

# South West Ohio T-Cars

## Mar. 2013 Newsletter

**Next monthly meeting Mar. 27<sup>th</sup>.  
Rib City Restaurant  
Rt.4, Fairfield  
6 PM for dinner with meeting after**

### Featured Car

**Dan Mortensen's  
1953 MGTD**



I bought my 53 MG-TD in 1967 while attending Arizona State, some 46 years ago. I would commute from Sacramento, CA to Tempe, AZ with it while in college with lots of adventures. On one occasion around 2 AM near Barstow, CA, the fan blades began to fail from fatigue and would make a terrific noise as they separated and thrashed around in the engine compartment. It was only after the second one let go that I finally figured out what had happened. Limped into a repair shop in the desert and they jury-rigged a fix for me. The radiator suffered a few dents but did not puncture!

After college I served 2 years in the Army as an officer stationed at Ft. Ord, CA. The MG and I explored all of California on days off and the best trips were along the Pacific Coast Highway (Route 1) between Frisco and L.A. During this time, I had the wiring loom completely replaced at an MG shop in Monterey.

Next was a stint as a FAA air traffic controller in California for 8 years. The MG became a secondary means of transportation and was parked in the barn for most of this time. After the Patco strike in '83, I was hired as a pilot for AMSOIL, a synthetic lubricants company in Superior, WI and the MG stayed in the barn in California.

When we moved to the Cincinnati area to join DHL Airways in 1996, I resurrected the MG from the barn and moved it back with us. Looking forward to bringing it to a meeting as soon as the weather permits.

Danny Mortenson

*Welcome to our group Dan, we hope you join us for a new set of adventures*

If you would like your car to be the featured car of the month, submit a digital photo of it with a brief description and before long it will be immortalized in the newsletter.

**Everyone needs to help with the content of this newsletter,  
Submit early and often!**

If you have any suggestions on what should be included; please call,

**Tony Carito 513--867-8785** or **Jim Thomas 513-393-4385**  
e-mail [mgbjt@zoomtown.com](mailto:mgbjt@zoomtown.com) with any suggestions or  
submissions

### **Mission Statement**

*This group was formed because there seemed to be a lack of practical information available to facilitate the ability of the local T-owners to get and keep their cars on the road. This group seeks to fill this void. Jim Pesta from MG Services in Cincinnati jump-started the group and provides the technical expertise. The group itself decides what direction the group will pursue.*

*All owners, or potential owners, are welcome to come to the meetings, submit questions, answers, opinions, or suggestions through this newsletter.*

**THIS IS YOUR GROUP!  
And this Newsletter is its voice.**

All members will be happy to help you with your project. If they do not have a specific answer, they should be able to point you to the right person that can supply the answer to solve your problem.

## Monthly Meeting Summery

### WELCOME FIRST TIME ATTENDEES!

**Dan Mortensen and Meijer Bauer**, both long time owners and drivers.

We always want to make folks feel at ease and we are anxious to hear their stories. Time spent at our meeting is always valuable and hopefully, you come away having enjoyed the personalities, stories of cars and general fellowship. If you have attended a meeting, and have not felt welcomed, please let us know so we can correct our approach. I will apologize in advance. Let us know how we can better support new attendees.



I just became aware of the logo for the Dayton area MG club. It is a division of the international MG Car club. The official name is the Southwestern Ohio Center of the MG Car Club and it includes every model of MG.

**The logo shown above is their logo and has nothing to do with our unaffiliated group.**

We are working on a logo, but it has been slow going. Keep watching for it in the upper left hand side of the newsletter.

## Monthly Meeting Summery

We had a nice turnout at Rib City for our monthly meeting! It was good to see .....Jan Johnson, John Libbert, Danny Mortensen, Denny Lawson, Sheryl Larger, Lynn Donaldson, Greg Garnett, Cindy Garnett, Meier Bauer; Jane Grimm, Jim Williams, Jane Grimm....and then there was Peter Jollis, Barbara Bailey and Pete Bailey, Kurt Niemyer, Liberace, Clark Crabill, Jim Thomas, Jim Pesta, Dave Zyp, Joe Potts, Jay D.... smile when you say that... Bond, Mary Bond, Jeff Weingartner and Joanna Weingartner!

