THE TIDEWATER MG "T" CLASSICS

THE DIPSTICK

MARCH 1988

MARQUE TIME:

Both Barbara and I wish to thank all who attended the Wicker Basket Affair for making it a very memorable occasion. We hope you had as much fun as we did. The food was delicious and the company was great. What more can you ask?

Thanks to Mel and Judy for hosting the February meeting and particularly to Mel for his leadership of the committee investigating advantages of joining the MGA and MGB registers. Chris Holcomb has volunteered to be the Chapter Correspondent for the MGA Register. Volunteers are needed for the MGB and T Registers, as well.

Now that the membership has endorsed formal expansion of our affiliation, it is time to take a close look at the by-laws. Don Jones will be heading up that committee. Please contact Don if you are interested in helping to review and recommend changes. We look forward to a presentation of proposed changes within the next two months with formal adoption of any changes before heading into the summer months.

Safety Fast!

Deadline for APRIL Newsletter is Wednesday, March 23rd

ACTIVITIES REPORT

We have had a good response to our request for hosts for meetings and events, so please up-date your calendar of events (Hope you saved it!):

MAY: Spring Rally date changed to SUNDAY, 22nd
JUNE: Meeting on 7th, hosts JERRY & MARGIE MOORE
JULY: Meeting on 6th, hosts IRA & MARY CANTIN
AUG: Meeting on 2nd, host, SKIP ANDERSON
Tech. Session on 28th, host, TONY PERINO
SEPT: Meeting on 7th, hosts TOM & JEANNE LUND

Hosts still needed for: OCTOBER 4 (TUES) MEETING
DECEMBER 6 (TUES) MEETING
10 (SAT) CHRISTMAS PARTY

Thank you all for volunteering, and please call us if you would like to host any of the above open dates - Ashes, 495-0307.

UP-COMING ACTIVITIES:

MARCH 2nd (Wed) - Monthly meeting hosted by Dan Boswell; this will be in the Club-house of Runaway Bay Apts.- 7:30 p.m. (see map for directions)

26th (Sat) - 15th ANNIVERSARY DINNER - at the Rivers End Restaurant, 5215 Colley Avenue, Norfolk. 7:00 p.m. Cocktails, 8:00 p.m. Dinner from the buffet. (see details further on)

APRIL 5th (Tue) - Monthly meeting hosted by ~~Andy Wallace~~ Jerry and Margie Moore 7:30
10th (Sun) - Tech. Session at Mel Baker's; 10 a.m. 'til...?
23rd (Sat) - British Isles Festival, Waterside (see flyer)

