

THE TIDEWATER MG T CLASSICS

THE DIPSTICK



DECEMBER 1987 - JANUARY 1988

President.....Tony Perino Secretary.....Tom Lund
Vice-President...Dave Bowling Treasurer.....Jerry Moore
Editor.....Gloria Benson

Our thanks to Mike and Jennifer Ash for the outstanding job on the fall rally. Congratulations to Pete and Elaine Micken for their first place showing and willingness to be rally masters for the spring rally. Thanks also to Tom and Jean Hall for sponsoring the November meeting.

Efforts to encourage increased committee participation are paying off. Gloria Benson is our new newsletter editor and Arla Strasser has rejoined the regalia committee. A special committee to investigate advantages and disadvantages of becoming chapters of the MGA and MGB registers has been formed. This committee is headed by Mel Baker. Mike Ash represents the MGA owners. Karl Mahumed, Roy Wiley and Dan Boswell represent the MGB, MGT and MG Y owners respectively. The committee is to present an initial report on their findings at the December meeting and a written report for inclusion in the January newsletter. Please contact the committee members with your comments and feelings on this matter.

I have been in contact with the Tidewater Sports Car Club concerning the British Isles Festival. A car show, funkhana, rally and rolling tour are planned for the weekend of Apr 22nd. More information will be forthcoming after the first of the year. Of more current interest is the TSCC sponsored car show, autocross and rally on Dec 6th at the Great American Outlet Mall on Virginia Beach Blvd to raise money for the Joy Fund. Dash plaques and trophies will be awarded with a donation to the Joy Fund required for entry and for voting on "Best in Show." Pre-registration for the show is not required. I think this would be a worthy cause for club participation and ask for a large turnout even though this event is not on our "official" calendar.

If you couldn't make it to the November meeting, you missed another great VCR production by Cecil B. DeKlein. Don Jones was impressed enough with Lee's coverage of the fall rally that he suggested we offer a copy of Lee's handiwork to other clubs in return for VCR coverage of their events. Sounds like a great idea to me! Any volunteers to pick up on this suggestion and run with it?

I have asked that Articles VII and VIII of our By-laws be published in this issue of the Dipstick for the benefit of new and old members alike. We need to take a look at the by-laws to see if changes are desired and will be discussing this at future meetings.

Safety Fast!

Tony

ARTICLE VII

Officers

SECTION 1. The officers of the Club shall be local members and shall consist of a President, Vice-President, Secretary and Treasurer. Following election they shall assume office on 1 November and serve for one year, or until their respective successors are elected. No member may serve more than two consecutive terms in the same office.

SECTION 2. The President shall preside at all Club meetings. He shall have general charge and supervision of the business of the Club and shall sign all contracts, instruments or obligations in the name of the Club and shall perform such other duties as are incident to leading the Club. These responsibilities may be delegated as circumstances dictate.

SECTION 3. The Vice-President shall exercise all of the functions and perform all of the duties of the President when the President is not available or at the President's request. In addition, he will perform other duties at the pleasure of the President.

SECTION 4. The Secretary shall ensure that the minutes of all meetings are recorded and that they are read at the following monthly meeting. He shall maintain a file of minutes, after their approval by the membership. He shall maintain a permanent record of all Club correspondence for future reference. In addition, he will perform other administrative duties at the pleasure of the President.

SECTION 5. The Treasurer shall keep, or cause to be kept, full and accurate records and accounts of receipts and disbursements in books belonging to the membership and shall deposit all monies and other valuable effects in a depository or depositories in the Club name. He shall disburse the funds of the Club as may be ordered by the membership, making vouchers therefor. He shall render to the President and members quarterly, or whenever requested, an account of all transactions as Treasurer and of the financial condition of the Club. In addition, the Treasurer will maintain the records of dues payment.



ARTICLE VIII

Chairman

SECTION 1. All Chairmen will be appointed by the President. SECTION 2. The Sparsa Chairman shall be responsible for maintaining a list of parts sources for the membership. He will also advise the membership of the best sources for various parts based on price, quality, turnaround, etc.

SECTION 3. The Technical Chairman shall be responsible for maintaining a library of technical publications and articles pertaining to MG cars. He shall also maintain an awareness of additional publications owned by members of the Club.

