

# South West Ohio T-Cars

## Apr. 2013 Newsletter

**Next monthly meeting Apr. 10<sup>th</sup>.**  
**MG Services**  
349 Glenroy ave., Cin. 45238  
6 PM will order pizza during meeting

### Featured Car



This is Kurt's Neimeyer's 1948 MGTC sitting amongst the other cars in his collection. This car travelled most of the the Adams County Driving Expedition Tour route this last Saturday afternoon. That should should prove that these cars will make this trip with little effort.

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!

#### **Doug Ryan Who owned a TD but now has a 1977 MGB**

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.

We had a nice turn-out at Rib City for our monthly meeting! Those that attended and ate like Dobermans included .....Jan Johnson, John Libbert, Denny Lawson, Sheryl Larger, Greg Garnett, Cindy Garnett, Jim Williams, Jane Grimm, Peter and Lora Jollis, Janis Joplin, Mel Shotten, Kurt Niemeyer, Mike Phillips, Jim Pesta, Jay Dee and Mary Bond, and Jim Thomas

Our meeting was rich in content regarding the upcoming drive. Kurt, again engaged everyone in the highlights of the drive as we all mentally ran naked through the fields of Ambrosia. We all sucked in the sweet smell of spring and open top cars with 54.4 horsepower. We have about 20 cars so far participating in the Adams County Run. Everyone is to meet at Smyth Auto parts on Route 131. We will leave Saturday, the 13<sup>th</sup>, around 11:00am

***There are directions in the tour article, later in this newsletter.!***

In Kurt's estimation, it is about a 109 mile run. We will be back well before the sun sets at 8:14 pm on that day. Kurt thought those with Lucas Electrics might appreciate that. Thanks for all your hard work and careful planning Kurt.

## Monthly Meeting Summery

Out in the next room, there was a couple with three kids. All three kids were up running around the restaurant including one that appeared to be about three or four years old. It was obviously his first time out in public....you could tell with his continuous screaming and running and generally disturbing other patrons Rib City. The other two siblings were chasing him. At one point, he banged his head on the edge of a table....tee hee....and he became quiet and vigorously rubbed the goose egg on his forehead. I was delighted and wondered what disgusting thing a room full of seniors could do to make the unconscious parent's visit to Rib City .....kinda miserable. I could think of several things I could do while running past their table. Give me a handful of dried apricots and I could give them a wind instrument concerto....little classical tuba and clarinet for them.

Jim passed out a pre-season tune up agenda for everyone to have. It is a systemic step-by-step procedure for getting all systems up and ready to go. Fortunately, I don't have to describe the article since it is included in this newsletter. It might be something you want to print out and have available whether you do the work or have it done.

Jim is working on getting a booth set up at the Dayton Car Show this summer. Jim / MG Services will provide tech sessions based on the T cars. This is in the finalization stage and more information will be coming on that. That will be big to have the **South Western Ohio T** group recognized and part of such a great and well-attended show.

We have a number of runs planned this spring and summer. Last month's newsletter elaborated on them. Our events co-coordinator, Greg, has it in written form included in this newsletter. If your T car is not running or you don't have one yet, join us anyhow. Come join us for the fun and camaraderie.

We have 122 dollars in our treasury fund for member expenses as they relate to club business. See Greg Garnett for any expenses incurred involving the club.

We like having a featured car in every newsletter. You are invited to send me a picture or three, of your car and your story that goes with it. Perhaps it is most folk's belief that their beast has to be finished and roadworthy.....**Nah.....**it would be fun to have any car. If yours is on jack stands and in the process of recovery....that's fine. It has a story and we would love to know where you are on it and how long you have been at it.

Mike, the proprietor of the Rib City Restaurant, joined our group at the end of the meeting. He expressed his appreciation for our meetings held in his establishment. Mike (who has a midget for sale) offered up the place to us anytime. He was easy to work with and made it good for all of us. It's a great place to eat and the menu includes many entrees.

