

South West Ohio T's

July 2013 Newsletter Part 2

Next monthly meeting Aug. 7th
MG Services
349 Glenroy ave., Cin. 45238
6 PM will order pizza during meeting

Featured Car

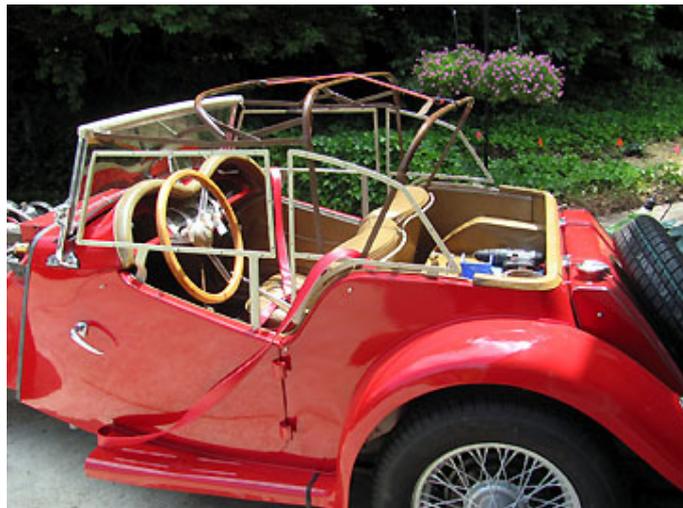


If you are paying attention, then you will notice this is the same car as featured in the last newsletter. However, we attributed the car to Rich Thomas. Well Rich Thomas does not own this car, Rick Taylor does.

So my apologies to Rick Taylor for the slight. I'm trying to make amends. Hopefully I will be out of the doghouse after this explanation.

Unfortunately, we are still waiting for the carb. bodies to be rebushed and returned to us so that we can finish the tune up before the fenders are installed.

By the time you get this newsletter, the carbs. should have been installed.



After the car is tuned, Rick will be able to install the fenders, valances, and bonnet. This should put him on a path for completion this summer. Maybe we'll see the car at the all British show on July 14th. See events calendar.

Featured Car cont.

Rick will provide a more detailed explanation about the TF restoration project later in a future newsletter.

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

Misc.

It is sad duty to report that one of our Dayton members, Joe Hooker has passed away. He will certainly be missed.

Safetv fast Joe!

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!

Delighted to see Rob Hall and Bob Bailey for the first time at our meeting.

Bob's car was in the garage for a re-wire and generally exposed for viewing and discussion of electrical issues. Meier Bauer's pretty little TD was also in the garage for Jim to go over for this weekend's run.

We hope you will join us at a future meeting!!

Wednesday, we had a fun and a reasonably clean group in attendance.

**Jim Ownes
Jim Pesta,
John Kennedy Jr.,**

**Pete Bailey
Tony Carito
John Libbert**

**Don Blank
Bob Bailey
Jim Thomas**

OUR BELOVED MEETING SUMMARY

JT and Tony

It's always interesting to see that our group could easily be removed from the garage and be placed in the front row of a Jimmy Buffet concert. There would be no need for a change of clothing nor a change in spirit. Beer, pop, and iced tea are always the beverage of choice. Funny hats, flip flops, and hairy legs would bring any government launched drone to a hovering position while geeks try to summarize the situation. And...if this supposed drone had tuned in....the geeks would have heard a run down regarding the New Philadelphia run.

The tour included many stops and even a visit to a gas pump museum. Jim has included photos in this copy. Make note all ye non believers and road trip phobics.....this group has driven nearly 5000 miles collectively with no significant breakdowns.

You can attribute this to Jim's tech sessions, his assessments of cars prior to departure, and the tenacity of the little cars. They were made to drive. The only problems on the trips have been with Mr. Pesta.

