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The Michigan Chapter was established on March 30, 1971, to provide local activates for the NEMGTR members in the Great Lakes area. In addition to driving events, membership meetings are held regularly. Board meetings are scheduled intermittently (generally monthly) throughout the year. An annual business meeting, which includes the election of officers, is held in the last quarter of each year.

Membership dues are \$15.00 per year, payable by December 31st. Michigan Chapter members are required to be members of the New England MGT Register, Ltd.

The T Times is the official publication of the Michigan Chapter. Generally any member may submit articles and may advertise for cars, part and related items free of charge. Permission is hereby granted for use of any written material in the T Times, provided the author is credited.

The T Times is published 6 times a year by the Michigan Chapter of the New England MG T Register.

Submissions for publication must arrive by:

December 15th for the January 2010 edition

Email to spelic@simplexgrinnell.com



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# Chairman's Corner

No one can say that our T cars have not had wonderful opportunities to be on the road this year. We have had a great driving season and the number of members attending events support that statement.

The Battle of the Brits brought out twenty-three of our club members, along with their family and friends. This includings our two new members that signed up that day, Frank & Rhonda Lipton (with their 1951 MG TD) and David & Jean Miller (with their 1953 MG TD).

Also there was the Oktoberfest in Frankenmuth, story included in this edition for your reading enjoyment. Weiner dogs races, who knew!

Next came the T-Club verses the Windsor Detroit MG Club Chili Cook-Off Challenge. We had a grillin' & chillin' great time, good eats and another perfect day to drive a T car if I ever saw one!

Then came the Clifford Schnell Annual Fall Color Tour, complete with M&Ms and Drambuie. I speak for so many of us when I say he is deeply missed and so fondly remembered. "Honey" made this club a big part of his life and he became a huge part of ours as well.

Now our thoughts turn toward on the upcoming Hibernation Party/General Meeting on December 5th. Remember to return your RSVP card along with a check if you are planning on attending.

This will also be our "Election of Officers" moment for the club and as many of you already know, I plan on running for the office of "Chairman" for another year. I am pleased to announce that Roger Melton has thrown his hat into the ring as "Vice Chairman", Lou VanKoningsveld as "Treasurer", Tom Norman as "Recording Secretary" and Tom Sorensen would like to stay on for another year as "Membership".

I am also pleased to say that Cary Gersh has volunteered his services our club website for year another as well. so things



seem to be falling into place.

Shari Pelic agreed to stay on another year as "Events Coordinator" and Lee Jacobsen will continue as "Technical Library Chair".

And with plans for the GOF in Ohio in 2010 and our club attending, next year will be even better than this one! And it goes without saying that a "Tech Session" or two will be in order before July to assure those little T cars can make the journey (or at least give it their best British try).

So in closing, I must say that it has been a privilege, honor and an education this year to serve as Chairman of the T-Club. We have had some outstanding times together, an increase of membership over the year, well attended events, and exciting journeys in my T car with some wonderful and sometimes helpful (repair-wise, hate when *that* happens) members of the club. I have worked with a great board of officers and committee chairs and wish to thank them all for their support and guidance. If I am elected again next year (this is starting to sound like a political announcement-although not paid for), I look forward to rocking it out even more with the club, the membership deserves a club that is active, knowledgeable, always improving, and an even better driving season in 2010. Thanks!

### -Sandy Kuivenhoven-

Chairman of the Board

# **Events**

by shari pelic

### **Our Events Fund:**

Balance from 9/1/09\$57.93
50/50 Raffle 9/09\$13.00
50/50 Raffle 10/09\$15.00
Hibernation Party Supplies\$14.94
Buffalo Ride\$35.00
Bon Fire Supplies (Color Tour) \$22.50
More Hibernation Supplies \$12.66
New Balance 11/1/09\$.83

We are now looking forward to creating the upcoming year's event calendar. If you have any events/ activities you would like to see next year or if you would like to host an event, please contact me!