## Re-wiring my 1954 MG TF – PART 2 by Joe Potts

- (A) I'll explain the changeover to negative ground;
- (B) How I tested and powered up the wiring for the first time without a meltdown;
- (C) How everything performed and my first set of actual current measurements.

(A)

**Change to Negative Ground** – The primary reason I know of to change your car to negative ground is to use modern accessories easily. The reason I changed, was to install a 12V accessory socket (aka cigar lighter). I plan to use this for my cell phone charger and my Garmin GPS.

The accessory socket will be hidden under the dash. I plan to tuck it out of sight with a piece of Velcro and then pull it down when I need it. Modern car accessories are wired with the power lead positive and the case negative. A person could wire an accessory plug so it would work (middle terminal + and outer case -) however they would have to take precautions, especially if the case were metal, to never let the outer case (-) come in contact with any part of the frame or body of their car (+). This would very likely damage the device (\$\$\$\$) and create a direct short with melted wires. Or say you used a trouble light with a metal case, you're under the hood and you lay it down on some metal.....zap...spark etc.

If you plan to install a modern permanent radio, or CD player, or accessory socket you should consider going to negative ground.

## Members' Views

Here are two articles I found. The MG article hits the highlights and the Sprite article goes through all the details.

MG article on negative ground conversion. <http://www.mgexp.com/article/neg-convert.html>

Sprite article on negative ground conversion:

<http://www.spritespot.com/Downloads/Positive%20to%20Negative%20Ground%20Conversion.pdf>

I did part of this conversion as I was re-wiring my car and installing the fuse panel. (Re-wiring my 1954 MG TF – PART 1) but it can be done on a T car with old or new wiring.

Components that **require attention:**

**Ammeter** – reverse the leads

So it will read (+) when charging and (–) when discharging.

**Coil** – reverse the low voltage leads

So the spark will jump from the center electrode of the plug to the outer electrode. The plug works best and gives longer life with the spark jumping from the center electrode to the outer electrode. If you miss this change the engine will run but will not have as strong a spark.

**Note: if you have an electronic ignition module with positive ground you will need to purchase one with negative ground.**

**Generator** – the connections stay the same but you need to “re-polarize” the generator field.

Moss TV has a video

<http://www.youtube.com/watch?v=Nv8FFgia7uU> . This cancels out any residual magnetism in the iron components of the generator.

**Fuel pump** – original style pumps with contact points will operate either polarity. In my case I purchased an SU electronic pump which is negative ground.

## Members' Views

### **Battery** – reverse the leads

Connect the (-) terminal to the car body for the ground and the (+) to the starter switch

Install a MOSS sticker near the battery that says “Negative Ground or Negative Earth”.

### Components that **do not need modification:**

**Starter Motor** – The (+) from the battery will go to the starter motor.

The starter motor is wired with the Field and Armature in series so the polarity does not matter. It will turn the same rotation as before.

**Lighting** – All circuits: Headlights, blinkers, brakes; will function either polarity.

**Wiper Motor and Heater Blower Motor** – should not require any change if they are original.

(B)

### **First Tests Before and then With Power** –

In Part 1 last month I wrote that I did continuity checks as I terminated the circuits. This is simply a test with the volt meter set on Ohms. Follow the wiring diagram and then test each circuit in a systematic sequence. Continuity checks are done using the low power of the battery in the volt meter.

**You must have the car battery disconnected while doing these continuity tests.**

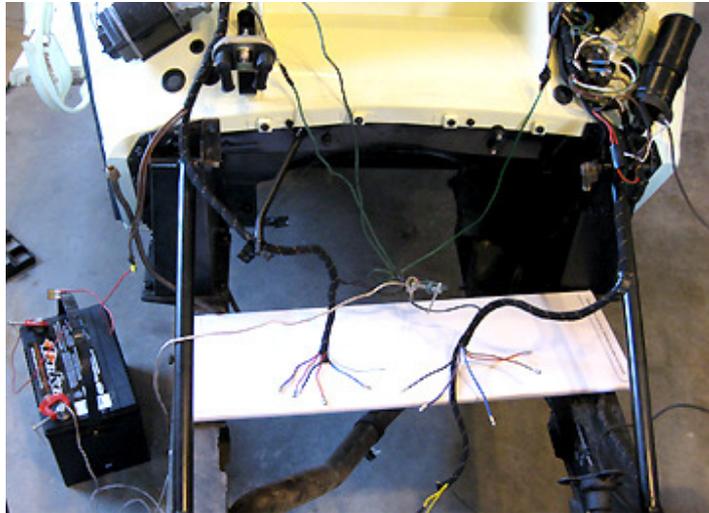
**These will take time so don't let yourself get rushed!**