SECTION 4. The Newsletter Chairman shall be responsible for publishing a monthly newsletter to report on past and future Club events and to include items of interest to the membership. The newsletter will normally be published approximately one week prior to the regular monthly meeting.

SECTION 5. The Regalia Chairman shall be responsible for ordering, storing and selling such regalia as desired by the membership. He shall make available at the Club events such regalia for the membership's convenience.

SECTION 6. The Activities Chairman shall be responsible for proposing an annual calendar of events which is attractive to the maximum number of members. He is also responsible for ensuring that a specific member is responsible for each of the events which may require additional management beyond the routine.

SECTION 7. The Membership Chairman shall be responsible for maintaining an up-to-date roster of current, paid-up members to ensure that every member receives a copy of the newsletter on a monthly basis for maintaining a roster of prospective members, and for selling up to three free copies of the newsletter, membership application and other introduction to each prospective member. In addition the Membership Chairman shall, after the end of August (see ARTICLE IV, Section 4) obtain from the Treasurer a list of all paid-up members for the new membership year and prepare a new membership roster for distribution no later than with the October issue of the Newsletter.

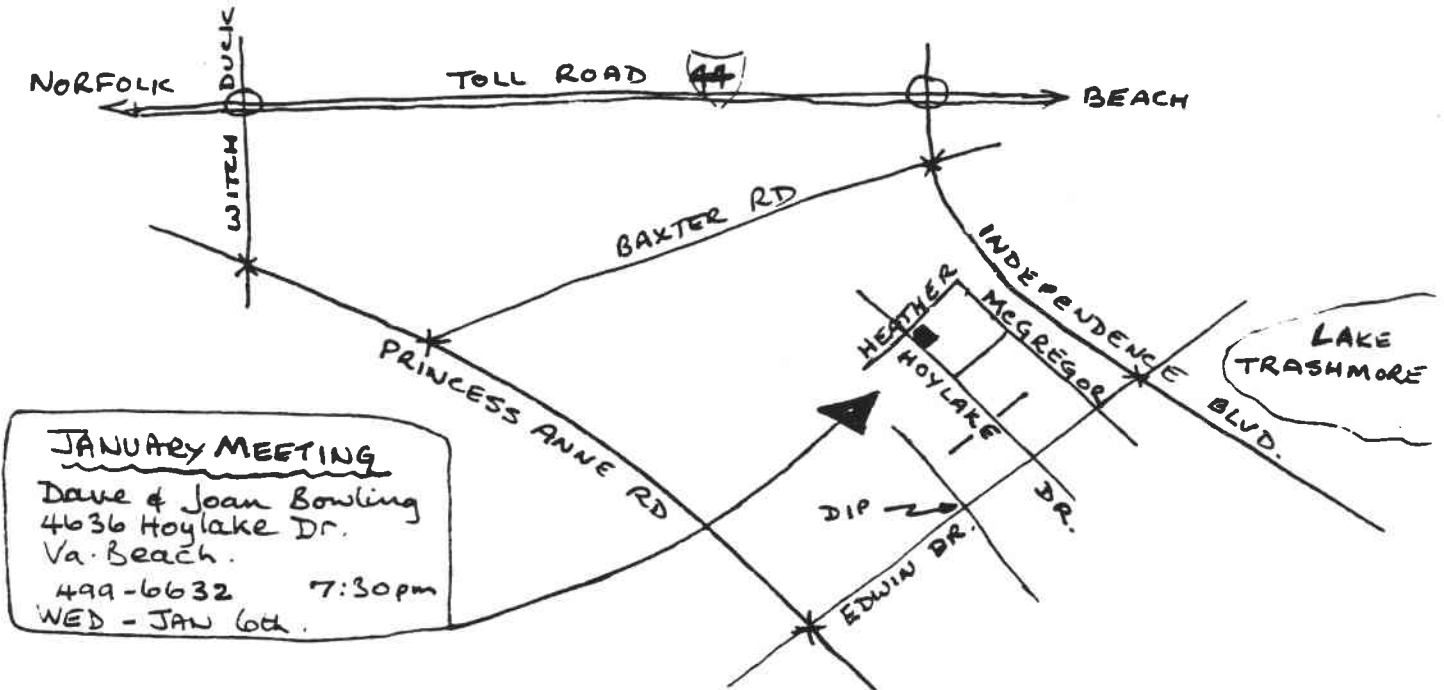
ACTIVITIES COMING UP:

- December 1 (Tue) MONTHLY MEETING at the ARLA STRASSER/BILL GRANER residence. 7:30 - Kick tires/buy raffle tickets/ put on name-tag. 8:00 Business meeting.
- 12 (Sat) CHRISTMAS-HOLIDAY PARTY: 7:30 p.m. at ROY & MARILYN WILEY's home. See map and details further on in this issue.
- Note date change!