### **Events Totals:**

	# MEMBERS	# T CARS
Tech Session	14	1
April Meeting		2
Kimber Run	2	2
-	+ 1 supporting	1
May Meeting		3
Champagne Brun	ch 24	11
June Meeting		3
British Bash	4	1
Orphan Car Show	8	3
Drive In Movie	7	4
Motor Muster	14	6
Howell Balloon Fe	est 3	2
Downriver Cruise	3	1
July Meeting`		10
Mad Dogs	19	6
August Meeting		9
Jackson Hot Air	2	2
Alden Car Show	18	7
Victorian Tea	2	1
September Meetin	ng	3
Battle of the Brits	25	14
Chili Cook Off	14	8
<b>Hibernation Party</b>	?	?

## Don't Forget To Get Your Club Patches





The Club Patches sales are off to a good start. They measure 5 inches (wing to wing) by almost 4.5 inches top to bottom. Perfect for jackets, lawn chairs, car towels, etc.

The patches were privately funded. The profits will be donated to the Events Fund (see Events page for details). Cost is only \$5.00 per patch. Patches will be available to meetings and/or contact Lou VanKoningsveld or Shari Pelic to purchase yours.



The date-Sunday, September 27<sup>th</sup>, the place-Northville Recreation Area in Hines Park, the time-11:00 A.M. and *the challenge was on.* 

Chili started pouring in (literally) to the site at about 9 A.M., so it would be spicy, hot and ready for people to sample later. Thanks to Donna and Steve Finch, the air was filled with the hum of their generator supplying power to all the crock pots and music for everyone.

Shari Pelic made her famous WXYZ chili and offered a cup of Joose (9.9% alcohol malt beverage with caffeine & ginseng) to get people's vote. Sandy Kuivenhoven made chili, cleaned out the refrigerator in the process, and served it over pasta, and topped with cheese, sour cream and a homegrown cherry tomato on top (looked just like a little sundae-so cute). Donna Finch made her mouth-watering chili, served up with a beer to add to the enjoyable experience. Lou VanKoningveld's sweet chili was a real crowd-pleaser made with brown sugar and just a touch of Kahlua (his secret ingredient). Ruth Swarin served up the most wonderful and spiciest chili of the event, and offered a package of chocolate M&Ms to finish off the sampling. Beverley Martin brought along her amazing white

turkey chili, who know a nice Irish woman could create such a delicious chili! All in all, the crowd had quite a variety of different tastes and brides to assist them in their voting.

There were hot dogs grilled, a line of MGs to look at and kick tires, a 50/50 drawing and prizes give-a-way, a guess how many "Nuts, Bolts & Screws" contest (won by Donna Finchwho came closest in her guess-there were 1,118 items in the bottle), great conversations and perfect weather for the event. Everyone had a fire-breathing good time, great food and only a little gas (and I don't mean petrol) later.

And there were T cars at this event as well. John Boyle brought a '53 TD, "Cy" Cywinski a '52 TD MK II, Dick Axford a '53 TD, Lee Jacobsen a '53 TD, Sandy Kuivenhoven a '51 TD, Roger Melton a '51 TD, and Jim Meuller a '52 TD. Guy St. John drove a '68 MBG and Pat McHugh drove his M..well, let's just say it wasn't his '53 TD

Oh yeah, want to know who won the challenge and received the trophy, you should have been there!