Meijer shared some of her experiences regarding many tours in an MG. It appears she survived and faired quite well. Our magnificent calendar of events put together in a readable and tangible form by Greg was updated. Be sure to check it.

The group is looking for someone to organize a drive for September and October. Kurt spoke to our first drive happening on April 13<sup>th</sup>. It will start in Milford. The entire trip is about 110 miles on township roads. Average speed is usually a breathtaking 30 mph....We will stop at an Amish market and terrorize them with our mechanical puddle jumpers and wow them with our filthy modern ways. This drive will take us through Tranquility Valley and Kurt says there will be frequent stops. Kurt is an eloquent talker and very knowledgeable of the old cars. We were all lulled into visions of a beautiful drive supported by loads of scenery. Kurt has arranged for a photographer to be available at some point during the trip. Much like the S.S. Minnow, it is a three to four hour tour. There is a detailed exciting report from Kurt in this newsletter.

After hearing Kurt's exciting plans.....Joe Potts...(author of the great wiring article in this newsletter) discussed a Boone County tour...(yes, Daniel Boone of yore) It's a backwoods and bayou trip including a crossing on the Anderson Ferry....Whoa! There will likely be a "weedle" break when we leave the ferry. Water does that to some people. We will then head toward Bellview...Rabbit Hash...and end up in Burlington. There, we will stop at the Talsey House Tavern, where I am told the food is over the top and we can "weedle" again. That trip will begin at MG Services in Delhi.

June 8<sup>th</sup>.....John Olman will have a trip planned for us.

June 29<sup>th</sup> Jim Pesta has the trip to Greenville mostly ironed out. There are many places of note in Greenville.....and you will want to watch for these trips in following newsletters.

Our local list of owners....be they everywhere in three states surrounding southwest Ohio.....is at 99. Folks on the list were asked if they wanted a copy and I only heard from seven people....I sent out seven lists.

**Surprising!**

## Monthly Meeting Summery

From time to time, the group has a need for money...Printing flyers and business cards isn't free! This was discussed at the meeting. Dave Zyp pledged fifty dollars to jump start the fund. Above and beyond.

*Thanks Dave!*

It was decided that just passing the hat would allow anyone to pitch in. The hat was passed and it was loaded with fivers. My My My!

Greg Garnet "volunteered" to hold the money for the group and dole it out as needed.

*Thanks for volunteering Greg!*

Make sure you catch Joe Potts' article on his rewire of his TF in this letter. Part one is on hand and in next month's letter, part two will finish the article. Evan Ford was referenced in the article. Joe used solder on the joints and then applied shrink tube. While not factory, I am sure the factory would have used shrink tube if it had been available. Thanks for the article and suggestions Joe!!

*Well done Joe.*

Pete Bailey has an MG belt buckle that will get your attention. He shared that at the meeting....maybe he will show it to you if come to our March meeting...fourth Wednesday (27th) at Rib City.

It was good to hear the ladies' perspective regarding tours in an open MG.

Cindy Garnett shared her adventures. MG's are a family thing for the Garnetts....their daughter drives the TD that is sitting in their garage. Greg and Cindy also have a TC and a Big Healey. Cindy describes each tour/drive as an adventure...it's all about the countryside. Camaraderie develops on the drives with others...There is not a lot of talking...but a lot of looking and waving. Cindy never leaves the house for an MG trip without a towel and a poncho.

Jane Grimm says it's always lots of fun...the people are great...laughing and lots of views. Many drivers stop every hour or hour and half to refresh.

Jim spoke of matching driving styles when you are in a group and traveling....there are those that take it easy and there are those that are sideways through the curves. Folks on a tour should match their style with others that participate in the same manner.