Primarily what you are testing is to make sure each of the power leads are going to the correct end point and that it has not accidentally been connected to the wrong location or to ground. **It's important to carefully test each circuit.**

You will need to remove some the wires from their terminals so you can do individual wire checks. For some circuits that go to the back of the car, I use a 10' long, 16 gauge, “extension wire” with an alligator clip on each end. For example I'll connect it to the power wire that goes to the light switch on the dash and then I'll go to each of the tail lights to make sure I have a “continuous” circuit at each point. Then I'll check the turn signals, and the brakes etc.

## Members' Views

Here's a picture of all the wires that go to the front lights (before I installed the engine). At this point I've completed my continuity checks of all the circuits and I'm ready for the tests with the battery. I've temporarily hooked up several of the grounds to a clamp in the middle and have run a wire to the (-) terminal of the battery. (If you were positive earth then you would use the (+) terminal of the battery for the grounds.)



First tests with Power – This picture shows my temporary power wire from the battery. I started with a 3 amp fuse “in-line”. This way if I've made a mistake in the wiring or missed something with one of my tests, the fuse will blow instead of my wire melting. This fuse saved me a couple of times. If I did have one of the panel lights wired incorrectly and as soon as I pulled the switch the fuse blew. The fuse also blew when I tapped the horn (16 Amps).

As you increase the number circuits you are powering then you need to increase the amperage of the fuse. But you do it in steps, and each time you check you are assured that your wiring is working correctly and you will not have a meltdown.

(C)

### How everything performed-

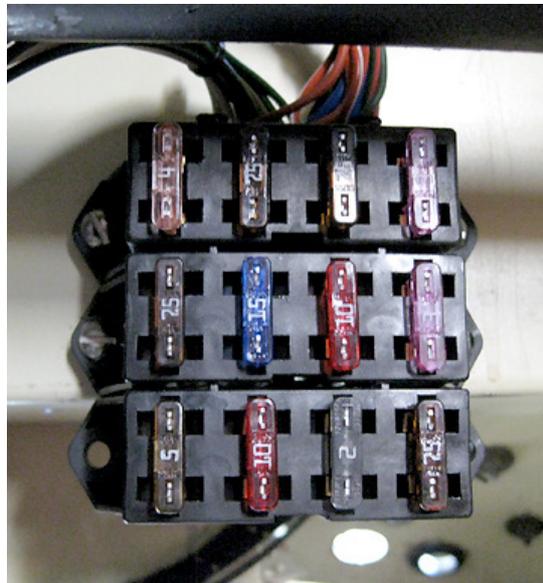
As I finish part 2 of this article (3/29/13) I've had the car on the road the last three weekends doing some shakeout runs. I've got about 75 miles of back road jaunts. All the wiring is performing well and I've taken current measurements several times to make sure I've selected the proper size fuses. Here's a link to the Amp meter that I am using. It was about \$60 at Sears and can measure AC and DC current. All you have to do is clamp it around a single conductor to measure. So you don't have to break the circuit like the old meters. A meter for DC is a little harder to find they can look the same so check over the package carefully. The AC/DC costs a few dollars more than an AC only meter.

[http://www.sears.com/craftsman-digital-clamp-on-ammeter/p-03482369000P?prdNo=1&blockNo=1&blockType=G1&PDP\\_REDIRECT=false&s\\_tnt=39869:4:0](http://www.sears.com/craftsman-digital-clamp-on-ammeter/p-03482369000P?prdNo=1&blockNo=1&blockType=G1&PDP_REDIRECT=false&s_tnt=39869:4:0)

Members' Views

**MG TF Under dash fuse panel**

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



Here's the layout of the fuses and a picture of the panel from my part 1 article.