THERE WILL BE NO "DIPSTICK" IN JANUARY, SO HERE'S THE SCHEDULE...

- January 6 (Wed) MONTHLY MEETING at JEAN & DAVE BOWLING's (the proud new grandparents of Michael David!) See map further on...
- 30 (Sat) ANNUAL WICKER BASKET AFFAIR: 7:30 p.m. at JIM & BRENDA BANVARD's. Please call Brenda and let her know which of your gourmet dishes you will be bringing, so that she can co-ordinate the meal. This is an annual fund-raiser for the club and will cost \$5 per couple, wine and beer provided - a bargain!! See map in February for directions.

February Dipstick early for details



MEMBERSHIP NEWS

Two new memberships were submitted at the rally - those of Barbara Ross and Paul Vierengo, with an MGB and MGA, respectively. Then at the November meeting, two more new members joined; Tom Wedgewood, with a TD and James Stewart, a young Navy man with an MG Midget. Please welcome them to the Club, and add their names and addresses to your roster:

BARBARA ROSS
4701 Sweetwood Court
Virginia Beach, 23462
'80 MGB - 497-5823

PAUL & GERLINDA VIARENGO
825 Plainaven Court
Virginia Beach, 23452
MGA - 340-7613

THOMAS WEDGEWOOD
3628 Carter Rd
Portsmouth, 23703
'52 TD - 483-4841

JAMES STEWART
140 Orleans Circle
Norfolk, 23509
'74 Midget - 640-8893

We hope you will all become active members and feel free to volunteer to host a meeting or help organize one of the club-activities.

INVITATION
to
CHRISTMAS - HOLIDAY PARTY
at
MARILYN & ROY WILEY'S

2221 Poplar Point Road,
Va. Beach

on

Saturday, December 12
7:30 p.m.



R.S.V.P. to Marilyn & Roy (481-1543) before Dec.11 and let them know what party-dish (finger-foods) you will be bringing. See sep for directions, on back page.

SPORTS CAR CLUBS HELP MAKE CHRISTMAS MERRIER!!

Dust off that dashboard, get out those maps, and tune up the engine - Virginia's biggest sports car club event is headed this way on December 6th. There will be autocrossing, a road rallye and a car show, all on the same day, when S & D Imports' sponsors Christmas Car Fun at the Great American Outlet Mall in Virginia Beach. All of the proceeds will go to make Christmas a lot merrier for the less fortunate children of the area.

The autocross will be the biggest event of the day, with over 70 cars expected. Cars will run, one at a time, through a course of pylons on the parking lot, with the best time in each class winning a trophy. Autocrossing is a test of a cars handling ability, and a drivers skill, with classes for all types of cars.

Rallyists will get a set of route instructions to follow, that will take them on a trip through Virginia Beach. Along the way they will have to find answers to questions in the instructions. The gimmick rallye should take the teams (driver and navigator) about 90 minutes to complete.

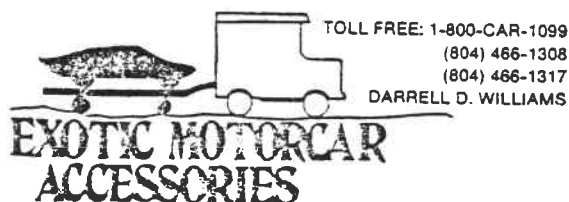
A car show will also be going on in the Outlet Mall's parking lot. All types of cars are expected to enter, antiques, sports cars, race cars, street rods, and show cars. The peoples choice awards will go to the cars receiving the most donations.

Registration for all events opens at 9 AM at the Great American Outlet Mall, 3750 Virginia Beach Blvd., Virginia Beach. The autocross gets under way at 10 AM, the car show at 11, and Rallyists may start any time from 10 AM to 2 PM. All entrants will receive a participant dash plaque. The rallye proceeds will go to the Joy Fund and the Christmas Fund; all other proceeds will go to the Joy Fund.