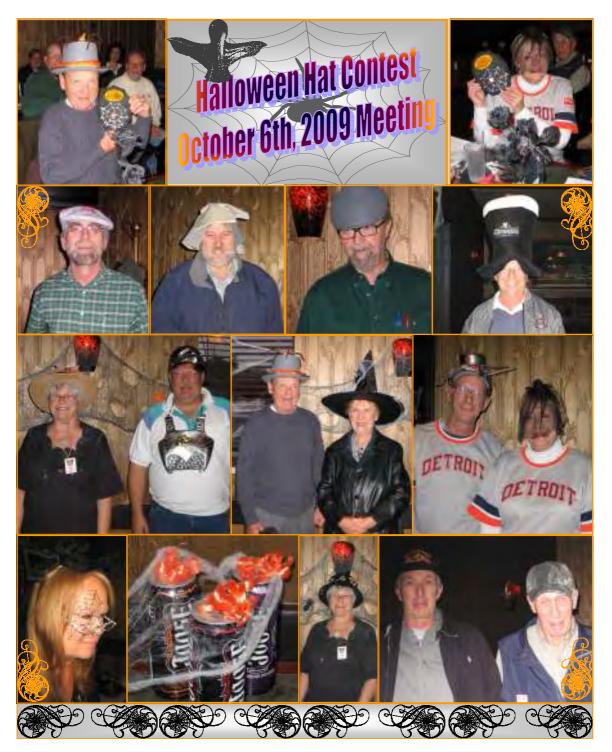






# MORE OF THE CHILL COOK-OFF CHALLENGE





The **Battle of the Brits** was held on Sunday, September 13th at a new location of St. Mary's in Orchard Lake. The event was once again hosted by the Detroit Triumph Sportscar Club.

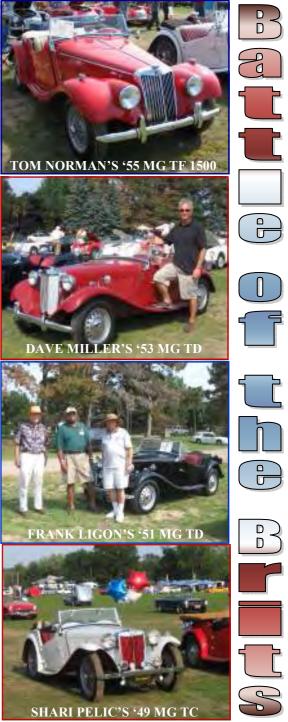
Our T-Club came out in force with twenty-nine members and family, along with thirteen MGTs

Members to be acknowledged for wining awards (even if it wasn't a T car) include:

Shari Pelic (1st for her '49 MG TC)
Allen Bachelder (2nd for his '53 MG TD)
Tom Parent (3rd for his MG TF)
Max Kenney (4th for his '53 MG TD)
Tom Norman (4th for his '55 MG TF 1500 & Peoples Choice-T series)
Dave Miller (5th for his '53 MG TD)
Rhonda Ligon (1st for her '64 Jaguar XKE)
Frank Ligon (4th for his '69 Jaguar XKE)
Jim Bauer (for his '50 MG TD)
Lee Jacobsen (for his '39 MG TA Tickford)
Terry Frish (3rd for his '34 Vauxhall BX
Roadster & Peoples Choice Open Class)
Jeff & Jan Zorn (4th for their '63 MBG & '83
Austin Mini)

# Congratulations people for some awesome vehicles!











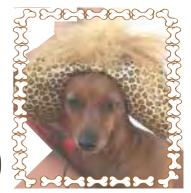








# Oktoberfest in Frankenmuth (Who knew Weiner Dogs were Divas too!)



Frankenmuth on Saturday, September 19th was the place to be for the Oktoberfest Weiner Dog Races and we were there!

Who knew that people from all over the state brought their Dachshunds to compete in this event with over 300 entries. Dogs of every shape and size, all there for the race of a lifetime. Ach, du meine Gute (Oh, my goodness)! Large crowds of spectators cheered the dogs on to victory. There were also competitions for the best dressed (costume) and fattest wiener dog. Donnerwetter (Good Heavens)! Congrats to that fifty-three pound dog.

We had a bratwurst mit sauerkraut - das mittagessen war shelecht (lunch was bad, cold kraut) then ventured into town. There was a prima (great) craft show, shopping, a visit to the cigar shop, and all the time watching where we stepped, those puppies were all over town and *very* short. Verrucht!

We, aber freilich (of course) dined on pret

huhn (chicken) because again, we were there.

That evening, we returned to the bier (beer) tent where there was musik (music), and

what a surprise, a fair amount of drinking. There were loud roars from everyone each time a new keg was tapped, approximately

every five minutes but what do you expect with liter beer mugs. A u s g e z e i c h n e t (Excellent)!

There was dancing for those who could still stand up, and displays of men in lederhosen

doing bench dancing, wunderbar.

We had planned to drive our T cars since it was on the club's calendar, best we did not. MGs are not made to tip and roll over as well as people do!