The current measurements and fuse sizes are shown below. I think the sizing is about right. There is enough allowance for a surge but the fuse will blow before there is wire damage. I've also included a few other measures that were of interest to me. The starting current is with a cold engine (50F) and the ignition off. I also got a measure of the charging at 2500 RPM. The 50 amp (Lucas) fuse is on the horn circuit. I've read a few articles on fuses and most indicate that a 50 amp British fuse is equivalent to a 25 amp AGC (American type glass fuse)

**Members' Views**

**1954 MG TF Current Readings**

Fuse Size	DC Amps	(Engine Not Running - 12.5 V Battery Voltage)
	155.0	<b>Starter</b>
<b>7.5</b>	<b>3.5</b>	<b>Ignition Coil</b>
	<b>0.2</b>	<b>Ignition light</b>
<b>2.0</b>	<b>0.2</b>	<b>Low fuel light</b>
<b>5.0</b>	<b>1.0</b>	<b>Fuel Pump - new SU electronic</b>
<b>10.0</b>	<b>4.1</b>	<b>Brake Lights (both lights)</b>
<b>7.5</b>	<b>3.4</b>	<b>Tail Lights (Both lights) + Front Running lights (Both lights)</b>
<b>2.0</b>	<b>0.3</b>	<b>Panel lights (3 lights)</b>
<b>3.0</b>	<b>0.2</b>	<b>Map lights (2 lights)</b>
<b>15.0</b>	<b>7.6</b>	<b>Headlights Low Beam (Both lights)</b>
	<b>8.6</b>	<b>Headlights High Beam (Both lights)</b>
<b>10.0</b>	<b>4.5</b>	<b>Left Blinker (2 lights)</b>
	<b>4.5</b>	<b>Right Blinker (2 lights)</b>
<b>4.0</b>	<b>3.4</b>	<b>Wiper Motor (without wipers)</b>
<b>50 (Lucas)</b>	<b>16.0</b>	<b>Dual Wind Tone Horns</b>
	<b>DC Amps</b>	<b>(Engine Running)</b>
	12.0	Charging @ 2500 RPM (14.8 V)

Well I hope these two articles have been useful to you. At one of the tech sessions I've mentioned to Jim that I could do a soldering demonstration. Soldering makes for good connections but it can be frustrating unless you know a few tricks of the trade which make it easy.

Joe Potts

*Very nice, and thorough, tech article on wiring;*

*On behalf of the group, thank you for sharing. Great job Mr. Potts*

*We will be happy to have Joe give the group a demonstration of his massive soldering skills at a future tech session.!*

*Jim Pesta MG Services*

## **Getting the car out for the season**

**Do all of the set, mechanical, adjustments before you do any of the variable, subjective adjustments.**

**Your tune up sequence should be done in the same order every time, so that it becomes second nature to you.**

If I have a car that is being driven all the time, I personally, do two tune ups a year.

The first one is done at the beginning of the driving season and the second one at about August or so. The first tune up is very comprehensive and the second is usually just a check up to see what the car is telling me.

I suggest that you have a method to your madness. If you do it in the same sequence all the time it becomes second nature and happens almost without thought. If your sequence is “A”-“M” and you have finished “H” , then you know “A” –“G” are complete.

**My first tune up of the year is done in the following order;**

First;

Visually check;

Check battery connections and wires,

Check the condition of all electrical wires all should be well insulated. Make sure they are well away from any moving parts.

Fuel connections,

Oil levels in engine,

Coolant levels in Radiator,

Oil levels in gearbox,

All of the rubber belts and hoses,

And last but not least, check the brake fluid in the master cylinder.