## Members' Views

After several months of looking, I purchased my 1954 TF from an estate in June 2011. The car was running and could be driven but had sat for several years. The daughter said her father purchased the car around 1972 and restored it in the 90's. I trailered my prize home did a few repairs and performed through maintenance before putting it on the road. I was enjoying summer evening and weekend rides.



**Unfortunately in the fall the car developed a knock.**

It sounded like a rod knock to me. I asked Jim Pesta of MG Services if he could stop by; he listened, did a few tests, listened some more. At that time he thought it could be a rod or worse case....the crank. You know it's kind of nice that Jim does house calls. A wounded T car on the highway could easily become road kill. Either way the engine had to come out. I decided to take the engine out myself and then deliver to Jim for an experienced re-build. This also gave me opportunity to do some clean up and detail painting in the engine bay. I removed the hood, front fenders, radiator etc. to give clear access to the engine compartment for easier engine removal, cleaning and painting. Clear access also allowed me to take care of some old wiring issues.....

## PART 1

### My Wiring Story

The wiring harness in the car was a mix of old original wire and some spliced in wire. Over the years previous owners had installed in-line fuses, a fuel cut out switch, a spliced in wiper switch and a volt meter. The color code used was "Red"...for grounds, "Red" for power, "Red" for everything. There was a variety of splices and taped connections. Given all these issues and the fact that it was difficult to trace anything back to the wiring diagram; I decided that a complete wiring harness was the way to go. After going through the workshop manual, the Moss catalog and browsing the Web I made my list(s) of wiring parts, connectors, etc. and had Dave Zyp, Motor Good, quote and place the orders. Dave gets parts from a variety of sources and gives good pricing. I don't know if Dave does house calls like Jim but he covers the delivery cost for things sent to his shop.

## Members' Views

Personally I've found the "Shop Drop" has a wealth of tangible and intangible benefits: #1 If you have a question of how something needs to fit together you can usually see an example in the shop; #2 You can talk with a real live American who can translate to British; #3 "Evidence" does not get delivered to your front door by UPS; #4 It's more fun to go to the shop and swap car stories anyway. Dave ordered my main harness, instrument panel harness, and headlight pigtails from British Wiring in Bally PA. I've got to say the quality was excellent. The color code is accurate to the workshop manual, the braded covering fits snug, branches are at the correct locations and the wire lengths were just right. There's an inch or two of "extra" length at the ends, for final trimming and placement. I found there were three choices for the main harness. #1 PVC covered wire with PVC harness wrapping; #2 PVC wire insulation with cloth harness wrap, and #3 Lacquered cloth wire insulation with cloth harness wrap. I chose #2 the PVC wire insulation with the cloth harness. I wanted the authentic look of the cloth braid cover with the weather protection and efficient insulation properties of the PVC over the wire.

With the new harness in hand I was almost ready to begin. When I pulled the engine, I had tagged some of the connections; distributor, generator lights etc. I thought I'd continue to tag everything but honestly there was little benefit and I discontinued the tagging. Once I had the new harness, I found I could lay it on the floor next to the car and it was clear where the branches needed to land. The shop manual wiring diagram and the accurate colors on the jacket led to the correct terminals.

However, there is one valuable step that I recommend. Before I began the wire removal, I took digital pictures of key areas like the fuse block, the regulator, the turn signal relay unit and the wiring behind the dash.

Nothing like a nice color picture to help you remember how it looked previously. Take your time with the digital pictures, make sure you have good light and use the macro (close-up) setting. Later, you can zoom-in with your computer and actually see the letters and numbers on the terminals and match them up with the wiring diagram. This is much easier than tagging.

During internet research I ran across articles of a few cars that had developed the "smoking" habit. Over the years I've found that electric stuff always works better if you keep the smoke inside and don't let it out. I don't know about you...but 59 seems kind of young for "Midge" to start smoking

I also discovered an excellent article written by Evan from Dayton Ohio. He wrote about his experience installing a remote fuse block panel on his TD. My TF wiring is very similar to his late model TD so mine only required minor changes to his plan. I liked his choice of components, wire gage, diagrams, etc. everything made sense.