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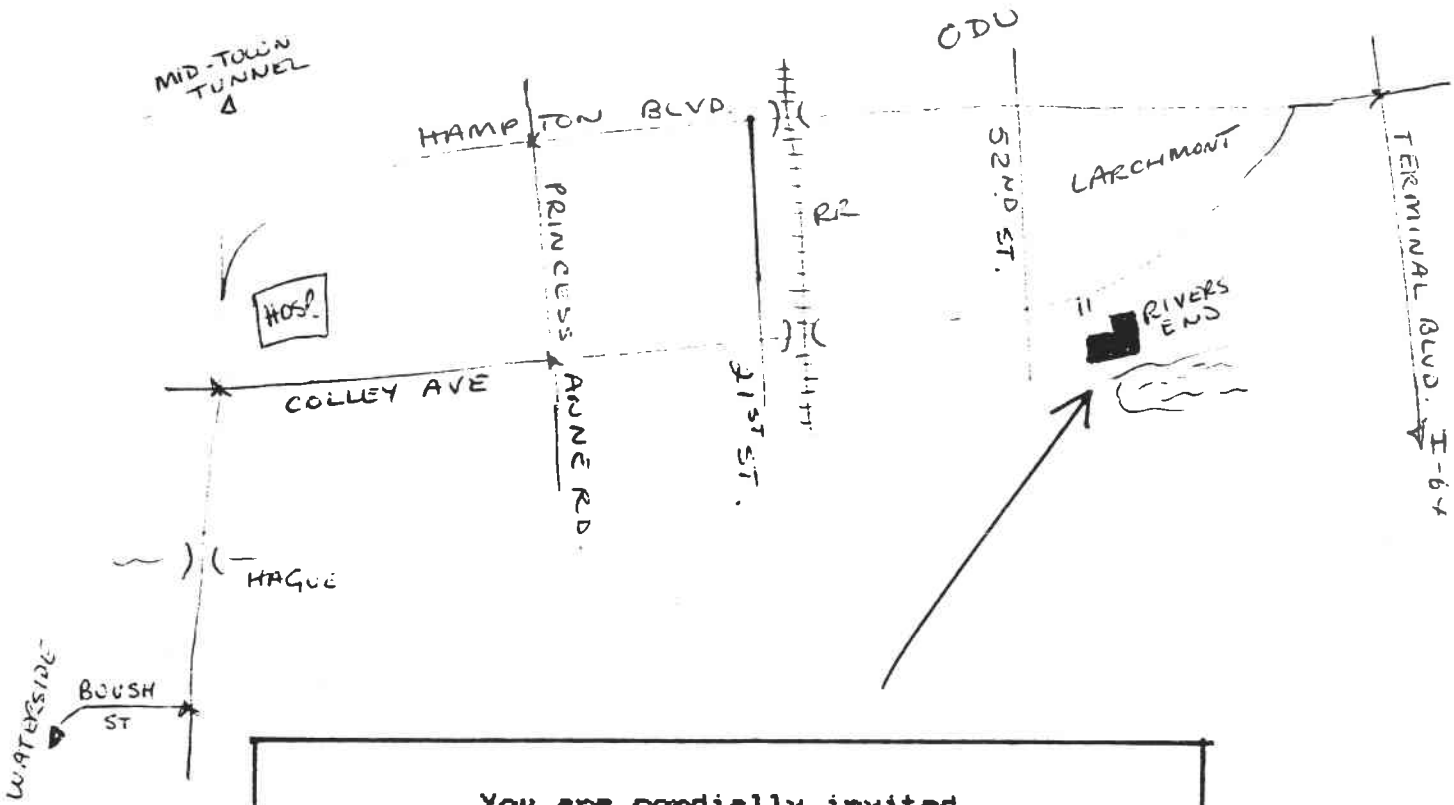
MEMBERSHIP NEWS

We have a new member this month - Susan Bond and husband Terry - who also have a collection of antique motor-cycles along with their MGB-GT. Please add them to your roster and welcome them to the club.

SUSAN & TERRY BOND
541 Forest Rd
Chesapeake, Va. 23320
Ph: 482-5222(h) 547-2191(w)
Car: '72 MGB-GT

We also received a postcard from one of our newer members, Skip Anderson, who at present is taking "Spring Break" in Cairo, and other ports East & West of Suez. He has offered to host a summer meeting and of course that offer has been snapped up! Smoothe sailing and calm seas, until we see you again, Skip. (See Activities Report for up-date on meeting-places/hosts)



You are cordially invited

to

15th ANNIVERSARY DINNER

to be held at

RIVERS END RESTAURANT
5215 Colley Av.
Norfolk

on

Saturday, March 26, 1988

7:00 pm - Cocktails
8:00 pm - Dinner

R.S.V.P
by Tues. 3 March

Halls - 482-2821
Groovers - 497-6904
Haines - 486-1496

MR. FIXIT

"I fixed it", he said proudly, with wrench still dripping wet.
The leaky pipe was good as new, and I was proud...you bet!

"I fixed it" he said tiredly - it only took a day.
The new shelf looked just right up there and I filled it right away.

"The painting's through" he groaned and sighed, "and how I hate to paint"
But the kitchen looked so shiny bright, I called him my "Fix-It Saint".

The years rolled by, and "fixing" came more and more a drag,
But the homestead came together and time began to lag...