If he doesn't like where a guard rail is....he moves it with his car. If there is debris in the road, he uses his under carriage to remove it from the road and bend a hydraulically operated jacking system. Proof of this lies in the photos also found in this newsletter. After the tour, Jim headed for Cleveland....and broke the Y type again. Evidently its ruggedness and dependability would draw the attention of Toyota engineers. It does take a licking and keeps on ticking.

Monthly Meeting Summery Cont.

The verbal recanting of the trip was to make a point to drivers....be prepared. You need to have some extra parts, belts, and hoses stowed away for road emergencies. That's simple and good advice. Veteran trippers can testify and share some very convincing stories. They don't send the space shuttle up without extra radiator hoses, spark plugs, fan belts, a set of points, condenser and maybe a generator.

You can hotwire and start your T car with no key....takes about seven seconds under the hood and you are in business. If you missed the meeting....you missed that little procedure. Now you have to ask Tony, JT or Jim P. Jim explored the role of the voltage regulator...such a simple yet important device on your firewall.

We were able to see how to file the points on the magnetic coils under the bakelite casing...should your car begin to develop over or undercharging problems. The points are adjustable.

The group was able to see that a new wiring harness is not insurmountable. A new wiring harness is about two fifty and cheap insurance against fire and failure to perform. Jim installs them with one eye closed.

Our session described wire coloration and their destinations. You just gotta remember green, white, and brown. Each color has a specific function. There is yellow on the voltage regulator. Most of the wiring under the hood of a T car looks like Ray Charles wired them. It seems little care was given to make them look pretty and route them properly. Jim was able to demonstrate how to lace and route them in such a manner that they have a very professional look.

Some members were surprised to find that you can still get glass fuses for the T cars. Any KOI or Advance or AutoZone carries them. They may be glass and not the solid porcelain type but they are the same fuse. Some may be a tad longer but they fit and are very functional.

We had a working session in regards to the fuse block and how feeds and loads are terminated at that point. Attending our meetings can provide you with the confidence to know your car better. Many guys don't wanna work on them but knowing what makes them tick makes them twice as enjoyable.

Don't forget the Harbin Park show coming in July. T cars are a featured mark....we would love have a great showing for that day. If you can't drive it....drag it.

Come meet all the club members and have a great time!

New Philadelphia Tour

After much discussion about who was going and when they wanted to depart, It was decided that Jim Williams, Dave, and I would meet at the UDF at the corner of Rt.22 and 48 north east form Montgomery.

Jim Williams wanted to see the Warther Wood Carving Museum in Dover, Ohio. Both Dave and I have been there before but said that we would accompany him to the venue.

Herein lies the first dilemma; we needed to be at the host hotel by 1;30 PM to be a part of the organized museum tour.

No problem you say? Well, according to map quest, if you do not take the interstate, it would take 5 ½ hours. Subtract that from 1; 30 and we would have to have “wheels up” at 8 AM.

OK now we have our scenario,

Plans are finalized, times are set, and we are off to see the wizard.

Let’s not get ahead of ourselves. I get to the UDF ‘first’ no, wait, when I get there Peter and Lora Jollis are already there!

What, wait?

Now if you have been paying attention, there was no Jollis’s mentioned before now. As I top off the gas tank in the Y-type, Peter tells me that Dave had told him to meet us there. Jim Williams shows up right after that and announces that his car is not running well and is overheating.

1;30 PM is constant and daylight is burning.

Dave calls and he has been caught in traffic on Fort Washington Way. He says start without him and he will run behind and catch up.

It is decided to press on.

**OK kids, here we go
“off like a heard of turtles”
at 8;30 AM.**

New Philadelphia Tour

The sun is out, the temp. is comfortable, we're on an MG trip, and the world is how it should be.

Somewhere around Wilmington, Dave joins the group. Peter rolls up the back part of his top, and we all settle in for drive through little towns and scenic countryside along Route 22.