## Members' Views

Two things in particular caught my attention; each circuit has a fuse that protects the wire and the device, (lights, coil, fuel pump etc.) the second thing I liked; it's wired in a way that makes the installation completely reversible, so you can go back to "factory original" in a few hours if you want. Anyway, whether you're thinking about a fuse panel or not the article has a lot of useful reference information. I highly recommend it. Here is a link <http://tseriesmg.blogspot.com/>.

I started by laying the harness under the car and routed the taillight branches from the engine bay loosely through the frame rail and frame clips then to the tail lights. I spent some time test fitting the routing so everything fit smooth all the way to the light sockets. My TF sockets have a spring clip that secures around a bullet connector on the end of the wire. I stripped back the insulation about a ¼ inch and soldered the bullets to the wire. A short length, about 1", of heat shrink tube was applied over each junction to keep out moisture and add strength between the fitting and the wire insulation. Each clip and bullet received a light coating of dielectric grease to seal it and protect against corrosion. Shrink tube is not authentic to 1950's cars but I like to use it discretely; it's probably not what you want on a "Concourse Car" but good for the "Road Warrior". Perhaps it may help keep your lights bright on a dark and stormy night.

Working from the rear of the car forward there are a couple of branches that are grounded to the frame. To assure a good ground I carefully scrapped the painted surfaces where the ground wire washer needed to make contact. I also installed a star washer between the frame and ground washer. The connections and surfaces were coated with dielectric grease before I tightened the bolt snug. Having a good electrical connection to the frame for ground assures you of a complete path for the current to return back to the battery. Rust or paint can cause an intermittent connection and can increase the circuit resistance which could lead to overheated wire.

I continued to smooth and snug the harness as I worked past the brake switch and routed along the firewall through the big grommet to the dimmer switch and dash panel area. Earlier I had removed my dash and instrument panel to clean and re-paint them back to original colors. The engine, transmission, seats, floorboards, and steering column were also out. I had lots of room to work and that was handy. All together, the wiring and fuse panel took me about 30 hrs to complete so you want to have room to move and use the soldering pencil safely. Like a lot of tasks there's a learning curve so if I were to do this again it would take less time, perhaps 20 hours. I placed the instrument panel with my clean "re-conditioned" instruments carefully on a cloth, upside down, on a box so the backside of the instrument panel was about at the gear shift location. This let me route the wires from the harnesses to the back of the instrument panel and make all the connections.

## Members' Views

There are actually two “factory” harnesses behind the dash. There is a small dash panel harness and then the main harness from the car. When you add the fuse panel you bring approximately 16 more wires to the panel area. When you are done, there are a lot of wires back there. I used the shop wiring diagram and pictures for reference and proceeded to route each wire, trim to length, and then coat the bare wire ends with solder before landing them on screw terminals. I wired the entire panel to match the factory wiring diagram first. At this point everything was just like the original.

Next, I assembled my auxiliary fuse panel. I used three of the Dorman brand blade style fuse blocks which are the same ones that Evan used. I bought mine from Peb Boy's (part 85668 <http://www.dormanproducts.com/p-16556-85668.aspx>). British Wiring sells wire by the meter and it is the same wire used in their harness so you can match the color and wire gauge. <http://www.britishwiring.com/> I used the same gage wire that Evan had in his parts list. I assembled my fuse panel and left each wire one meter long then trimmed each to length after routing. In order to use this particular Dorman fuse block for “individual” fuse application you have to separate the group of 4 brass blade connectors. Unfortunately when you cut them apart they tend to fit loosely in their sockets. I wanted them secure, so they would not push out when I took fuses in and out; so after I got all the wires crimped and soldered to each connector and snapped each assembly in place; I mixed up some JB Plastic Weld Epoxy Putty and packed it all around the back side of the connectors and the back side of the wires. Fuses were in place when I packed the JB Weld to keep everything aligned. The JB Plastic weld, acts like potting compound, and after it cures it keeps everything snug on the back side <http://www.jbweld.com/product/j-b-plasticweld-putty/> . It takes a little bit of tinkering to make this fuse block work, but I like the way it fits and looks under the dash when it's done. It has a neat appearance and is fairly compact. I mounted the fuse block inside the car to the backside of the toolbox above the passenger's feet using four machine screws. I bundled the wires with wire ties and then split the bundle in two directions. A small bundle (coil, flasher, brake lights, fuel pump) went to the “original fuse block” area and the larger bundle went to the instrument panel. I tagged the fuse panel wires where they joined the factory wires for future reference. Here's a comparison of the TD and the TF panel.

