

THE DIPSTICK



FEBRUARY 1988

President.....Tony Perino
Vice-President...Dave Bowling
Editor.....Gloria Benson

Secretary.....Tom Lund
Treasurer.....Jerry Moore

Happy New Year!

Our thanks to Arla Strasser and Bill Graner for hosting the December meeting and to Dave and Joan Bowling for hosting the January meeting. The Wicker Basket Affair will be held at our house this year. Please be sure to pay Jerry Moore your \$5 upon arrival to cover the cost of beverages and let Barbara know what culinary delight you'll be bringing if you haven't already done so.

I believe 1988 will prove to be a very exciting year for the members. We have an outstanding calendar of events planned to keep all of us involved. Richard Hall, Roy Wiley, Ross Haynes and Vince Groover are busy finding a location for our 15th Anniversary Dinner and should have something to report at the February meeting. Also due in February is the final report and recommendation concerning our formal association with the MGA and MGB registers. Please be prepared to discuss and vote on our course of action.

* SEE Mel's report on page 4

Safety Fast!

TONY

REPORT ON THE CHRISTMAS PARTY - Roy Wiley

What can you really say about a Christmas Party?! "27 got bombed - six were found in compromising positions and three drowned in the lake" - Darned site more exciting, but it didn't really go that way!

The Annual Club Christmas Party was held December 12th at our home, and as has been rather customary, our merry band of 40-50 members snacked the evening away with all manner of delights supplied by those attending. Hot cider, egg-nog (and the ever-present beer) along with a gaily decorated home and animated conversation rounded out a very pleasant evening.

Ed. notes: Many thanks to Marilyn and Roy for hosting this event and for setting the mood for the festive season.

UP-COMING ACTIVITIES:

- January 30 (Sat) WICKER BASKET AFFAIR: It is not too late to call Barbara Perino to let her know what you'll be bringing to this annual gourmet pot-luck dinner. Say "bleah!" to the January blahs; put on your best bib and tucker and join us for a darned good party! (\$5 per couple to defray beverage costs, etc. and call Barbara - 486-1373) See January flyer for the map.
- February 2 (Tues) MONTHLY MEETING: 7:30 p.m. at Mel & Judy Baker's (see map).
- 21 (Sun) TECH SESSION: 10:00 a.m. at Rick Mullins' heated workshop! Bring your problems and/or maintenance work, or just come and watch or help; learn or advise! See map for directions.
- March 2 (Wed) MONTHLY MEETING: 7:30 p.m. at Dan Boswell's.
- 26 (Sat) 15TH ANNIVERSARY DINNER: This will be at a water-front restaurant in Norfolk - to be announced at the February meeting. Please mark your calendar and plan to join in this celebration. It will be a very enjoyable evening, with out-of-town members coming out of the woodwork (at least they promised to!); nostalgia; door-prizes; raffle and lots more. Oh, yes - good food too! (Reservations must be made - sign-ups accepted at the next two meetings, or call Vince Groover - 497-6904, or Richard Hall - 482-2821, or me, Jennifer Ash - 495-0307. Deadline, March 23).

MEMBERSHIP NEWS:

Another prospective member attended his first meeting and joined promptly! Please add the name of JASON JORDAN to your roster and welcome him when you meet him:

Barry (JASON) JORDAN '60 Midget
841 Rodin Lane
Va. Beach, Va. 23455 Ph. 671-7255

There was a mis-print in the roster: Tom & Marie EARLY's phone number should read 495-4366.

Deadline for March Newsletter is Wednesday, February 17th

IN MEMORY OF JIM BANVARD

Jim Banvard passed away just before Christmas. His death is a very sad loss to the club. Those of us who knew him well will remember him for his love and knowledge of MGs, and for his willingness to provide technical advice and assistance or to loan a much-needed part or tool. We will all miss him.

Jim was a charter member of the club, and a co-founder with Dave Barrows. Our first meeting, back in the Summer of '73, was at Jim and Brenda's home, where we elected Jim as our first President. Jim was in the Navy then, so he only served as President for a few months before having to leave for sea duty. But, a few years later, after his Navy days were over, we elected him President again and made him serve the full two years.

Over the years, Jim and Brenda have been very active in the club. They were always willing hosts for meetings or tech sessions, and were the founders of the ever popular annual Wicker Basket Affair. Jim rarely missed a meeting or an event. When he did, it was usually for Naval active or reserve duty. It is hard to believe that we will not see Jim behind the wheel of his black TF again.

We extend our heartfelt sympathy to Brenda and son Michael. Jim's spirit and love of MGs will live on in them and Jim will be remembered for many years to come.

"... and if he sleeps, then somewhere may he wake and find a wheel to hold, a road to take."

