South West Ohio T–Cars

May 2013 Newsletter

Next monthly meeting May 15th.
MG Services
349 Glenroy ave., Cin. 45238
6 PM will order pizza during meeting

Featured Car

At right you can see a very young Terrie Shotten standing next to the 1952 MGTD Mel purchased in 1972.

Forty years later Terrie and "Morris" are both looking better with age.

More about the saga of "Morris" and the Shotten family can be seen later in this newsletter under the members Views section.

Featured Car cont.

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 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 he 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!

This is the first time in quirt a while we had no new attendees.

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, but small, turnout at this month's meeting! Those that attended included Jim Williams, Jim Pesta, Jay Dee Bond, Pete Bailey, Jim Thomas, and Dave Zyp made a cameo appearance.

Our meeting this month was centered on technical points/issues in regard to getting the cars out the first time for the summer driving season, specifically the Adams County Expedition.

We met at the MG Services Garage. It was good to get back to the relaxed atmosphere, cars on the lift, cars in the driveway, grease, MG signs, flatulence, English fine thread bolts and nuts, delivery pizza that had formed chemical bonds with the cardboard box it was delivered in, and parts lying around

The garage held a unique surprise for me this month. Sitting on the lift was an MG YB…the first one I have ever seen. It was stodgy, lumpy, four doors, right hand drive, top heavy, quirky, and sooo English. It looked like something John Boy might drive into town on Walton's Mountain.

It was lovely and Tony and I were quite enamored with it. Like Katharine Hepburn or Mary Tyler Moore, its beauty and mystique never really went away with time….it's still there. A pair of gray slacks, black dress boots, a black pin stripe jacket, white shirt, and a tall hat…. you would be properly dressed to attend any function in this sweetie.

The YB is not a sports car…..but what a car for a rally it would be. Like its descendants, the Z A & ZB Magnettes, it is a vehicle of multi purpose for the imaginative mind. Stock, it is powered by the same engine as the TD, but this particular one, has a 1500 engine as used in the TF 1500.

As part of the tech session, we adjusted the valves on this beast. All attendees were invited to use hands on, labor to complete this task. All who wanted the experience were accommodated.

Monthly Meeting Summery

This is an important maintenance step for any MG. Ever the teacher, Jim shared with us his procedure. With the valve cover removed and the spaerk plugs out, we saw the valve train….eight rockers, springs, push rods and adjuster nuts.

With a hand crank rotating the engine it was easy enough.. If you don't have a hand crank, you can put the car in fourth gear and move it forward or backward. When the number one valve is all the way open….number eight valve was ready to adjust to its .012" opening. When number two was all the way open, number seven was ready to adjust…. you gotta feel a slight drag on the feeler gauge as you slide it between the rocker and valve to make all the settings the same.

The main thing is they all have to feel the same as you move through the sequence. Jim pointed out that you must always work the valves in an order that adds up to nine….if #2 is open…#7 is ready to adjust….7 and 2 are nine….if #3 is open…# six is ready to adjust….six and three are nine. See the pattern?

A set of well adjusted valves make the engine operate much more quietly and it runs more efficiently, it starts quicker and the seats are more comfortable. The feeling is better than a new girl friend.

If you are a T- owner, every meeting of the group offers so much rich conversation and information. Why someone would opt to sit on a couch to watch mindless TV and miss such a unique meeting with others that share your interest remains an enigma to me.

The tech meeting every month from six to nine is always a high time…. it is a group of nice people from many different backgrounds. If you haven't attended, please consider this a personal invitation to join us. You certainly don't have to drive your car to the meeting…most of us don't. Bring your own pop, beer, or Kool- aid. You can buy parts, tools, tell a joke, or show us your third nipple.

It's a good time and you will find yourself looking forward to it every month. Wives and girlfriends are welcome…those that have participated have enjoyed it. Just please be aware that there is no bathroom in the shop.