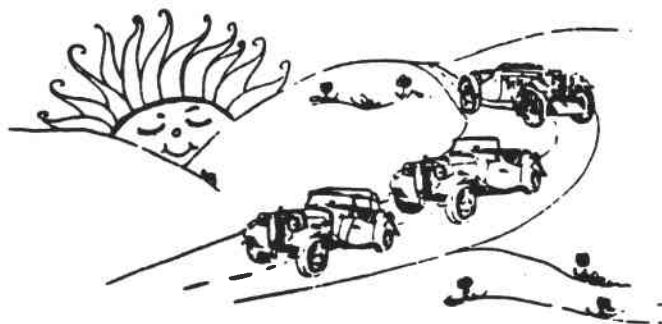
S & D Imports, 1072 W. 38th St. in Norfolk, is sponsoring all three events. Tidewater Sports Car Club is conducting the autocross and car show, and the Sports Car Club of America is conducting the rallye. For more information on these events, call Dave Hinde, 461-SCCA, or TSCC's Hotline, 427-5636.

Donation: \$10 for Autocross, Rallye, or Car Show

Show \$5 for Rallyists or Autocrossers -- \$20 for three events



RICHARD L. MULLINS
5121 VIRGINIA BEACH BOULEVARD
NORFOLK, VIRGINIA 23502



RESULTS OF FALL RALLY - by Mike Ash

The Fall Rally held on Sunday, 1 November was well supported, and I think enjoyed by all who participated. The route took the entrants through nearly 60 miles of Virginia Beach (Pungo) country-side. The trees, although just past their peak for Fall colors, were still a beautiful sight. We could not have wished for better weather - sunny and over 70 degrees. Jennifer and I set out and checked the rally the two previous week-ends and the day before, and those drives out in the country were just as beautiful. We have been very fortunate this Fall.

Exactly 20 cars participated in the rally. One car, the Viarengo's MGA, retired with mechanical trouble, otherwise all made it to the finish. The finish was at our house, with beer and barbecue to round off the afternoon. The barbecue was made from left-over pig from the pig roast, and very delicious it was. Scoring on the rally was by deduction of points for missed answers, with one questions - "How many traffic signals ..." to be used if a tie-breaker was needed. Only one entrant, the Bensons, correctly identified the 9 signals. Overall, the rally was won by Pete and Elaine Micken in their MGB. Pete and Elaine missed 2 questions. Second place went to John and Sandy German in their MGA. They missed 4 questions. Before the application of the tie-breaker question, there was a tie for third place, with 5 questions missed, between the TD driven by Peggy Bradford and the MGB driven by Dan Boswell. But, with a guess of 8, Peggy was closer to the number of traffic signals than Dan's guess of 5, so third place went to Peggy and her navigator. For last place, with 17 questions missed, the booby prize went to Mel and Judy Baker in their MGB.

The following is the final scores of all the participants (lowest score wins), with the tie-breaker applied where necessary:

1.	Micken	MGB	2	11.	Moore	MGB	8
2.	German	MGA	4	12.	Benson	MGB	9
3.	Bradford	MG TD	5	13.	Groover	MG TD	9
4.	Boswell	MGB	5	14.	Perino	MG TC	9
5.	Jackson (John)	MG TD	6	15.	Kline	MGB	9
6.	Hall (Tom)	MGB	6	16.	Dillard	MGB	12
7.	Wallach	??	6	17.	Mullins	Midget	12
8.	Banvard	MGB	7	18.	Lassen	MG TD	16
9.	Bowling	TR-3	7	19.	Baker	MGB	17
10.	Davis	MG TD	7	20.	Viarengo	MGA	DNF

The winners, Pete and Elaine Micken, have volunteered to set out the next Spring Rally. My thanks to them. My thanks also to all of the participants. A good turn-out makes all of the preparation worth while.