Auf Wiedershen!

shari & Sandy (aka the T Divas)





# New Members **Dale & Nancy Cobb's '54 TF 1250**





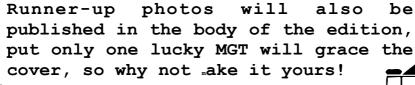


### MGTMGTMGTMGTMGTMGTMGTMGTMGTMGTMG

### T-TIMES COVER PHOTO CONTEST

Have you ever received your T-Times and wished that one of your recent or old MGT photo could be on the cover? Now is your opportunity to make that happen! Send your favorite photos via email to the editor Shari Pelic at <a href="mailto:spelic@simplexgrinnell.com">spelic@simplexgrinnell.com</a> or by regular mail to 37580 Spring Lane, Farmington Hills, MI 48331 for a chance to see it on January's 2010 cover.

Decision of the judges is final, mailed photos will be returned back to you, <u>deadline for entries is</u> December 20th, 2009.



Good luck to everyone, send in those photos!



# THE CLIFF SCHNELL FALL COLOR TOUR



### Saturday, October 17th, 2009

<u>8:26 A.M.</u> Dick & Carol Axford called to say that a tire had come off their '53 TD and to not wait for them to depart from Meijer.

**8:30 A.M.** Sandy & Shari placed a picture of Cliff (Honey) on the dashboard of the car they were driving for the tour.

<u>9:08 A.M.</u> Depart from Meijer parking lot, accompanying John & Catherine Boyle in Pugley, another sweet '53 TD, along with M&Ms (a must have for the journey) and a couple of bottles of Drambuie.

<u>9:14 A.M.</u> Abrupt stop on Eight Mile as there was a club car flag issue, that puppy almost fell off Shari's vehicle.

<u>9:32 A.M.</u> There was a unconfirmed report of someone flashing John & Catherine as they drove along North Territorial Road.

10:10 A.M. As group turned onto Scio Road, Billy Currington's song "God is Great, Beer is Good, and People are Crazy" filled the air as Shari a lot ditched her vehicle making a U turn. 10:14 A.M. While driving down MI-52, a strange smell filled Shari's vehicle, she said it was some horses that we passed, but Sandy thought not.

<u>10:26 A.M.</u> Hugh tractor auction sighted but no time to stop as we were headed to pick up Bob Lorentz in his '54 TF.

10:28 A.M. Right on time, we entered CHI BRO Park, met up with Bob, had a sip or two of Drambuie and were on the road again!



### Saturday, October 17th, 2009 -continued

10:43 A.M. Drambuie burp as we drove down East Main Street.

10:51 A.M. Enjoyed some great fall color in Napoleon as Zac Brown Band played "Toes in the Water, Ass in the Sand" on the radio.

11:01 A.M. Had to take a Brooklyn detour, but we handled it well.

11:07 A.M. Arrive at the Beach Bar in Clark Lake. Again, right on time people!

11:10 A.M. Pat McHugh arrived at Beach Bar and we had a photo op moment in front of the cars.
11:17 A.M. As



we walked into the Beach Bar, "The Way You Look Tonight" by Frank Sinatra played.

George and Rita Patrick arrived and we all dined on homemade soups and great sandwiches while Cliff's photo graced our table.



12:50 A.M. After someone had to go back into the restaurant to retrieve Cliff's photo we left behind by mistake, we all said good bye to John and Catherine who were returning home as the rest of us headed for the Buffalo Ranch.



### Saturday, October 17th, 2009 -continued



12:56 P. M. More horses with blankets on were spotted, temperature still at 44 degrees as we drove down Meridian Road to take a wagon ride out to buffalo pastures to feed them.



12:56 P.M. Missed a turn (although Rita did notice it) and had to make another U-turn and the cars followed like little ducks through it all. 1:11 P.M. Back on track toward the Buffalo ranch once more

1:19 P.M. Again, a bad smell in Shari's vehicles, she said this time it was the cows we passed, yeah, sure.

1:21 P.M. An interesting turn on to Hanover Road but again, our ducks followed in a line.

**1:29 P.M.** Finally we arrived at the Buffalo Ranch. Pat took a moment to revisit his younger days as we waited for Dave (our Buffalo man) to bring his tractor and wagon around to pick us up for an adventure of a lifetime!