Brenda wishes to thank all of our members who were so supportive in her bereavement, and for the generous gift to the Church. She will continue to be an active member of the club, and wants us to know that she will be keeping the TF-1500, and one day, when Michael is a successful nuclear engineer, he will restore the car!!

COMMITTEE REPORT ON THE ADVANTAGES AND DISADVANTAGES
OF BECOMING AFFILIATED WITH
THE MAJOR MG REGISTERS

The committee has decided that there are several positive reasons in favor of affiliation and no adverse reasons.

First, and most important would be a club listing in all register publications. This would give our club national exposure at no cost to the club. For example, if someone who belonged to the A or B register moved to our area, they would immediately know about our club. Also visitors in our area would have a contact if necessary. Of course, if affiliated, we would have a moral obligation to recruit members, but we do that already. A possible advantage might be increased participation at the register events but it is difficult to say for sure.

Also of great importance is the further need to provide services for all of our members. The club has 61 T and vintage cars and 54 B and late models. It is probably time to recognize that the club today is truly an MG club that welcomes all models. A member of the committee said "If the club were still a vintage organization, it would be almost inactive today".

If we become affiliated with the A and B registers, we would need a chapter communicator to act as liaison between the club and the register. The committee also recommends that space be provided in the club newsletter for register news, if affiliation takes place.

Respectively Submitted,



Melvin B. Baker

TECHNICAL CORNER - by Mike Ash

After a month off (no Dipstick in January), I seem to have lost track of what I was writing about. As I recall, I was into my sad experiences as an amateur body-shop. However, sad as some of those experiences were, I think that I have learned a lot the hard way about technique but not much about the main ingredient - patience. This month I will talk about the preparation of the car body and then, if there is room this month, get into a discussion of paint systems.

Most of this discussion will be centered around "restoration". That is, doing body and paint work that is expected to last. I think the main reason that it is so difficult to get a good "professional" job is because the backbone of the industry is insurance work and most body shops are intent on maximizing the profit, either for themselves or the customer, on insurance checks. Therefore, if their work looks good when it leaves the shop, the customer is usually happy if it will last until he can trade the vehicle. In the same vein, the average body shop looks upon non-accident work as a quick fix-up for a quick sale, and customers who want a job that will last are rare. So, using an old adage, if you want to be sure that a job is done properly, do it yourself!

The first sign that some major body work is required is the appearance of rust spots or even holes in the body. For the T-series MG, the first place rust holes will appear is in the body panels underneath the running board. For the MGA and MGB, the first place is usually the "dog-leg" just in front of the lower part of the rear wheel arch, quickly followed by the rest of the lower body panels. The extent of the problem after the first signs appear depends very much on the history of the car, and only extensive probing will provide the answer. If your car is a Virginia Beach native and this is the first appearance of rust, then the chances are that what you see is about all you've got. If your car was originally from much further north than here and probing of the first rust spot reveals that it has been fixed before, then the chances are that the problem is serious and extensive but probably not terminal. Our MGB roadster was a Virginia Beach native with holes in both of the rear "dog-legs" you could put your fist through when I bought it. But, apart from the rear half of one of the door sills, the damage did not go any further. On the other hand, our MGB-GT from England had had some work done on the sills (rocker panels) before, and it did not take much probing to cause a considerable length of the lower four inches of body to fall into a pile of rust on the garage floor!

Now, once you have found rust holes any larger than a pin-hole, the only cure is to cut away all of the rusty metal and replace it with new metal. Fortunately, for the MGA and MGB, pre-formed patch panels are readily obtainable. For the T-series, in all but the very advanced cases of rust, the damage is usually confined to areas of straight, flat metal which can be repaired with a flat piece of sheet metal. In the case of our MGB roadster, the repair was effected with two new rear "dog-leg" sections and part of a new sill. I decided against replacing the entire sill because the front part was sound and I thought it best not to disturb the fit of the front fender if it was not absolutely necessary. So I just used a section of the new sill to repair a section of the old sill. In the case of our MGB-GT, the only cure is to replace the entire length of the inner and outer sills. Now, once you've cut away the old metal back to a size to accept a new metal patch, the best way to attach the patch is by welding. If you do not have access to a welder, carefully installed pop-rivets can be an acceptable substitute. In either case, if the seam between the new and old metal is overlapped, one of the edges should be crimped to form a flat seam.