TECHNICAL CORNER - by Mike Ash

I think that there are a few members who are contemplating painting their MGs this winter or sometime in the near future. I believe I heard it mentioned a couple of times at the last meeting and it was suggested that I ought to do a technical article on the subject. First let me make one thing perfectly clear - I am not an expert. In fact, I don't know anyone who is an expert, even among those who make a living doing bodywork and painting. And that includes the guy to whom I paid almost \$800 to paint my MGB. I am sure there are some experts out there, but they are few and far between and very expensive. I have seen good, not-so-good, and bad come from the same body shop. There are some who will do a presentable job for a reasonable price, but a top quality job costs money and the average customer is not prepared to pay for the extra hours of labor required for the truly top quality finish. Re-finishing an automobile is a labor intensive task. A quality job takes time, more time and still more time. There are no short cuts. However, if you have the time and the patience, I still believe that you can do a top quality job yourself in your own garage. If the first one turns out slightly short of top quality, you will have learned a lot and you should still have a better-than-presentable finish for a lot less than it would have cost you for a just-presentable "professional" finish.

If you still think you want to have a go, and I don't see why you shouldn't, let me recount some of my experiences. About 10 years ago, I had, and still have, several MG restoration projects lined up. If I was going to be able to afford to get them all painted when the time came, I would have to do it myself. I decided to use lacquer based paint for the final finish because I thought it would be the most forgiving. If I screwed up, I could always sand it down and do it over. However, lacquer is far more labor intensive than enamel, which is why most body shops use enamel for overall refinishing. The first car I painted (excluding the Y-type I had in England that I painted with a vacuum cleaner attachment) was Jennifer's TD. The final finish was perfectly horrible. So horrible that I never bothered to polish it out or put the running board strips or gas tank panels back on. But I learned from the experience. I learned that I did not spend enough time on the preparation and that I did not put on enough coats of paint. The second car I painted was Jennifer's MGA Coupe. This turned out much better and almost in the presentable class. Again I learned from the experience. This time I learned that I still did not spend enough time on preparation and I still did not put on enough coats of paint. I did start to buff out the finish, but gave up when I cut through to the primer a couple of times. Having practised on two of Jennifer's cars, I decided that I had learned enough to tackle the big one - my TF. I think the TF turned out in the better-than-presentable class and I think that I put on enough coats of paint (lacquer again). But I know that I still did not spend enough time on the preparation. The final finish is merely an image of the base, and poor preparation will show right through to the top coat.

After these three experiences, I decided that maybe auto refinishing wasn't for me and that I would find an "expert" to paint the MGB. I finally found someone in the business on their own who had done some nice work for members of the Antique Car Club. On the MGB, I had done all of the necessary repair by welding in new metal. All I needed was someone to do the final surfacing of the repair areas and an overall paint job. Well, for \$800 I was disappointed. In general, the overall finish was quite good, except for the sand scratches in the aluminum hood. But there wasn't enough attention to detail, like the edges of the wheel openings or the lower body flanges. Also, after I had had it back for a while, I discovered that the top coat easily chipped off down to the primer. An indication of poor preparation of the primer coat prior to the application of the top coat. So, I think that I am going to do the next one myself, and to force myself to spend more time and have more patience with the preparation.

To refinish a car, you obviously need some equipment. The primary item is an air compressor and a good quality spray gun. The compressor must be a minimum of 2 hp. Anything less will not maintain the required pressure at the spray gun while in operation. The spray gun must be a good one. It is difficult, if not impossible, to do a good job with a bad gun, even though it is possible to do a bad job with a good gun. However, a good quality gun will stack the deck in your favor. A Binks, DeVilbiss, or similar quality gun will do the job. You will also need some accessories such as air pressure gauges and water separators. That is the essential equipment for painting. You may need some additional tools for the preparation, but that will depend on the extent of the necessary body repairs. The next thing to consider is the type of paint you intend to use. The choice is between acrylic lacquer and acrylic enamel. An excellent and durable finish can be obtained with one of the two-part epoxy paints such as Imron. But these are not for amateurs and can be very hazardous to one's health if not handled and used correctly. Acrylic lacquers and enamels are relatively easy to use and, with a little care, both will produce a fine finish. Of the two, lacquer has the most potential for a really show-quality finish. But the time and effort required can be considerable. The advantage of lacquer for the first-timer is that mistakes, runs and orange peel can be easily sanded out and refinished. The disadvantage of lacquer is the time it takes to produce the final finish. Eight, ten or even more coats of top-coat are required, with some wet sanding in between. Also, hand or machine polishing with polishing compound is required to produce the final gloss finish. For the average car, the polishing alone should take from 10 to 20 hours. I have never spent anything like this amount of time with polishing compound, and it shows! But, so I'm told, the countless hours (maybe over 100) spent on a lacquer job are all worth the reward in the winners' circle at the show!