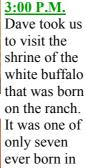


1:45 P.M. Away we went to feed us some buffalo! What an amazing sight.



1:50 P.M. Greeted by many buffalo around the wagon, Dave instructed all of us as to the proper way to feed them





the United



States. Indian tribes from all over the country came to pay homage to the white baby buffalo born here. The ranch is considered sacred ground after all the Indian blessing, as is the herd and all who come to visit the ranch.







### THE CLIFF SCHNELL FALL COLOR TOUR



### Saturday, October 17th, 2009 -continued

3:25 P.M. We rode back to the front of the ranch and bid a due to Dave, for a ride on his big blue tractor. No one rode the mechanical bull or did the zip line, but there is



always next year. We also said good-bye to Pat and Bob who were returning home as Shari, Sandy and George & Rita motored on in search of fire wood for the bonfire that evening along South Jackson Road.

3:46 P.M. Spotted firewood and stopped. George and Rita stayed on the side of the road as Shari drove her vehicle into the woods following a Jeep to procure supplies for the bonfire. Shari indicated she thought of scenes from the movie Deliverance as she drove into uncharted territory. No more details available. 3:52 P.M. Back on the road again (thank you Willy Nelson) along Pulaski Road we saw a sign "Donkeys for Sale". They don't make good pets so we traveled on. No takers. 3:55 P.M. There was discussion in the car about buffalo breath which if you ever smelled it would make quite an impression.

<u>3.57 P.M.</u> There was a single lane bridge along Folks Road and we do believe George did a little more "squeezing" than just on that bridge with Rita. Goodness, but a gentleman never tells, do they George!

<u>**4:01 P.M.**</u> More cows along 29 Mile Road toward Marshall, don't inhale.

Saturday, October 17th, 2009 continued 4:02 P.M. Sign for a "Bump" along MI-99, but no one thought it was necessary, not that good of a bump as bumps go.

4:08 P.M. Arrived in the town of Homer where there is no street parking, interesting but why? 4:11 P.M. While driving down 23 Mile Road, Jason Aldean's song "Big Green Tractor" played on the radio. We reminisced about Dave and his blue one.

4:32 P.M. Arrived in Marshall, and to our surprise, saw Dick & Carol's TD parked proudly outside the National House! They drove that little British car via the highway!

5:30 P.M. Everyone once again met up at Schuler's for dinner with Mark & Louise



Zimmerman and Beverley & Roger Melton. Again, Cliff's picture graced our table, and we toasted the man!

9:00 P.M. Shari & Sandy got a bonfire going, people arrived and samores were made. Who knew Roger Melton was such a marshmallow roaster There was a Drambuie toast to Honey, stories shared and Joose was flowing. His picture displayed prominently on the picnic table next to the marshmallows. He would have liked that. After the clock struck eleven, people started departing, the fire was put out. Great night, stars in the sky, cool but the fire had kept us all warm, or maybe it was the Drambuie. Now you may think that was the end of the story, but no!



## THE CLIFF SCHNELL FALL COLOR TOUR



### Sunday, October 18th, 2009

1:00 A.M. Sandy & Shari after watching the PBR (Professional Bull Riding) on television and still not sleepy, decided to venture out to the Firekeeper Casino, just four miles from their hotel. Honey's picture came with.

3:35 A.M. Returning to the hotel, Sandy with more money than she left with, Shari not so much, they called it a day. What, did you think you were going to read more details, "what happens at the casino stays at the casino".

11:00 A.M. Roger's call indicated that although Axford's TD had an electrical issue (George Patrick was on it that morning), seemed like everyone had their own time table for a return.

11:20 A.M. Shari and Sandy hit the road out of town and headed for the BBQ Shack in Jackson, one of their favorite places in life.

11:22 A.M. Shari had a driving issue, foggy sunglasses, a direct result of a late night.