### Evan's TD Fuse Block

#### MGTD Under dash fuse panel

Wiper Motor 4 AMP	Park Lights 7.5 AMP	Fuel Pump 5 AMP
COIL 7.5 AMP	Low Beams 15 AMP	Brake Lights 10 AMP
Flasher 10 AMP	High Beams 15 AMP	Fuel Sender 2 AMP
Dash Lights 2 AMP	Insp.Socket 2 AMP	Fog Lights 10 AMP

### Joe's TF Fuse Block

#### MG TF Under dash fuse panel

Wiper Motor 4 AMP	Coil 7.5 AMP	Flasher 10 AMP	Dash Lights 2 AMP
Park Lights 7.5 AMP	Head Lights 15 AMP	Accessory 10 AMP	Map Lights 3 AMP
Fuel Pump 5 AMP	Brake Lights 10 AMP	Fuel Sender 2 AMP	Fog Lights 10 AMP

## Members' Views

As you can see there are a few differences between Evan's TD panel and my TF. I had to rotate my panel to make it fit behind my glove box and below the round cross bar. I also chose to put the headlights (high and low beam) under one fuse. On the TF, one wire leaves the headlight switch on the dash panel and goes to the dimmer switch. Connecting to one wire at the dash rather than two at the dimmer switch made the wiring slightly easier. This let me free up a fuse socket so I could add an accessory plug for creature comforts like a charger for the cell phone and my trusty Garmin. The last difference, the TF has a separate map light circuit so I used a separate fuse there also.

Perhaps at this point I should include a disclaimer statement. I've wired a lot of boats, cars, trailers and houses for myself and others. I can't claim to be a wiring professional, just a knowledgeable amateur like you who enjoys sharing ideas to make our cars a little more reliable. Installing a new harness or remote fuse panel needs to be done with attention to good wiring practice. An improper connection can create a direct short circuit that could melt the wiring. Double check your work as you go and again before you connect it to the battery. I did several point to point continuity checks before I energized with the battery. I also used a low amp "in-line" fuse at the battery as a backup safety device, as I energized the circuits' one or two at a time.

### **Next month, PART 2 My Wiring Story**

I'll explain the changeover to negative ground; How I tested and powered up the wiring for the first time without a meltdown; and how everything performed and perhaps some actual current measurements.

*I got a call from Joe the other night and he has the engine in the TF and running. There is much more to do before we see it on the road, but it is close. Good job! Jim Pesta*

**MG Services**  
**Blatent Promotional View**

Dealing with British wiring has always been a source of consternation and fear of most MG owners. Joe has shown that that is not necessary. When the wires are correct, and care is taken seeing that all connections are checked, then the results are usually positive. (pun intended). It doesn't necessarily take talent, just patience and thoroughness.

**Great job Joe!**

**On a related note;**

The following story has been kicking around for quite some time; I just saw it again reprinted in a John Twist e-mail and thought it was an appropriate time to share it with the group.

**Did Lucas engineer the following wiring installation?**

A Kansas farm wife called the local phone company to report her telephone failed to ring when her friends called - and that on the few occasions, when it did ring, her dog always moaned right before the phone rang.

The telephone repairman proceeded to the scene, curious to see this psychic dog or senile lady. He climbed a telephone pole, hooked in his test set, and dialed the subscriber's house. The phone didn't ring right away, but then the dog moaned and the telephone began to ring.