With enamel, two or three coats should do it, but it is essentially a one-shot deal. The final coat produces the final gloss, but that gloss is far better than that of lacquer prior to polishing. Mistakes in enamel are much harder to fix. If hardener is used in the paint, and it should be, minor imperfections in the finish can be sanded and polished out. But major imperfections require starting over to correct. Other differences between the two paint types are: a lacquer finish is harder but chips more easily than enamel, lacquer dries more quickly and is less likely to pick up dust than enamel, temperature and humidity are less important in the application of enamel than they are for lacquer. However, for both types, the effects of their potential disadvantages can be minimized with chemical additives or the choice of thinner.

Having decided on lacquer or enamel, the next step is to select the paint manufacturer. I have no experience here since I have only used Du Pont. I know that many professionals are very brand loyal, but I do not understand the subtle differences between the brands. The reason that I use Du Pont is because it is readily obtainable around here from Norfolk Paint. Du Pont, like the other manufacturers, has complete and comprehensive paint systems for both acrylic lacquer and acrylic enamel. A system is a compatible series of primer paints, finish coat paints, hardeners, thinners and other additives. Stop by Norfolk Paint sometime and pick up their pamphlets on the subject, you will find them very informative.

That's about all I have room for this time. Next time I will try to cover some of the essential points of body repair and preparation, including some things that I have learned the hard way. I hope what I have said so far does not put you off doing your own paint job. With care and patience it can be done, and I know there are some good "home" jobs as well as poor "professional" jobs in the club right now. I believe Chris Holcomb's MGA is an example of the former, and you all voted for that at our car show!

CALENDAR OF EVENTS - 1988

JANUARY Wed. 6 MEETING - Dave & Joan Bowling
 Sat.30 WICKER BASKET AFFAIR - Jim & Brenda Benverd's

FEBRUARY Tue. 2 MEETING - Mel & Judy Baker
 Sun.21 TECH SESSION - Rick Mullins' heated workahop!

MARCH Wed. 2 MEETING - Den Boswell
 Sat.26 15th ANNIVERSARY DINNER, Groovers & Hella, hosts.

APRIL Tue. 5 MEETING - Andy Wellech
 Sun.10 TECH SESSION - Mel Baker
 Sat.23 BRITISH ISLES FESTIVAL at WATERSIDE - Car Show

MAY Wed. 4 MEETING - Tony & Barbara Perino
 Sun.15 SPRING RALLY - Pete & Elaine Micken, Rallymasters

JUNE Tue. 7 MEETING - HOST NEEDED
 Sun.12 TECH SESSION - Mike Ash (Prepare for Bowie, Md.)
 Sun.19 THE ORIGINAL BRITISH CAR DAY - Bowie, Md.

JULY Wed. 6 MEETING - HOST NEEDED
 Sun.24 CRAB FEAST - Mel & Judy Baker
 (1 thru 5 - T-Register G.O.F., Andover, Mass.)
 (14 thru 17 - MGB Register MINI-CON, Niagara Falls, NY)

AUGUST Tue. 2 MEETING - HOST NEEDED
 Sun.28 TECH SESSION - HOST NEEDED (Prepare for Richmond)
 (T-Register "ALASKA CHALLENGE" - no date set)

SEPTEMBER Wed. 7 MEETING - HOST NEEDED
 Sun.11 BRITISH CAR DAY, Richmond (stay over Sat.night?)
 Sun.25 PIG ROAST/ANNUAL CAR SHOW - Chris & Shelley Holcomb
 (15 thru 18 - T-Register G.O.F., Cooperstown, NY)

OCTOBER Tue. 4 MEETING - HOST NEEDED
 1 - 2 WAYNESBORO FALL FOLIAGE FEST / CAR SHOW
 Sun.16 FALL FOLIAGE RALLY - Mike & Jennifer Ash