It is a good place to make new friends and enjoy your car interests even more. The underlying theme to our meetings and efforts are to get the cars on the road. These are survival meetings in many ways….we learn to keep them running and on the road. At my first meeting, I learned that VW tires fit our MGs…hmmm. Ugly MGs are just as much fun to drive as pretty ones.

Members' Views/ Shotten

Featured Car;
The Shotten's MGTD Saga

I, (Mel), moved to Cincinnati to begin my career as an attorney and did so cold turkey (i.e. not knowing anyone) in 1968 with my red-headed wife Terrie, who landed a job with the Cincinnati Public Schools and began teaching at Withrow High. I should mention here that my mechanical abilities--relevant to later parts of this story noted below--even back then were really quite suspect.

In public school in Detroit, I was thrown out of my shop class for breaking, in one epic week, the jig saw, the drill press *and* the table grinder. Undaunted, I entered the University of Michigan aerospace engineering department and managed to graduate despite holding the record for most student damage done to a GE jet engine on a static test stand in the history of the department's propulsion laboratory.

Thus, for the good of the national defense, I gave up engineering for law.

Anyhow, in 1970 having lived in Cincinnati for two years, I saw a TD parked in Hyde Park Square--and thought it tremendously cool, worthy of lust, and began to look over Enquirer "autos for sale" ads in the hope of finding one (despite the fact that we lived in the Grandin Bridge Apartments in Mt. Lookout without any place to keep a classic car).

In 1972, I did finally see an ad for a TD, immediately called, and scooted up to Mount Adams to see it. The TD appeared in decent shape (little did I know then what to look for or what questions to ask), and the young guy selling the car sealed the deal by lowering the windshield and zipping me around the area with the wind in my hair (I had much more hair back then).

When I asked him *why* he was selling the car, he told me he was "going away" for a few months to serve his time on a drug charge. That alone should have made me suspicious, but by then I was blinded with love, paid the guy with a check (for a booming $1500), collected the endorsed title certificate and proudly drove the car back to our apartment--with some difficulty since I had never driven a "stick shift" before.

There, I blind-sided Terrie with my prize and started to look for a cover to protect the TD in its new home in the back of our apartment parking lot. I also searched the car for drugs--but only found a .38 caliber bullet obviously carelessly dropped in the map compartment in the driver's door.

A few months later, I found a note pinned to the cover stating **"THIS CAR IS MINE, CALL ME AT (PHONE NUMBER) OR I WILL CALL THE POLICE."** When I showed the note to Terrie, all she could say was **"your car, your problem.".**

It turned out that the guy who placed the ad was not the true certificate owner of the TD, but a friend of the real owner to whom he had given the car to sell and who had signed the title transfer endorsement in blank--clearly making his friend an authorized agent to transfer ownership. Unfortunately, the soon-to-be-incarcerated friend of the True Owner did not turn over my $1500. After some discussion with the True Owner over the next few weeks--which consisted primarily of him screaming "I have a lawyer" and me replying "I AM a lawyer"--he finally gave up.

Still, for the next few months, I always expected to look out of our apartment window and see a tow truck trundling the TD away. Instead, one day we found a rip in the cover, took it off and found that someone had rammed his or her car into the right front fender of the TD. I had that dent repaired by a small body shop behind Duncan's Radiator Shop in Madisonville.

After that repair, we bought our home in Hyde Park with a tiny MG-sized garage and with everything that had happened to the TD--and our relationship with it--we thought it deserved to be personalized by giving it a name and decided on "***Morris***," after its English origins.

Thereafter, Morris, Mel and Terrie continued the usual love-hate relationship with MGs and their mechanical idiosyncrasies--aggravated, despite joining the MGT Register, by Mel's inherited and almost elementary inability to deal with mechanical or electrical problems beyond changing plugs.

All this without knowledge that Dave Zyp and Jim Pesta were potential in-town resources. Eventually, Morris sat for almost two years in a garage in Silverton run by a guy named Vollmer who did some engine work--and later, after I finally got a referral to Dave Zyp, for several months in front of his house (pre-garage days).

