1123 Little Bay Ave.
Norfolk, VA 23503

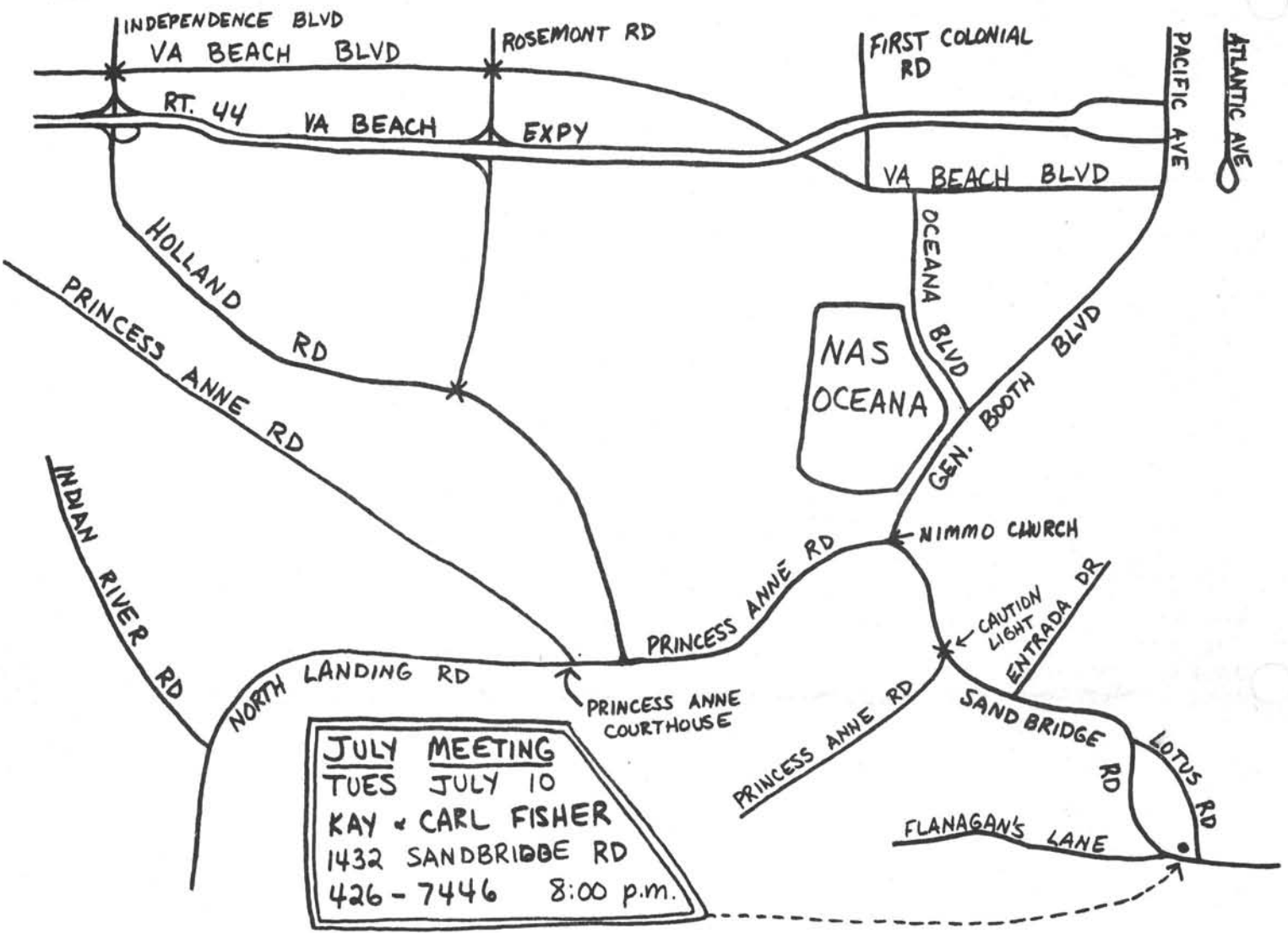
FOR SALE--1953 TD, newly restored, \$8500. Call Dan Boswell, 486-1293.

Ted and Vicki Spilman report that there's a white TD in the newest James Bond movie "Moonraker."



AND FINALLY--I used to figure I could get \$50 worth of groceries in the TF with the top down. Now the limit is \$65. Just another sign of inflation.

THE DEADLINE FOR THE AUGUST NEWSLETTER IS 22 JULY!!!



TIDEWATER M. G. "T" CLASSICS
636 ROYAL PALM DR.
VIRGINIA BEACH, VA. 23452



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