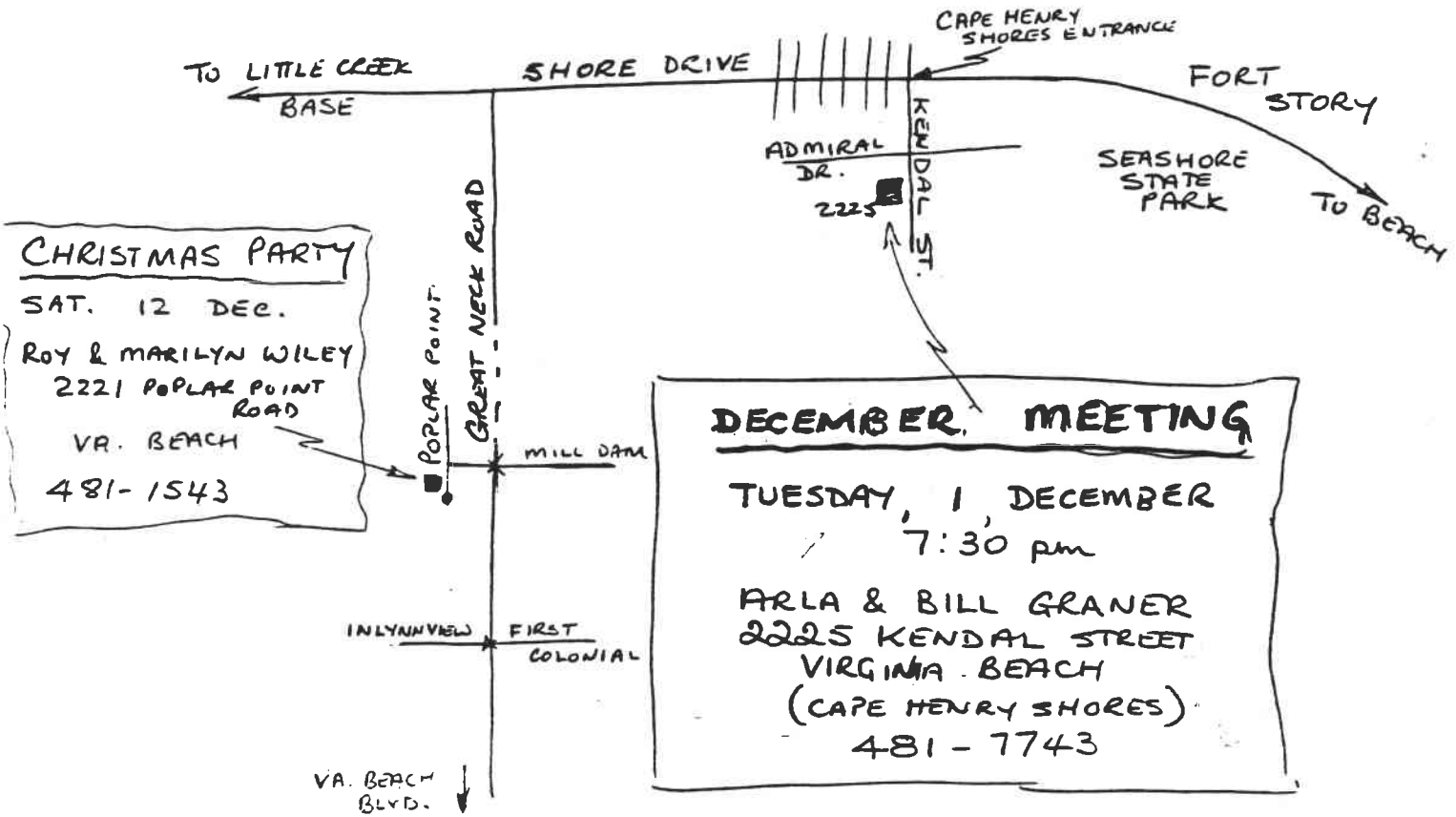
NOVEMBER Wed. 2 MEETING - Mike & Jennifer Ash
 Sun.13 TECH SESSION - Rick Mullins

DECEMBER Tue. 6 MEETING - HOST NEEDED
 Sat.10? CHRISTMAS-HOLIDAY PARTY - HOST NEEDED

*** There are several meetings and tech. sessions needing volunteer hosts, so please let us know if YOU want to host one; call us as soon as possible. It will add points towards the participation award!

We have listed some of the national MG Registers' events, and will keep you up-dated in the Dipstick of others as we learn about them.

MIKE & JENNIFER ASH
Activities Chairmen, 495-0307



TIDEWATER M.G. "T" CLASSICS
 5149 BELLAMY MANOR DR
 VIRGINIA BEACH, VA. 23464



FIRST CLASS

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