"I know an old MG for sale, they say it's running good,
Just needs a little 'fixing' - it's rebuilt beneath the hood".

And now he's at it once again, my fixer of the past,
But there's a difference I observe - the fixin's not so fast!

His knuckles bleed, the parts won't come, the engine coughs and spurts
The fixin's never-ending...I guess that's where it hurts!

But Mr. Fixit wouldn't trade it for the projects of the past
His beloved little MG gives him fixin' that will LAST!

Anon.

(From "The Wind Machine", Sorry Safari Touring Soc. CA.)

TECHNICAL CORNER – by Mike Ash

Last time I talked about body repair and preparation. This time, I will impart what little knowledge I have about paint. As I have said before, most of my painting experiences have not been too successful. But I have learned a lot in the process, and I would like to think that my next attempt will be more successful. In the past, most of my bad experiences have been brought on from impatience and "cutting corners". Two things that could be overcome without the need for additional cost or skill.

Painting MGs is better accomplished with total or partial disassembly of the body. For the T-series, the best job is obtained with total disassembly of the body. The fenders and running boards are bolted to the body and the frame, with a fabric (or plastic) welting to seal the join and to prevent the parts from rubbing together. It is essential that the surface areas of the join be thoroughly cleaned and painted prior to assembly. All removable parts, fenders, running boards, doors, hood panels, etc. should be painted inside and out prior to assembly. The body tub should be left intact and painted as a unit. The fire wall can be removed and painted separately, or left attached to the body tub. If you have sufficient room, painting the body tub may be easier if it is removed from the chassis, although the interior will have to be completely stripped out. Off the chassis, the body tub is easier to get around and you do not have to worry about paint over-spray on the chassis or engine.

The MGA also has bolt-on fenders and plastic welting. As a minimum the fenders should be removed from the MGA body and painted separately. A better job can be done on the door jambs and trunk and hood openings if the doors, hood and trunk lid are removed and painted separately. Removal of the entire MGA body from the chassis is a possibility, but it is a bit more involved than for the T-series. For the MGB, removal of the front fenders and front valence is advisable, but not essential. The front fenders are bolted around the hood opening, with a short metal welting between the hood opening and the windshield. This join, particularly at the metal welting, is a good starting point for rust, which can be inhibited with a good coat of paint and sealer between the joining surfaces. As with the MGA, removal and separate painting of the doors, hood and trunk lid will result in a more thorough job, but will require complete masking or removal of the interior.

If you plan on removing parts for painting, it is very tempting to remove them for repair also. This can be a mistake, as I have found out the hard way. If you have to patch or surface-fill fenders, by all means remove them for the initial clean-up and inspection. But put them back on the car before welding in any patch panels or applying any surface filler. Off the car, fenders can assume a slight warp or twist which can be set rigidly in place with a metal patch or surface filler and really destroy the fit of the fender to the body. If you are using different body parts (either new or used) to those that came off the car, fit them to the body before painting to ensure that they fit correctly and that all mounting holes line up. Having to make a part fit after it has been painted can be extremely hazardous to the new paint. So, make sure that everything fits back together before you start painting. In some instances, the order of assembly is important. Another lesson I learned the hard way. On the T-series, attach the rear fenders first and tighten them to the body, then attach the running boards and the front fenders. Do not tighten the running boards to the body until they are firmly attached to and aligned with the front fenders. Then tighten the running boards and front fenders to the body and chassis as a unit. On the MGA, attach the doors first, then attach the front and rear fenders and align them with the doors.

Well, I have rambled on for almost a page without getting around to one of my least favorite activities - actually painting the car. I do not intend to get into the step-by-step details here, and suggest that you visit the local library or paint store for some reading material on the subject. Norfolk Paint have a number of DuPont pamphlets on the subject, and for about $5 they used to have a book entitled "Automotive Refinishing - Principles and Techniques". Each paint manufacturer has a series of compatible paint products, with detailed instructions on their use. Reproduced on the following page is an example of a DuPont pamphlet. So my advice is read and follow the manufacturers instructions, and in the rest of this article I will offer some general principles and tips.