With all of the rust holes patched with new metal, the next step is the surface finishing of the repair. Most rusting of body panels begins from behind the panel and is caused by trapped moisture. If, after the repair, there are any small holes or gaps (as there will be if you used rivets) through to the inside of the panel, do not use BONDO or other epoxy paste filler for the initial surfacing. These types of fillers are porous and if squeezed through to the inside of a panel will act as a wick for the moisture and will quickly start the rusting process over again. Anywhere there is even the smallest hole, use a fiberglass epoxy resin filler for the initial surfacing, because those fillers are not porous when cured. There is a product called "Tiger Hair" which is excellent for this application. Tiger Hair is an epoxy resin mixed with strands of fiberglass. Once any surface holes are filled with a resin-based filler, a Bondo-type filler can be used for the final surfacing.

Incidentally, many would-be car body restorers feel that lead is the only filler suitable for a long lasting job. Personally, I think that modern epoxy-based fillers, properly applied, are as durable as lead and a heck of a lot easier to use. The only advantage that I see to lead is that it can be applied in a thicker coat than would be prudent with an epoxy filler. For epoxy fillers, the proper preparation of the metal surface is the key to durability. First, be sure that the final thickness of filler will not be any greater than an eighth of an inch. Much thicker than that and it will probably crack and fall out after a while. All dents and depressions in the metal should be knocked or pried out from behind to minimize the required thickness of filler. The next step is to prepare the metal surface to ensure that the epoxy filler makes a good strong bond. The metal surface should be absolutely clean, free of rust and grease, and roughened to provide a key for the filler to bond to. The best way to roughen the surface is with a sand-blaster or a grinder, which will also help the rust removal. Once the metal is prepared, the appropriate epoxy filler should be mixed and spread on to the required thickness. During the curing process, most epoxy fillers go from the spreadable state to a plastic, semi-hard state to the final hard, brittle state. During the plastic state, the excess filler can be quickly removed and the initial contouring achieved with a very coarse file or rasp, or, highly recommended, with a Stanley "Surform" file. Once the final hard state is reached, only a file or sanding will reduce the surface. Sanding for final finishing should be with successively finer grades of sandpaper. Remember, any scratches left in the surface of the filler will show right through the paint! Use successive thin coats of filler to build the final contour and surface, and spread the filler over the surrounding metal to "feather" the repair area into the surrounding area. Sand the whole area well with fine sandpaper and run your fingers gently over the entire surface to check the finish. Anything that feels other than perfectly smooth, even if it looks smooth at this stage, will show after the final paint is applied.

Well, I have filled my two pages and never got to painting. So that will have to keep until next time. On another technical topic, Dave Barrows recently loaned me a video tape of rebuilding SU carburetors, and I was very impressed. It is about 3 hours long and covers the complete rebuild and tuning of the H (MGT, MGA), HS (early MGB), HD (not MG) and HIF (later MGB) type SU carbs. I thought it was an excellent video, easy to understand and follow, and very thorough. I certainly recommend it to anyone who has little or no experience of rebuilding SUs. I don't think you could go wrong with this video! I don't have the address for the video, but I should have it at the meeting and for the next "Dipstick".



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TELEPHONE (804) 422-3201



December 29, 1987

Tony Perino
3320 Upper Place Green
Virginia Beach, VA 23452

SUBJECT: 2nd Annual Winter Road Rallye For The Arts

The Virginia Beach Arts Center will sponsor the 2nd Annual Winter Road Rallye for the Arts on Sunday March 6, 1988. This is a fun event for rallyists of all kinds. The proceeds go to support the Virginia Beach Arts Center.

A complete detailed bulletin is forthcoming shortly in the meanwhile please include this event in your club publication and make it known to your membership. We'd like to have you join us for a great Sunday afternoon for a good cause.

Questions to Pat Richardson at 425-0000 Virginia Beach Arts Center.

Sincerely,

J. W. Atwell
Vice President/General Manager
Member Rallye Committee

AN AUTOCROSS

The First Event of the TSCC
'88 Winter Series

~~January 24, 1988~~
At the Pungo Fairgrounds

Registration Opens at 9 AM
First Car Off at 10 AM
(Exhaust Suppression required
before noon)

* Other Series Dates are *
Feb. 28 and March 13

Fee for the Series will be
\$12.00 per event,
\$30.00 for all three
(if paid by the start of the
first event)