**DO YOU KNOW HOW MANY MILES ARE ON THE BRAKE SHOES?**

**YOU SHOULD!**

**IF IT HAS BEEN A LONG TIME OR MANY MILES AGO: CHECK YOUR DRUMS AND SHOES; OR HAVE THEM CHECKED!**

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

**If these are neglected and the brake linings wear down to nothing, and there is metal to metal contact between your shoes and drums, then it could be a very unnecessary, and expensive repair; some of these parts are not available! They can be really expensive in the used parts market.**

If **M G Services** has worked on your car, a final report was given at the end of service and within it, it will state the work done and mileage when it occurred.

**Now that you have an understanding of what condition your car is in, let's get to the tune up!**

Set, Mechanical, Adjustments; (Adjustments with no subjectivity, just measure and set).

Valves;

Adjust the valves; (it is amazing how these get out of adjustment from year to year).

Check clearances between n the top cup of the push rod and the end of the rocker, if they are close, **This needs attention**

Distributor;

Check and or, change, if needed, the points, plugs, wires, distributor cap, and condenser. Set all components to their specifications.

Set Timing to fire at top dead center;

Rotate engine to top dead center on the firing stroke on number one cylinder. Loosen distributor bolt to allow distributor to rotate in its housing.

**Now with the engine set at TDC on #1 cylinder,**

Rotate the distributor until the points fire. Tighten down the distributor clamp and lock the distributor setting at this location.

**At this point, the engine is set to fire at TDC.**

<b>MG Services</b> <b>Blatant Promotional Article</b>
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Carb. Adjustments;

Visually check the exterior of the carbs. to see if all moving parts move free and easy,

Check the wear on the throttle shafts.

Put your hands on both sides of the throttle shaft and see how much vertical movement there is. This is a rotational wear that allows air to be sucked into the carb body through the throttle shaft opening; which changes the fuel/air mixture. This fluctuation of the fuel/air mixture causes the engine to operate less efficiently.

I remove the fuel line bolts that screw into the float bowl covers to check, that the screen filters within, are clean and free. I continue to remove the float bowl covers and lift out the float to see if there is any debris down in the bottom of the float bowl, if so, clean it out and determine what the particles are and where they came from.

Check the settings of both needle valves to see if they are within specifications and that they are operating properly. If not, reset the floats and clean all parts for easy movement.

There are many resources to acquire the information on procedure on how to set the fuel/ air mixture properly, so go ahead and find a set of instructions that you find easy to understand.

Setting this fuel adjustment is not quite as objective, it does include some listening and interpreting the sounds to get the adjustment correct.

Synchronizing the carbs is a pretty straightforward mechanical procedure with the correct adjustment tools.

Isolate the carbs, set each individual carb. to the correct level, and then connect the carbs back together.

The tune up is complete. Clean up any mess and enjoy the ride.

**After going through these steps, the car should be good for, at least, the summer's driving season.**

If you go through this sequence, in the same order, all the time, tune ups will be a lot less stressful in the future.

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

**The second tune up is, usually, quite a bit less involved.**

I go through the visual checks again, in addition, I look at the spark plug tips to see the color of the electrode which is used to determine if the engine is running lean or rich.

**Usually, all of the settings will still be within spec., so We will not have to do any additional work.**

**Misc.**

Just got a monthly mailing of tech tips and thought I would share a few of those with you in this letter. JT

(1.) One tip suggested the euphoria a man and woman experienced with the new way their MG runs. Their tip explained how they had a typical oxygen sensor welded below their exhaust manifold. They drilled a  $\frac{3}{4}$  inch hole in the pipe and welded a nut onto it to receive a generic two wire sensor. Then, you tighten the adjuster nuts all the way....back them off three full turns....next, you warm up the engine and measure the voltage on the sensor using the two wires....they didn't mention landing these wires on a terminal strip on the fender well....would be easier to measure. When the air-gas mixture is right....the sensor should read 0.5 volts. You must keep your mixtures / adjustments near the same with each carb. It makes sense and might just work...they say it does. There is more info on this to be found on the net I am told.

(2.) Another fellow was excited about stick on snaps for his tonneau for his TD. He says they work great and he didn't have to drill holes in the body.