Climbing down from the pole, this is what the telephone repairman found:

- 1 . The dog was tied to the telephone system's ground wire with a steel chain and collar.
- 2.. The wire connection to the ground rod was loose.
- 3.. The dog was receiving 90 volts of signaling current when the number was called.
- 4... After a couple of jolts, the dog would start moaning and then urinate.
- 5.. The wet ground would complete the circuit, thus causing the phone to ring.

**What is t the lesson to be learned?**

**Read on**

**MG Services**  
**Blatant Promotional Article**

This kind of grounding problem can and does occur in our cars; and I have had the opportunity to experience similar issues with horns, lights, starters, fuel pumps, distributors, etc.

I thought that it would illustrate why Joe was replacing his entire wiring harness and not just fixing a few wires.

**What the take away from this story should be;**

**Some problems CAN be fixed by pissing and moaning.**

**Just Say'n**

**It seems to be the season for wiring.**

I am currently working on putting a new wiring harness in Dave's Y-Type. Even though this is an MG, sedans are another animal, they are really a pain in the ass, especially if the previous owner did some creative wiring (read as replacing stock components with pieces not intended for that model). We now have to figure out what wires go where, the wiring schematic does not apply any more.

**That's why us professionals we get the big bucks!**

**If you miss a meeting, you miss a lot!!**

**Tony / JT**

## Upcoming Events

### 2013 Driving / Social Events

Contact Greg Garnett, 513-523-3720, [ggarnett@miamioh.edu](mailto:ggarnett@miamioh.edu)

**Blue highlighted event dates are set. All others are tentative**

<b>Mar 27</b>	<b>Social Event</b>	<b>Rib City, Cincinnati</b>
<b>Apr 10</b>	<b>Wed evening tech</b>	<b>M G Services</b>
<b>Apr 13</b>	<b>Local Drive</b>	<b>Adams County, Kurt Neimeyer</b>
<b>May 3-5</b>	<b>Bluegrass Bash</b>	<b>Lexington, Ky.</b>
<b>May 15</b>	<b>Wed evening tech</b>	<b>M G Services</b>
<b>May 19</b>	<b>Local Drive (note date change)</b>	<b>Northern Ky., Joe Potts</b>
<b>June 5</b>	<b>Wed evening tech</b>	<b>M G Services</b>
<b>June 8</b>	<b>Local Drive (Tentative)</b>	<b>John Olman, Cincinnati</b>
<b>June 14-16</b>	<b>Ohio Chapter Spring GOF</b>	<b>New Philadelphia, Ohio</b>
<b>June 26</b>	<b>Wed evening tech</b>	<b>M G Services</b>
<b>June 29</b>	<b>Garst Museum</b>	<b>Greenville, Ohio, Jim Pesta</b>
<b>July 14</b>	<b>British Car Day T-car featured</b>	<b>Cincinnati, Ohio</b>
<b>July 15-19</b>	<b>GOF Central</b>	<b>St Charles, Mo.</b>
<b>Aug 3</b>	<b>British Car Day</b>	<b>Dayton, Ohio</b>
<b>Aug 7</b>	<b>Wed evening tech</b>	<b>M G Services</b>
<b>Aug 10</b>	<b>Houston Woods</b>	<b>Oxford, Oh., G. Garnett. Tony Carito</b>
<b>Aug 24-26</b>	<b>Ohio Chapter Fall GOF</b>	<b>Hocking Hills, Ohio</b>
<b>Aug. 27-29</b>	<b>Put In Bay Race Reunion (Date change)</b>	<b>Put In Bat, Ohio, Kurt Neimeyer</b>
<b>Sept 3</b>	<b>Wed evening tech</b>	<b>M G Services</b>
<b>Sept 7</b>	<b>Local Drive</b>	<b>???</b>
	<b>We need a member to propose an event</b>	
<b>Oct 6</b>	<b>Wed evening tech</b>	<b>M G Services</b>
<b>Oct 9</b>	<b>Local Drive</b>	<b>???</b>
	<b>Maybe an out of town member needs to propose an event</b>	
<b>Dec 7</b>	<b>Holiday Social</b>	<b>???</b>
	<b>We need a member to take charge of this event</b>	

Jim Pesta at MG Services will hold a tech session the Wednesday evening before most local driving event Apr.10, May 15, Jun. 5, for tech and drive preparation. **The tech sessions previously on the fourth wed. night of the month have been replaced by the above dates!**

**Check back with this list as we continuously update the schedule.**

You should mark these dates on your calendar. These dates will be included in each newsletter as a final reminder.