Even later, Morris had its engine and transmission rebuilt by Dave and Jim and some cosmetic work also done, including a new paint job.

That new paint job lasted almost a month before Morris' brake line split and it ran itself into the side of a Honda in Newtown (operated by woman so traumatized by being hit by a tiny English car that she remained frozen, desperately clinging to her steering wheel in a death grip until the police came to talk her out of her car). The police were, in fact, so spaced out about that woman that they forgot to ticket me.

Members' Views/ Shotten

Dave--then still doing repair work in his fairly new and elegant garage--graciously allowed me a priority visit to fix the brake lines, and I found yet another body repair shop in Madisonville to fix my front end.

Over the years, Morris, Mel and Terrie have had the usual run of MG adventures, although we really never much participated in MG group activities other than the Olman's MG cornfield maze party one year *,(as mentioned in an earlier newsletter), (*as expected, Morris and its occupants had to be "rescued" from the maze).

That is why I was so happy to see Jim Pesta organize the local MG group last year--especially since nearing retirement I will have more time to spare. Unfortunately, my long years of "just one more" basketball or racquetball games finally did my back in--and the day after Christmas I had a five hour spine operation to fix the problem. Still, things are healing nicely and, with some rehab, I hope to be in better shape in the summer for some activities with the group. I even might retain some "even an old dog can learn new tricks" mechanical advice from Jim and the group. But don't count on it.....

The next time you see Mel ask him about his other auto saga **(hint 1960 Chrysler Windsor).**

Members' Views/Questions

I know that we ask every month if anyone has any questions, but until we received one we hadn't realized that we neglected to mention how or where to send the question, oops. If you have a question about your T-car feel free to send it along to;

JT mgbjt@zoomtown.com
or Jim Pesta Autographics99@hotmail.com

We will get you to the person who can answer your question. You will be contacted, asked a few questions to identify the problem and, hopefiully, be told it. how to fix

Oh, and don't ask us how does a thermos bottle know when to keep something hot or cold. Or other such questions because the answer you get back may not be helpful!

Members' Views/Questions

Received from Rob Hall;

JT,

This is unbelievable! During my walk this morning, I was thinking about sending you an E-mail. I get home and here is your E-mail with this month's newsletter. Anyway, is their a place to pose questions to the group, forum? If there is, I did not see it?

So here goes:
My 1953 MGTD has always had starter/fly wheel problems, I'm calling it. More often than not, the starter just "spins," for lack of a better word. Solution, I put the car in gear and rock it. This usually cures the problem. But, sometimes, the starter does not disengage and locks up with the flywheel? When engaged nothing happens, no sound, nothing! Solution, the starter has to be removed to free it. I'm running a new starter, so I don't think that's the issue. If anyone has encountered this, or has possible solutions, I would appreciate any help I can get.

Thanks in advance,

Rob

Members' Views/ Questions

This is a common problem with our cars and it could be a cople of different things. Let's understand what is happening, there is a gear on the end of the starter that, when spun, travels inwards toward the flywheel when it is installed on the motor. This sliding asmbly is called the bendix. When the bendix makes its complete trip, it engauges and spins the flywheel.

There is a possibility that the shaft has bent and the bendix will not make the entire trip to the flywheel. It could also be a poorly lubricated shaft, sharp edges on the spiraled shaft restricking the bendix before to reaches the flywheel, and the feared, and must expencive, cause, a damaged flywheel or ring gear.

Why is that the feared reason? In order to make the repair, you must remove the engine, gearbox, oil sump and then the flywheel. The ring gear would need to be removed and a new one installed. Finnally, all can be re-assembled.

Not nessecary the most economical fix. However, there is another possible cause, that costs almost nothing.

This issue has been brought up at our tech. meetings. I have explained how this can happen with the aftermarket starters that are now being supplied for our cars.

Unfortunately; is an financial reality that the parts suppliers that we deal with are in business to make a profit. A good thing; not a bad thing. Sometimes there are unintended consequences.