(3.) Nail polish matched to your paint and used to fix small chips? Another fellow was excited about that.

(4.) What the hell is an MGTD buffer plate rubber?

(5.) I read that "Easy Off" oven cleaner is an excellent solution to cleaning up funky greasy parts....wash off with water and won't hurt paint.

(6.) "Goof Off" ...a cleaner for graffiti and glue...found at Wall Mart... removes the yellow gunk and film from the rear window of your convertible top?? I have read that it works from several sources. However, like fried rattlesnake, I have not tried it.

**Misc. cont.**

(7.) Yes, it is reported that a loose negative battery cable will cause fuses to blow.

(8.) Read that spent brass rifle casings make wonderful gasket punches.....22 being the smallest up to the 45 caliber shell casing. A light tap with a hammer produces a perfect hole for the bolt.

(9.) Muriatic acid a fantastic parts cleaner even for rusty parts? That was what one person said on line. Soak it for ten minutes hanging from a string. Rinse it off when you are satisfied with the results. It's cheap and you can find it at Lowes or home depot. Keeps your toilets flushing well too! Just remember....you can add acid to water but never pour water into acid when adding to toilet tank. If you didn't know it....muriatic acid will revitalize sidewalks and garage floors by etching them.

**Just some ideas to ponder. Use them at your own risk**

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

**Tony / JT**

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

## 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>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.</b>
		<b>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</b>	<b>Put In Bat, Ohio,</b>
	<b>( Date change)</b>	<b>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.

**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 drive with confidence.

If you are planning to come and work on your car, let **Jim know, in advance**, what you plan to work on, so that he can reserve the parts or lift for you, as needed.

**We** cannot guarantee we will get to all that needs to be done, so call in advance!!

**FIRST COME, FIRST SERVED!!!**

For all of you who's T-car is not yet ready for any drives, please feel free to join us. It is only partially about the cars, it is mostly about the people involved, it's the camaraderie. **You will remember the people and time spent, not the cars.**

**So come on out and join us with whatever you got to drive!**

*Greg Garnett*

**Adams County Driving Expedition Cont.**



**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.*

## Adams County Driving Expedition Cont.



### Registered as of March 30

1	Jim Pesta	1	MGYB
2	Kurt, Margaret Niemeyer	2	MGTC
3	Don Gillman	2	MGTD
4	Peter & Lora Jollis	2	MGTD
5	Mell Shotten	1	MGTD
6	Jim Williams & Jane Grimm	2	MGTD
7	Steve Baldwin	1	MGTD
8	John & Robin Libbert	2	MGA
9	Joe Vandehatert	2	MGB
10	Lee & Cindy Scovanner	2	Alfa-Romeo
11	Aaron Greenburg	2	Bentley
12	Paul Jenneman	2	BMW 2002
13	Bill, Jan Owen	2	Datson 2002 Roadster
14	Jim, Paula Clark	2	Corvette
15	Dave Zyp	2	Ford
16	Rob & Doris Bax	2	Mini Coupe
17	Fred, Carol Uhlmann	2	Porsche 356 SC
18	Robin, Sara Fischer	2	Porsche Boxster S
19	Vern, Amanda Williams	2	Porsche
20	Tom, Michelle Cole	2	Porsche 912
21	GaryKessler & Bob Trupp	2	Subaru

Register with Kurt phone; [513-625-1380](tel:513-625-1380)

### Directions to Starting Line

Get off of I-275 at exit 57 (Milford)  
 Turn to Oh. 28 East towards Blanchester/ Milford  
**.07 mi.** Veer left to 28 East which becomes Oh 28 Byp.  
**.7 mi.** Which becomes Oh 28 again.  
**1.8 mi.** Turn Right onto Buckwheat Road  
**2.3 mi.** Turn Left onto Oh 131  
**Approx. 3 Mi.** to Smyth Auto on left

## Adams County Driving Expedition Cont.



### 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.

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.