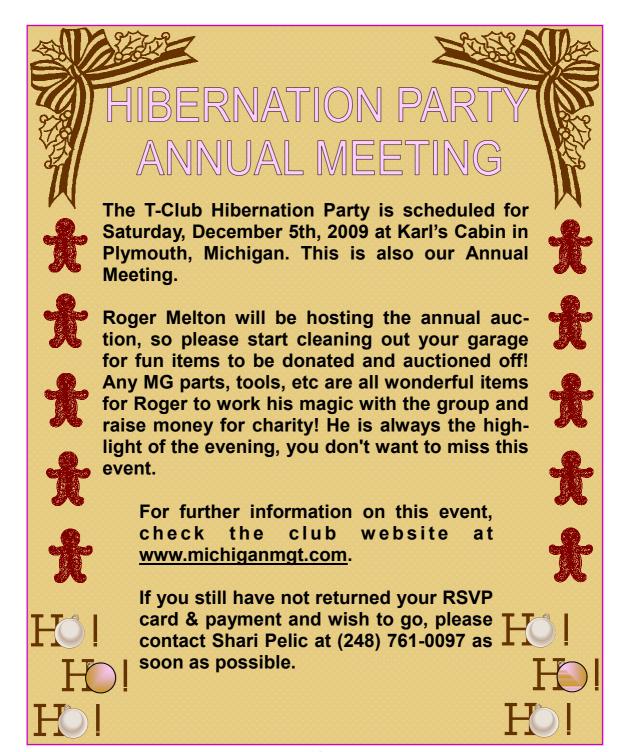
11:48 A.M. Arrived at BBQ Shack, best pulled pork sandwiches on the planet, but they were closed. The word "balls" was muttered under someone's breath.

<u>12:35 P.M.</u> After an "All U Can Eat" breakfast bar at Big Boys nearby (just *not* the same as the Shack), it was back on I-94.

<u>12:46 P.M.</u> Approaching a "weigh station" we weren't going there after Big Boys and kept on driving.

1:04 P.M. A driver's belch rocked the car! Windows down! That's what happens when some people drink Rock & Rye while driving. 1:45 P.M. Arrive back home and it was naptime for the T-Divas. Honey would have enjoyed the journey. We all miss you! Time table by Sandy Kuivenhoven





# ANNUAL MEMBERSHIP DUE 01/01/10

Enclosed is a Renewal Membership Form and Envelope.

We are in the process of updating everyone's information (cars, colors, email addresses, phone numbers all change). Possibly those "TBA" colors of the MGT projects have a color now.

We have also included a field for you to list any issues / projects that you have going on with your car that you might need help with or you would like to share with the club. We are trying to come up with some Tech Session ideas.

Please fill out the renewal form and mail it back with your Annual Dues of \$15 to Tom Sorensen, our Membership Chairman. We have enclosed an envelope for your convenience.

Thank you.



### **Name Badges**

The badges cost \$8 for a pin back and \$10 for a magnet back. The magnet back is very nice for those people who don't want to poke holes in clothing. They are also easier to get on straight.

Your first name is engraved larger than your last to make it easier for people to read it when you are in a large group

If you would like one send me the name you want printed via email and a check via mail in the appropriate amount.

Dick Bremer 3776 Oakmore Court Ann Arbor, MI 48103

# Update on SA2333 Restoration

by Lee Jacobsen



For those new members who are not familiar with MGSAs, they are the largest MGs ever made, at least dimensionally, close to 19 feet long, (a TC is not quite 12 feet long) and were competitors in the Concours DeElegances and fun Rallyes popular in the thirties, ala Meadowbrook. Very elegant and upscale cars, even the Royal family had a SA Tickford. 51 SA Tickford cars survive, with 7 known in the USA. I have been working on this SA Tickford, off and on, now more on than off, for 29 years. With each car essentially custom made to order through a multitude of available options, plus the depth of the customer's pocketbook for non-standard items. the difficulties in restoration are immense. Everything seems twice as big, 200 lb doors for example. As a comparison, painting and cosmetically restoring the TC (in the name of SA paint research!) was a relief, and easy, now just about complete after playing with it for a summer. For more information on SVW cars, do a Google search or ask me for a business card, it has SA2333 via Photoshop, shown in close to the final original colours of duo Apple green/Dublin green.

