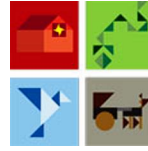


Adams County Driving Expedition Epilogue



The first South West Ohio T Owners driving expedition assembled in the parking lot at Smyth automotive on Route 131 in Milford, Ohio..

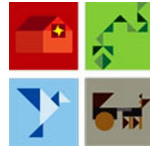


Along with our T-cars there were other motoring enthusiasts who joined us on the tour. There was a MGA, MGBs, Porges, a Ferrari, a Bentley, a Corvette, and others. Even a T member in a Miata from Columbus.



Here are Cary Sunderhaus (lead car), Jim Williams (2nd car), and Joe Newton (gray TD with cycle fenders) heading out on their expedition.

Adams County Driving Expedition Epilogue



The day was cool but it did not interrupt Kurt's top down driving!



Joe and I were in the sweep car with the YB. We picked up John Libbert in his MGA along the route and here we are stopped, waiting for the other cars for a photo op.

Adams County Driving Expedition Epilogue



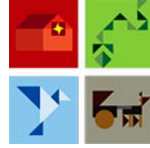
John Olman leading the parade in front of Joe Newton and others.

This specific section of down hill roadway will be described later in this article.



The cars parked to view the sights along the way.

Adams County Driving Expedition Epilogue



If you add up all the miles driven by the nine T-cars on the drive, the total would be over 1,500 miles.

For all of the owners who are worried about your car breaking down,
well, not to worry.

There were no MG mechanical breakdowns!

Now, I must admit, I only know about getting to and driving the tour. I assume that everyone made it home from the drive without incident. I have not heard anything different.

Making these drives is something that all of our cars can, and should, do without breakdowns.

With just a little maintenance and attention, these cars are much more reliable than you, originally, might have thought. **(Most breakdowns are due to lack of maintenance by the owner)**

The more you drive them, the more reliable they are.

Jim Pesta

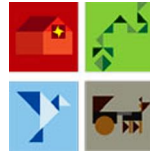
As I have stated, there were no breakdowns, however, there was an incident with one of our cars, Dave's Y-Type! As you might have noticed, Dave did not make the trip. I had the pleasure of driving the Y-Type.

As a result, I now have a new story. It is about the MG Y-Type on the Adams County Driving Expedition, and those of you who were on the trip, you also have a new story.

It is a little different than driving a TC, TD, or TF. It has some aspects that are unique to this model. If you are used to driving a T-car, you probably have not had the *joy/terror* of driving a Y-Type.

Apart from driving one in my son's wedding, I have not had a great deal of experience driving one. Some of you might know that I have quite a history competing in a MG ZB Magnette (another MG four door sedan).

Adams County Driving Expedition Epilogue



Like I said the Y-Type is a right hand drive, four door sedan. So it takes awhile to get acclimated to shifting with your left hand and looking behind the car with the rear view mirrors.

Those of you who drive a TD have certain expectations about the effectiveness of its brakes. Most owners feel that the TD's brakes are scary at best and terrifying at worst. The Y-Type has the exact same brake system as the TD. However, the Y-type is approximately 1,000 pounds heavier. If that wasn't bad enough, most all of this additional weight is carried above the doors, making it top heavy.

Now you have the idea. Driving this car is like herding cats, get them in a group, try to get them all going in the direction you want to go, and hope for the best.

Now, let me set the scene, I am driving the Y-Type headed into a downhill, off camber, decreasing radius, left hand turn. At about 100 feet away, I know that I'm not going to make it. I continued trying to finesse it through the turn. Even though it was teetering on the edge of control, I thought that I would make it, when suddenly the back end broke loose in the marbles on the edge of the road and the rear end hit the guardrail, which pulled the front-end back into the guardrail.

Everyone was OK and the car was drivable and we continued on with the rest of the tour.

However, I still had to make the call and tell Dave, I drove his car into a guardrail.

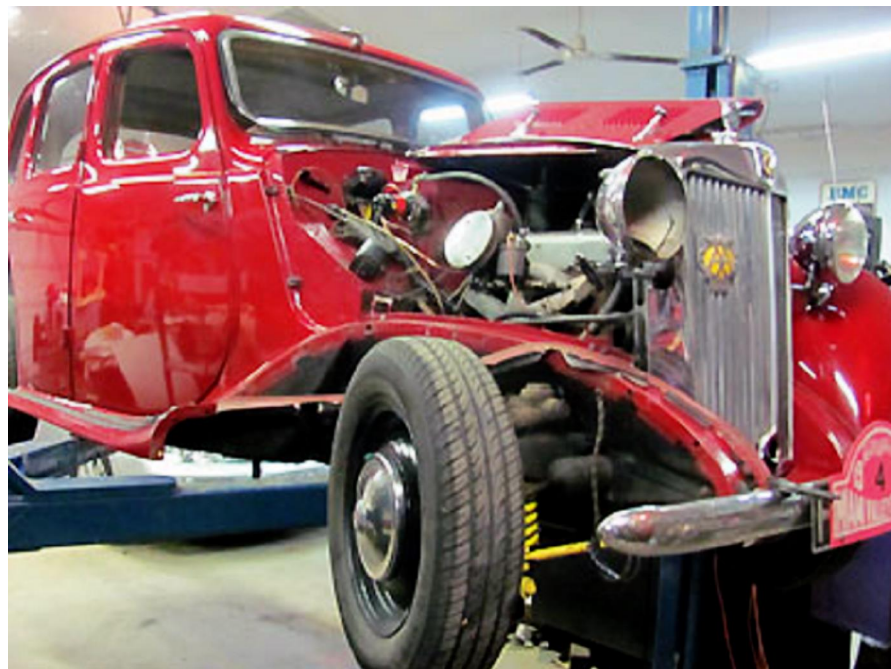
I've known and worked with Dave for almost thirty years and I knew that he would take it reasonably well. He has misplaced trust. (It's only sheet metal and paint).



These two photos show the rear fender folded over with the tire totally exposed (it should be entirely covered with the fender). The front, which has a lot, less damage, (just scraped up).

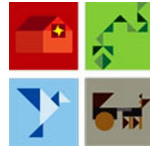
When I took it to the body shop, the tech. said that he did not think that the rear fender could be salvaged, when I told him that I had a spare fender.

Adams County Driving Expedition Epilogue



I spent about six hours working on the rear fender trying to get it back in shape so that it could be salvaged, the body tech. was surprised that it was still usable. He wanted the fenders removed to do his work, so they came off. This is what the car looks like until the fenders are done.

Adams County Driving Expedition Epilogue



For those of you who have come to our meetings, you have heard stories about MG adventures. I've told more than my share. Joe Potts who was my passenger now has a MG adventure he can tell about the ride he had in a Y-type that obliterated into a guardrail. I know that all of you would rather not have that, specific, adventure, but if you don't participate, you won't have any adventures to share.

If you are in town, you should come out to the **Boone County Back Roads and Bayous Tour** **May 19, 2013.**