## Adams County Driving Expedition Cont.

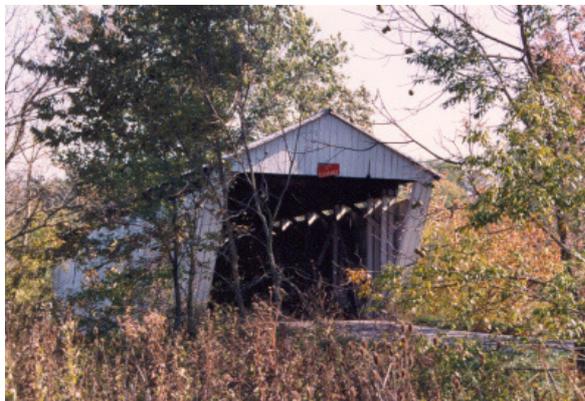


Traveling south along Tater Ridge will take us to our second stop at Barn Sale Antiques; a corner of their impressively large warehouse is dedicated to Service Station and Auto Dealer items, the rest of the building is filled with every antique and collectible item one can imagine. This is a working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



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.

## Adams County Driving Expedition Cont.



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>



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

The family health issues are getting better and I hope to see everyone at the Adams County Tour **SEE YOU ALL SOON**

**Monthly Specials;**



**HUSHMAT;**  
A thermal and audio insulating adhesive backed mat that can be attached to your floorboards, fire walls, inside of doors, etc. to help keep your car quite and comfortable.



Jim has been working to put in a new wiring harness in my YB. Typically, he could not get to the reverse light switch that is mounted onto the side of the gearbox to attach the new wires of the harness for the back up lights, so the tunnel had to come off. (see arrow pointing to the switch on the gearbox). It was decided that the efficient thing to do was take off the cover cut a hole in the side of it to allow access to make any connections at a later date. (note yellow plug on cover). Of course while everything was out, it was determined that the old insulation, which was mostly deteriorated, would be removed and replaced with HUSHMAT (see top right photo).

Photo at right shows the HUSHMAT installed on fire wall but not yet onto toe boards that still has the old felt applied

**HUSHMAT;**  
is available in 1' X 2' individual sheets at a cost of \$ per sheet.



Misc.

As many members of our group might know, we have had requests for copies of our newsletters from various individuals and clubs. Jim Pesta and Jim Thomas now have about 40 additional folks who, now, also receive a copy of our newsletter. Some are from here in Ohio, but there are others who are scattered throughout the US.

We have had an incredible response; below is a copy of one of the typical responses.

*I received the following letter from the former President of the Central Ohio MG Owners Group in Columbus, Ohio and the Ohio Chapter of the New England MGT Register,*

Jim,

Thank you very much for putting me on the list for your club's newsletter. I read every word and in particular enjoyed the article by Joe Potts rewiring his MG TF, some good tips that I will use when rewiring our 1949 MG TC.

I am happy to see you have been able to bring together the MG T owners in the southwest Ohio area. We need to get these energetic, enthusiastic owners involved with the Ohio Chapter, NEMGTR, they could lend much to the Ohio club and I am sure they would mutually benefit. I hope you have put Bob & Lynne Mendelsohn ( [bob.mgtd@gmail.com](mailto:bob.mgtd@gmail.com) ) on your list also so we can draw the two MG groups closer together.

You are to be commended for your efforts in getting the ball rolling there in your Cincinnati area. I know your members will find much pleasure participating in driving events and the friendship of fellow MG owners, as Maxine and I have over the past 40+ years of starting and participating in MG club activity.

My best personal regards to you and each of your members and much success to your club.

Sincerely,

Jack D. Smittle  
Westerville, Ohio  
1953 MG TD, 1949 MG TC & 1946 MG TC S-Type

Misc. cont.

Next monthly meeting Apr. 10<sup>th</sup>.  
MG Services  
349 Glenroy Ave., Cin. 45238  
6 PM meeting with pizza during

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.  
For those of you who have not been there , There are no  
restrooms, heat, or seats, so; go before, cover up, and  
bring your own.

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.

*Safety Fast!*