SA2333 Tickford is close to being back on the road. Engine and drive train is done, interior is done, chrome is done, bodywork is almost done.

SA2333 Tickford is slowly making its way to the primer and paint stage. Over the past few years there have been many new products and painting techniques that have shut out many garage painters, many who enjoyed using lacquer for its ease of use and initial great results. Better products and high cost, not to mention the 'green' movement, have driven lacquer from the automotive paint Lacquer is often now more shelves. expensive to buy than the best single stage and basecoat/clearcoat urethanes. Lacquer may be a choice for a show car, but don't plan to drive it often. Lacquer dries very hard, gives a nice shine but chips easily. Acrylics are off the table, urethanes are now the top dog in paint choice. PPG is one of the largest OEM sources of urethane automotive finishes. They are handled by Painter's Supply in the metro Detroit area, and their products are mentioned in this article.



At the car shows, most cars are either finished in basecoat clearcoat (b/c) or single stage urethanes. Each finishing system has their positives and negatives, which is why I am fixing some paint chips on TC0780 by going to the extreme and repainting the entire car to find out which system gives the best result. Positives for basecoat/clearcoat are price,

followed by ease of use. Colour paint varies in cost by the colour, some pigments, such as red, cost \$300 per quart, or three times as much as others, such as white at a mere \$110 per quart. Clear costs \$32 per quart. Cost savings? The saving lights will click on when you notice how many quarts of paint it takes to paint a T car, usually around 4 quarts for a decent job, and that does not count reducers or hardeners. With b/c, 4 quarts equates to 1 quart colour, and 3 quarts clear, or, for the cost for a red colour, \$300 + 3 x \$32. around \$400. The same red in single stage costs around \$1200, 4 quarts at \$300 per. Significant cost savings, and why modern cars today are all painted with the b/c system. Why even consider single stage then? Some negatives to b/c are reflective oddities, especially on light colours, and difficulty in paint chip repair. Also, some folk consider b/c to be too glossy as compared to single stage urethane which is easy to repair and is not quite as glossy. Which one to use? Is the additional cost for single stage worth it? To find the answer, I used the TC and my neighbor's MGA (new member Mark Aldrich) as test cars. The best paint job, the best finishing system, in my humble opinion, would go on the SA.

Briefly, the MGA and TC body tub and petrol tank were painted in basecoat/clearcoat, in the driveway, at night! Bugs were an issue, Mark still has 28 critters just in his bonnet! They do sand out, for the most part, but on a lighter car, Seguoia cream for the TC, any dirt or bugs really stood out using clearcoat. Mark's MGA was red so they blended in and it looked fine. For comparison, the remaining parts of the TC, wings, bonnet, splash pan, were painted with 3-4 coats of single stage urethane, using the warehouse paint booth, with Sequoia cream out of the same galleon All the TC parts were then colour sanded, buffed and polished and mounted to the already polished tub. Karen, my lovely wife who has an eye for colour, looked at the TC last Friday morning and said, "I didn't know you were going to paint it two-tone! Thinking quickly, I replied, "just trying to find out which paint system looks the best, please pick one." She chose single stage urethane. Why? "It just seemed cleaner, and popped out more".

That night, with Mark's help, I rented a \$19.95 U-haul, took the tub to my warehouse (no bugs!), and that night we repainted the tub single stage urethane, finishing at 5 o'clock in the morning. Looks great! As some folk are aware, I did leave one gas tank end panel clear coated, so you can see for yourself the subtle differences, and, if you look closely, one mosquito! End result.... The MGSA will be painted in single stage urethane, which just

happens to be the system of choice for Tom Metcalf, of Safety Fast Restorations, whose cars look great.



Painting a car

is much more than just picking a b/c or single stage system. The panels will only be smooth through hard work and preparation of the sub surfaces, and these processes, (types of sandpaper, order of use etc), have to be worked out. (That is the subject of the rest of this article.) There are also safety factors to consider as well. The rewards of doing it yourself (to make sure it is done right:) ) and possible savings will be pluses. Thinking of



Tom Metcalf's work though, by far the easiest way to paint your car is to let someone else do it!