**April 13, 2013 Drive**

**Adams County Driving Expedition**

The first South West Ohio T Owners driving expedition for 2013 will take us east into rural southern Ohio via roads especially selected for their MG compatibility. The route winds over a variety of rivers and creeks, through wildlife preserves, on the John Hunt Morgan Heritage Trail and through the Harshaville Covered Bridge. Stretch and decompression stops are set along the route at Keim's Amish Market and Barn Sale Antiques, there are a number of eateries at the end of the route that feature beverages adult and otherwise for anyone wanting dinner at the end of the day. This will be a relaxed and casual drive with friends; average speed is in the 35 mph range, paved roads, (well no gravel roads), clean comfortable stops with something for everyone's interest.

*Sunset is 8:14 pm. keeping this as an all daylight excursion.*

**Wednesday April 10, 2013**

**Tech Prep Session, 6PM, MG Services**

Jim Pesta will have a Tech. Prep. Session at *MG Services* on Wednesday April 10 to help everyone get their MG T-cars ready to go on this Saturday cruise with confidence.

**Sunday April 13, 2013**

**Depart; 11A.M. Stonelick TWP Ohio**

Our adventure will begin along Route 131 east of Milford at Smyth Auto Parts and Service Center, 1900 State Route 131, Milford, Ohio 45150;

Departing at 11 am. for our first stop Keim's Amish Market near Seaman Ohio. *approximately 50 miles.*

The roads are lightly traveled country roads that will provide luscious spring scenery as we glide past farm fields and forests towards the piedmont of the Appalachians in Adams County.



Keim's has a wide variety of merchandise, a deli, bakery, picnic area, restrooms, etc. they sell Amish built garages too if anyone is looking to expand their hobby space.

## Adams County Driving Expedition Cont.



The next leg takes us north through the Tranquility Valley past the John T. Wilson Homestead B&B, a stop on the underground railroad and on through the forests of the Tranquility Wildlife Area on the banks of the Ohio Brush Creek.



Traveling south along Tater Ridge will take us to our second stop at Barn Sale Antiques; a corner of their impressively large warehouse is dedicated to Service Station and Auto Dealer items, the rest of the building is filled with every antique and collectible item one can imagine. This is a working farm with animals including Peacocks and Guinea Hens wandering about the grounds.



In July 1863 the Confederate General John Hunt Morgan staged his famous raid into the Union States of Indiana and Ohio, much of our route crisscrosses the Raider's trail.

After leaving Barn Sale Antiques we will travel on the same road the Raiders used to cross Adams County. Graces Run and the Harshaville Covered Bridge played a part in the route of the Raiders, we cross the covered bridge and follow Graces Run for several miles back to Winchester Ohio.



## Adams County Driving Expedition Cont.



The final leg takes us over hill and dale as we weave back west through the farmlands and forests as they spring back to life with the warming temperatures and sunny days, crossing the Oxbow of the East Fork River at a most scenic point. Traveling with us will be Gary Kessler of [MotoringInFocus.com](http://MotoringInFocus.com) to capture images of the trip for his blog and use in newsletters of the future.

Everyone will get detailed route instructions when they arrive for the departure on the morning of the event. The instructions will include written directions as well as a map with the route marked; an electronic version will be available for smart phones and tablets for those that are technologically equipped. We need to know how many of you plan on participating so we can have enough sets of driving instructions printed for distribution at the start of the drive. Please contact Kurt at [ktrg65@gmail.com](mailto:ktrg65@gmail.com) or 513 304 1177 with questions, comments, suggestions, old car stories, confirmation of participation, stock tips, jokes, etc..