DIRECTIONS FOR USE

SURFACE PREPARATION

REFINISHING OVER ANY ORIGINAL FINISH—

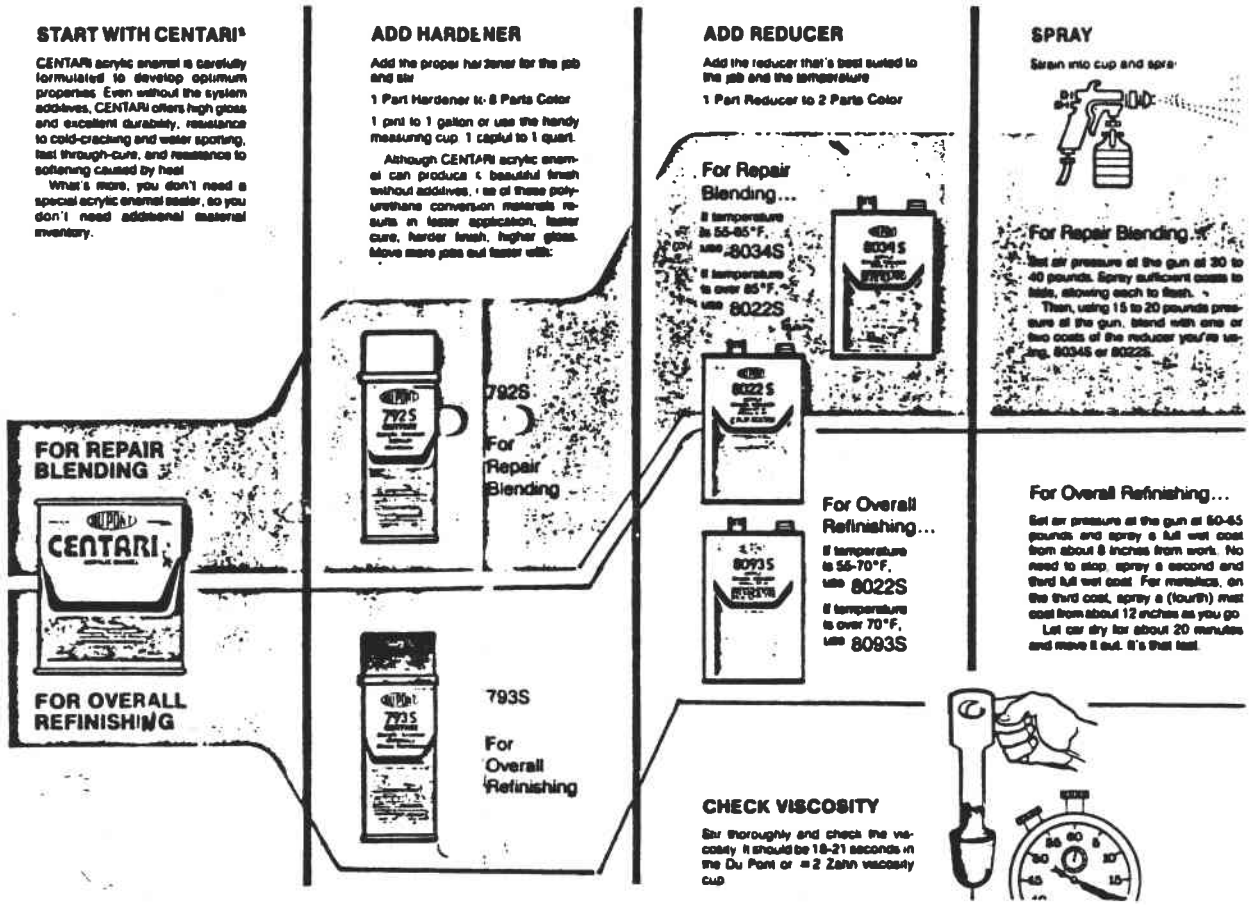
(a) Clean all painted surfaces with Du Pont PREPSOL® Solvent
(b) Feather-edge broken areas with sandpaper
(c) Treat bare metal and rust areas with the proper metal conditioner and conversion coating selected from the following table.