Cheers, Lee

# Suggestions For Painting T Cars

# Using PPG Paints

Let me repeat - By far the easiest way to paint your car is to let someone else do it!

However, if you have the desire to be humbled, and do it yourself, please read on. Block sanding is important. Buy your sandpaper from PPG, in roll form, 2" wide, not the discs. Tear off the length you need and stick to your assortment of sanding blocks, wood, foam, etc. All grits mentioned are in roll form, dry sand only. They are non-clog. Wet sanding is after the colour is on. Wet sandpaper is in sheet form only and will clog instantly if used dry.



99% of any paint job is the layers underneath, the colour and their preparation. Assuming the panels are smooth, using basic principles of block sanding, apply guide coat and sand with 320 dry to find the low spots. Fill with filler. Sand, first with 80 grit to smooth filler, then 150-180 grit to remove scratches. Follow this with a skin layer of PPG glaze, spray with Guide coat to find low spots, sand with 80 grit and 150 grit until smooth. Now it is time to add some paint. A positive airflow system

must be used (buy it from Eastwood when it is on sale.) to avoid death from cyanide poisoning. I have many friends who skimped on this and now use oxygen.

- All bare metal and old paint must be primed with either DP40 or K36 primer, 3 coats of K36, which means 3 quarts of paint for a T car. Also need reducers and hardeners in the proper proportions.
- 2. Spray with guide coat and sand with 320 or 400 dry sand.
- 3. Wipe down with 330 grease and wax remover.
- 4. Use Concept DCC single stage urethane in your favorite colour. Plan on 3–4 quarts of colour, remember, a T car shows a little more skin than other cars. DT885 reducer and #61 hardener go with the colour.
- 5. First coat goes on light, just enough to cover to provide a firm base for the second, third, and fourth coat. Always mix new paint for each round of coats as the curing times are absolute, once it hardens, oh well.....say goodbye to the spray gun.



- 6. Colour sanding. Let urethane cure/dry for at least 24 hours, but not longer than 7 days. After 7 days, it will cure very hard and then take forever to sand out any orange peel or bumps. This is the secret of Tom Metcalf's nice paint jobs. Flatten paint by sanding with a hard small block, using 1000 grit and water, with a squeegee. Once it is dead flat, no shiny spots, follow with finer grits to remove the scratches from the previous grit. These are usually 1500, 2000, and, to save time on polishing, 3000 grit. The last 3 grits will be less work than the 1000 grit.
- 7. Rub out using 3M #1 rubbing compound and a wool pad, hook and loop.
- 8. Remove swirls with 3M #2 polishing compound & foam pad, hook & loop.
- 9. On dark colours, follow with 3M #3 ultra polishing compound with a foam pad.

To speed along the colour compounding and polishing process, use two electric buffers, each dedicated to either rubbing or polishing compound.



Use 1 quart clear plastic containers full of water to soak each grit of sandpaper, 1000, 1500, and 2000 at least twenty minutes prior to sanding. It can soak overnight. Otherwise, scratches will occur. When buffing, keep the wet sanding paper handy, as missed spots will show up during buffing and will need the 1000, 1500, 2000 sequence to smooth prior to buffing once again.

Avoid wax for as long as possible, at least 3-4

months, let the paint breathe and complete the curing process.

Regarding curing, I was perplexed when minor sand scratches started showing up in the TC paint after the car was polished. It turns out that the weather was warm when I painted, sanded, and polished the car. Then it was stored in a cool garage for a month. The cool temperature contracted (shrunk) the paint, revealing sand scratches that previously were filled when the paint was expanded. The curing process finished while cool. End result, more sanding and polishing needed.

Long term fix, paint in cooler temperatures and keep car warm the next month or two while the paint cures!

Touching up single stage urethane is easy. For large areas, scuff sand, mix up a small batch of colour, 3-4 ounces, and apply using disposable 'Preval ' spray units (\$5 each). A tooth pick is handy to fill holes etc. Build up higher than surrounding paint surface, sand level with hard block and use colour sanding steps, then buff and polish.

Enjoy the Shine!!

Any questions? Feel free to email at diecuts@aol.com
Lee Jacobsen





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