Get off the couch and get behind the wheel, it is time to immerse yourself in the MG experience.

*-Kurt Niemeyer*

**Lets help out Kurt by contacting him to tell him if you plan to attend.**

**He needs that information so he can grantee that there are enough printed instructions for everybody to get their own copy.**

**You can contact him at phone; 513-625-1380  
Email; KTRG65@gmail.com**

## May 19, 2013 Drive

### Boone County Back –roads and Bayous Tour

The tour will start at MG Services promptly at 1:00 PM. And will travel to the Anderson Ferry for a leisurely float across the river. The route will follow the river for awhile then head inland then back to the river front across from the Grand Victoria River boat. We will then follow the river's back down stream to Rabbit Hash, Ky. We will stop and visit the country store and antique shop and maybe, if we're lucky, we will be able to feed and pet the mayor.



This tour should last for approx. 3 Hours with a 30 min. break at Rabbit Hash. General Store. The total mileage to Tousey House is just under 100 miles.

Destination and end of tour at the tour  
Tousey House  
5963 N. Jefferson Street  
Burlington, Ky

**Link to view Tousey House menu**  
<http://www.touseyhouse.com/Menu.htm>



**This month feature**

**Monthly Specials;**

**Just a few words from the parts department.**



I've been dealing with health issues for the last three weeks, so I don't have any specific specials for this month, just our regular specials that we always have. **SEE YOU ALL SOON**

**Previous events of interest**



**Glasgow Green Trials  
1997**



**Ohio  
T-Series event**

**OCTAGON CORN MAZE  
Warren County, Ohio**

This event was organized and run by local TD owner, John Olman. The trials consisted of a couple of driving events culminating in negotiating the corn maze he had planted on his farm. Additionally, out there somewhere, is a video of Jim Pesta getting stopped by the police adjacent to the Marimont Square

Misc.

**Attention:**

If you have lived in Cincinnati for any length of time, you know that Arlington Heights borders I 75 for about 150 feet between mile marker 10 and 12, often times the Arlington Heights officers sit along the highway and give out speeding tickets where the speed limit changes; (a speed trap).

What is new, as of the first week in March, they have installed cameras like Elmwood Place. They will take your picture, and then send you your ticket by mail. I'm not sure what the cost is, just giving you an advanced notice!

**Please Beware!!!**

**Reminder !**

The T-Car is being featured at the Cincinnati All British show in July.

Now that the local SWOT group has over 100 cars identified, if we all could make a little effort, we can saturate the field with our cars.



MG Services will again be providing hospitality for our group at the show.

**Mark your calendars now to save the date  
Let's show Cincinnati how many T's are here.**

**HOPE TO SEE ALL OF YOU THERE!**

**If you know anyone who would like to get a copy of this newsletter, let us know.**

*Safety Fast!*

Misc.

**Next monthly meeting Mar. 27<sup>th</sup>.  
Rib City Restaurant  
Rt.4, Fairfield  
6 PM for dinner with meeting after**

**Our March meeting will be at Rib City, as stated.**

**April's meeting will be on the 10<sup>th</sup>, May's on the 15<sup>th</sup>, and  
june's on the 5<sup>th</sup>**

**All of these meetings will be at MG Services to  
prep our cars for the drive the following Sat. or Sun.**

**This will put us back into the garage at MG  
Services with the smells....parts....and cars in progress.**

Call Tony or Jim if you have any questions about how  
to get to any meeting. The meeting takes up at 6:00 pm.  
Stay as long as you like. Come as you are, clothing is  
optional. Tony can be reached at 513-867-8785. Jim T. is  
at 513-393-4385.

***Missing a meeting is missing lots of information.***

We are always looking for topics for discussion among  
the group. If you have a specific problem with your car or an  
idea for improvement, parts for sale, need parts, or even need  
to understand a concept better.....please email those  
inquiries. Names are withheld from discussion unless you  
want to share.