Type Metal	Du Pont Metal Conditioner	Du Pont Conversion Coating
Steel	5717S	2245
Zinc or Galvanized Metal	5717S	2275
Aluminum	2255	2285

(d) Spot spray bare metal with Du Pont Multi-purpose Acrylic Lacquer Primer-Surfacer, Hi-Speed Lacquer Primer-Surfacer or PREPARA-KOTE® Nonsanding Primer-Sealer may be used over enamel. If no surfacing is required. Fill remaining imperfections with Du Pont "Spot 'N Glaze" Putty. For uniform color hold-out and to prevent sandscratch swelling over nitro-cellulose or acrylic lacquers, Du Pont 1980S Clear or 2129S Gray Sealer or thinned Multi-purpose Primer-Surfacer may be used.

FINISHING BARE METAL—

(a) Treat metal
(b) Apply two medium coats of Du Pont CORLAR® epoxy primer or Non-Sanding Enamel Primer Sealer. If surfacing is required, use PREPARAKOTE® alkyd Primer Surfacer.
(c) Sand as required and wash with 3812S Reducer or 3929S PREP-SOL® II.



If the old paint is quite sound and not too thick, it should not be necessary to strip it off. However, the old paint should be thoroughly sanded to remove the gloss, and treated with a chemical, such as DuPont PREP-SOL, to remove all traces of polish and other surface contaminants. Also, it will be necessary to determine if the old finish is an enamel or lacquer base. Enamel based products can be applied over either type of old finish, but lacquer based products cannot be applied over an enamel finish without first applying a sealer. In that case, if your existing finish is enamel and you want to refinish with lacquer, it may be best to strip the old finish off first. Once all of the surface preparation is complete, the primer paint can be applied. A couple of coats is good for a start, followed by a thorough wet sanding. Sanding the primer should reveal any high or low spots. High spots are caused by body filler can be levelled with further sanding. High spots in the metal should be gently hammered out and resurfaced with body filler. Minor low spots or imperfections can be filled with a spot putty, but larger or deeper ones should be treated with body filler. When you think you have fixed all of the blemishes, apply another coat of primer and sand again. Repeat this process until you are satisfied that the surface is perfect. One technique that I may try next time is to alternate coats of grey and brown primer. Sanding through to the previous color will highlight the nature of any imperfections. Once you are satisfied with the primer surface, the next step is the top coat. For a lacquer top-coat, the air temperature and choice of reducer (thinner) is an important factor. For higher temperatures, a slower drying reducer is required to ensure the "flow-out" of the paint.. If you are using lacquer, apply 2 or 3 coats and, when dry, wet sand most of it off with a fine grit sand paper. Then repeat the process. In general, the more times you repeat this process, the finer the finish. When you hear that a car has "30 coats of hand rubbed lacquer", at least 20 of those coats will have been completely sanded off. For lacquer, the final paint thickness should be about 5 - 10 coats to allow for final polishing. The final coats should be "mist" coats, i.e., about 90% reducer, to flow out the final finish. With enamel, a hardener should be added for faster curing. Three coats, with no drying time or sanding in between, should be sufficient. As you can see, painting with enamel is much faster. But the process is less forgiving and the final finish is not as fine as can be obtained with lacquer.

Tidewater Sports Car Club

presents
the fourth annual

British Isles Festival

Car Show
Funkhana (Thru-the-Streets)
Rally
Party, celebrating TSCC's 35th anniversary

April 23-24, 1988
at Town Point Park next to Waterside
in Downtown Norfolk

Call Keith Edwards 721-5111
Dave Hinde 461-5700
to be added to our mailing list or
for further details

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

FIRST CLASS