You see these starters are used in many different makes of cars and therein lies the rub. If you look at a starter from an MGA and a starter from our T-cars you would be hard pressed to see the difference. The dimensions and mounting holes are identical. The T-series starter will work just fine in an MGA, but the MGA starter will not necessarily work in a t-series car. The reason why it might not is explained in the following article written in August 2012 by MG Services explaining why Gary Jones's MGTD was eating starters up at an ugly (expensive) rate.

MG Services
Blatent Promotional Article

MG Services
2468 Timbercroft Court
Cincinnati, Ohio 45239
513-591-0910
jim@mgrepairs.com
www.mgrepairs.com

August 2012

If you are experiencing starter problems with the starter locking up, then this is a possible explanation of why it is happening.

There was a time when suppliers were supplying the MGA starters as T-Series starters. If these starters were installed in T-Series cars, the bendix of the starter would possibly bind because of bolt head interference, as described at the bottom of this page and the following page.

Check to see where the bolt heads are located on your starter. You do not have to remove it to determine, just look at the exposed end of the starter.

If you are experiencing starter problems with the starter locking up, then this is a possible explanation of why it is happening.

Please find, below, photos of an original TD starter and engine block.

This side (B) is towards the back of the engine. Note threaded holes to receive the bolts that are inserted from the front of the starter.

This side (F) is towards the front of the car.
Note stud for starter cable and the slotted heads of the bolts, which are threaded into the (B) side above.

MG Services
Blatent Promotional Article Cont.

MG Services
2468 Timbercroft Court
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513-591-0910
jim@mgrepairs.com
www.mgrepairs.com
Jim Pesta Proprietor

At right is a photo of the engine casting showing the recess area in the block that receives the starter.
Note that at the lower left side of the block has an additional rough casting behind the recessed ring for the starter. One of the bolts that hold the starter together occurs in this area. This is the only bolt that will need to be altered. Check you casting it may be a little different.

In the above photos, you can plainly see both, F and B sides of the original starter. Your starter may be look a little different.

If your starter is an MGA starter, the bolt heads will be located on the opposite side from the original starter. They will be on the bendix side (B) of the starter, not on the front (F) side as they should be.

On side (F) above, you can see the heads of two bolts that connect the two ends of the starter. Side (B) has the two holes threaded to receive the bolts. With the bolts in this configuration, the heads of the bolts are facing the front and do not protrude into the casting of the engine.

The MGA starters have the heads of the bolts reversed so that the heads bolts face the back and will, possibly, come into contact with the engine's casting.

If your starter is I n this configuration, you can see the lower left side bolt head would interfere with the casting, as shown in the casting photo.
Unfortunately, you cannot just put the bolts in the other way.
It can be overcome by grinding/filing the thickness of the head of the problem bolt. You do not have to remove the entire head just about half of its thickness. Leave enough to grab unto if this bolt ever needs to be tightened or loosened.

I hope this sheds some light on your starter issue. If you have any questions or if you want me to address this issue when the car comes in for service just call me to let me know.

Good luck
Jim Pesta

Phone 513-532-1795
e-mail Autographics99@hotmail.com

Adams County Driving Expedition

Participants

1	Jim Pesta	1	MGYB
2	Kurt, Margaret Niemeyer	2	MGTC
3	Don Gillman	2	MGTD
4	Jim Williams & Jane Grimm	2	MGTD
5	Joe Potts	1	MGTF
6	Joe Newton	2	MGTD
7	Pat Mcnerny	1	MGTF
8	Cary Sunderhaus	1	MGTD
9	John Olman	1	MGTD
10	John Libbert	1	MGA
11	Lou Dunham	2	Buick
12	Ohahnes Tchobanian	2	Miata
13	Joe Vandehatert	2	MGB
14	Leee & Cindy Scovanner	2	Alfa-Romeo
15	Aaron Greenburg	2	Bentley
16	Paul Jenneman	2	BMW 2002
17	Bill, Jan Owen	2	Datson 2002 Roadster
18	Jim, Paula Clark	2	Corvette
19	Rob & Doris Bax	2	Mini Coupe
20	Fred, Carol Uhlmann	2	Porsche 356 SC
21	Robin, Sara Fischer	2	Porsche Boxster S
22	Vern, Amanda Williams	2	Porsche
23	Tom, Michelle Cole	2	Porsche 912
24	Mike, Cathy Leahy	2	Porsche
25	GaryKessler & Bob Trupp	2	Subaru

There was one TC, two TFs, one Y-type, and five TDs arrived with their intrepid drivers to participate in the Adams County Expedition..