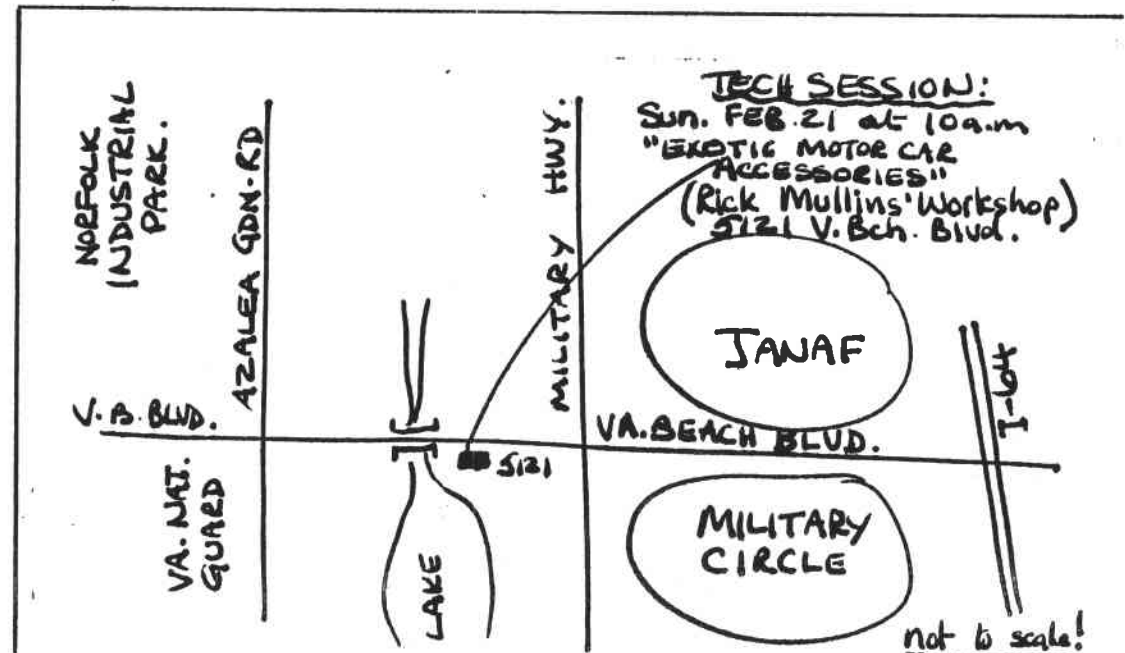
For more info contact:
Mike Phillips at 428-3141
or
Mark Wilson at 622-2296

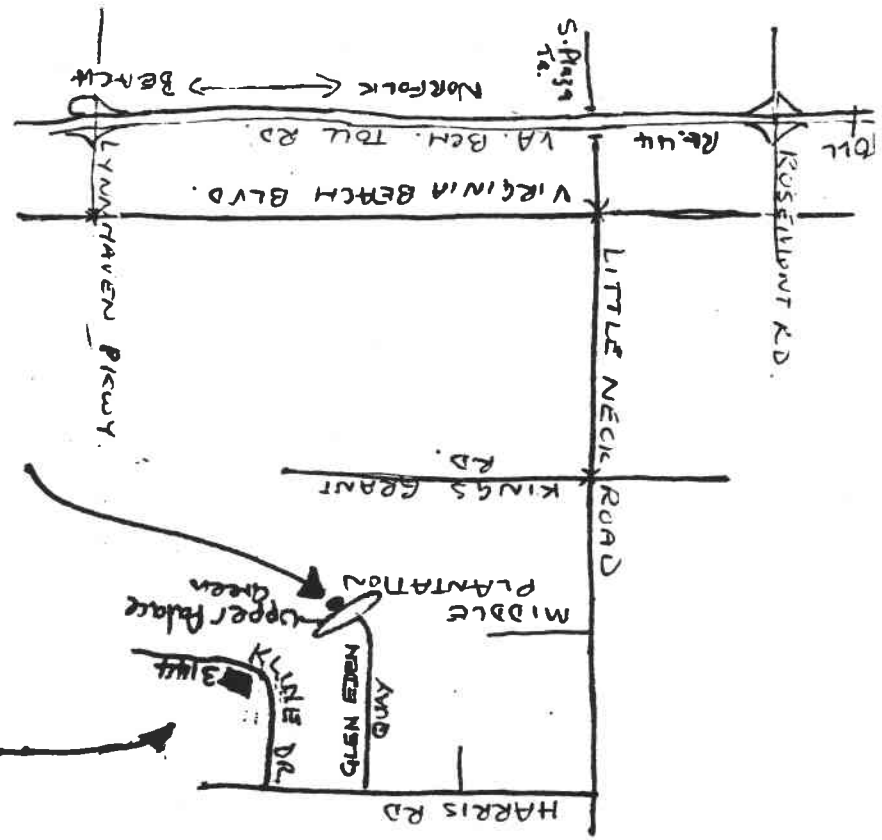


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WICKER BASKET AFFAIR
 PERINOS HOME - SAT. JAN 30th
 3320 Upper Palace Green
 VA. Beach
 486-1373

FEBRUARY MEETING
 Bakers home. Tues. Feb. 2nd
 7:30 pm 3144 KLINE DR.
 VA. BEACH
 486-3425

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 5149 BELLAMY MANOR DR.
 VIRGINIA BEACH, VA. 23454

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