There were a couple of members who's cars were not quite ready for the driving season, and drove their domestic cars.

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.

Along with our T-cars there were other motoring enthusiasts who joined us on the tour. There was a MGA, MGB's, porches, a Ferrari, a Bentley, a corvette, and others. Even a T member in a Miata from Columbus.

Here are Cray Sunderhaus (lead car), Jim Williams (2nd car), and Joe Newton (grey 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 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 MGY-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 hearding 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).

This two photos show the rear fender folded over with the tire totally exposed (it shold 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 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 now has a MG adventure he can tell about the ride he had in a Y-type that "blasted" 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 19th. See details elsewhere in the newsletter.**

2013 Driving / Social Events Calendar

Contact Greg Garnett, 513-523-3720, ggarnett@miamioh.edu

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

Wednesday May 15, 2013
Tech Prep Session, 6PM, *MG Services*

Jim Pesta will have a Tech. Prep. Session at *MG Services* on Wednesday May 15th to help everyone get their MG T-cars ready to go with confidence on this Sunday drive.

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 Garnet, T-Eevent coordinator

Sunday 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 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 lash 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

Saturday June 29th. 2013 Drive
Darke County – Garst Museum Tour

We would travel the back roads to Greenville where we could visit the Garst Museum. This museum, in Annie Oakley's home town, naturally houses on of the biggest collections of her artifacts.

Greenville is also the location of The Battle of Fallen Timbers. Afterwards, The Treaty of Greenville was signed. This treaty was one of the last of the treaties in the settlement of the Northwest Territories. There are many exhibits of the infancy Northwest Territories.

In addition there is Bear's Mill, which is an old fashion water powered flourmill still in operation today.

Greenville is also home to Kitchen Aid Appliances and the Kitchen Aid Experience Retail Center. This venue houses a collection of historic pieces of Kitchen aid appliances, provides cooking classes, any new products that you may want to purchase, or even a tour of the factory.

There certainly is something for everybody. We will need to determine what sights we would like to see prior to departure to make arraignments with the sites in case the size of our group would need special treatment.

We might also like to spend the night and drive back the next day.

This is only the first suggestion. If you have any other ideas, please contact me. At 513-532-1795

Parts Corner

Just a few words from the parts department.

The family health issues are getting better
SEE YOU ALL SOON

Monthly Specials;

"If you're currently putting mileage on your classic vehicle and using the latest API grade SM oil, you are almost certainly doing irreversible damage to your engine."
William C. Anderson, 'New Oils and Old Cars',
Old Cars Weekly

High ZDDP incorporated oil for collector cars
(Zinc-Dialkyl-Dithio-Phosphate)

This is a specially developed oil for our old engines. The MG EPAG engine was designed to run on leaded gasoline. Lead free gasoline was not even something that was in existence or even in the conversation when these cars were in production.

Protect your Engine, camshaft, and Lifters!

Retail price for ZDDP oil $9.75 qt.
Motor Good Automotive sale **price $7.25 qt. $43.50 6qts.**
Limit 6 quarts per customer

To order:
Call Motor Good @ 513-922-8076 or Jim 2 MG Services 513-532-1795

Misc.

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

Tony / JT

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.

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.

Misc.

Next monthly meeting May 15th.
at MG Services
349 Glenroy Ave., Cin. 45238
6 PM meeting with pizza during

May's meeting will be on the 15th, and June's on the 5th

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!