We drive for about 100 miles, and Jim Williams TD slows quite a bit and pulls to the side of the road. His overheating issue is still there and the TD now has an electrical miss.

Since Jim wants to get to the Warther Museum, Dave suggests that Jim and Jane jump in the Y-type for the rest of their trip, and the two TDs continue on ahead to the museum.

So, we disappear in their rear view mirrors.

I now have Jim's TD and I need to get it to New Philadelphia.

Great plan,
Everyone gets what he or she wants, right?

Not so fast bucko!

I poked around the TD and adjust a couple of things and off we go. We are motoring down the road and I'm watching the temp gauge climbing and falling numerous times in a constant cycle.

This something that I'm not quite used to seeing, Quite curious.

New Philadelphia Tour Cont;

We get to a little town and I pull into a small parking lot for a better look. I reset the points check the wires, and am generally inspecting the engine compartment, when Dave announces that he is leaving to help Jim Williams who had experienced a flat tire on the Y-type. It seems that when we pulled off the road to help Jim,(see photo above) we ran over a screw that punctured the tire and tube.
Thanks Jim!

So off goes Dave, to rescue Jim, I'm in the parking lot still poking around the TD and the sun is now beating down and it has become uncomfortable to be outside working.

I get a call from Dave, he is on his way back, It seems that the Y-type's tire has been changed and it is on the move under its own power again. Dave and I meet up and we are off again. The temp gauge is still exercising itself, when the gauge just starts rising without dropping back down. When I slow down, I notice that there is a lot of steam coming out of the engine compartment. I turn it off and coast the side of the road.

Dave drive right past, does not even slow down. A minuet or so later, I get a call from Dave saying that the Y-type has had another flat tire and he was going to help.

Now, I don't know what he thought that he would do, but after the initial shock of the situation, he called back and asked Jim if the Jollis's spare had air in it and that Jim could use Peter's spare until we could repair the Y-type's spare. So Dave comes back to me.

By this time I have rolled the TD into a driveway and discovered that Jim's top radiator hose had a hole in it that I could put my thumb through.

Jim and I have traveled together for many thousands of miles and he is very good about preparing his cars before a trip. He just missed this one. But he believes and practices the credo'

Don't be afraid; be prepared.

When I opened is spares box there was a top radiator hose sitting right on top.

Nice going Jim!

Dave returns and he assists in the replacement of the hose. While we are at it I check the plugs and find that one has the electrode pretty well melted. Again, thanks to Jim he has replacement plugs in his spares box.

We complete the work and fill the radiator with three of Pat's water bottles.

Thanks Pat!

New Philadelphia Tour Cont;

Off we go again.

The car is running great, no miss and no overheating;

Sweet!

We get to Zanesville and decide to take the interstate to make up time. We are cruising along at a good clip when we are approaching an exit on the east of Zanesville; the TD coughs and I immediately head for the exit.. I had noticed that the green gas tank light was on some miles back but we had only gone about 170 miles and the car should have enough gas to get us all the way to new Philadelphia with no problem.

The car quits before I reach the first stop sign, so I just blow right through it and then through the second stop sign so that I could coast all the way to the gas station. The TD gets filled and we are off again.

We are on I77 about sixty miles from new Philadelphia when Dave pulls along side and declares that he is charging ahead to the museum so that he can get his knives sharpened.

I travel for another thirty miles when the temp gauge starts to cycle again.

I baby the engine till I get to the hotel. I let the car cool down while I walked around the parking lot that had about 36 Mgs. About 25 Ts.

I then removed the radiator cap of the TD only to see some white foam on the interior fins.

This is not what one wants to see. It usually means that there is air getting into the cooling system. Read head gasket. Now the car would run a lot worst than it did if it was a bad leak. I drove it quite a distance before it started to act up, which indicates that it may just need to have the head nuts re-torqued.

It was decided that we would monitor the performance on the Sat. drive and determine what to at the end of the day.

In the morning, I had to get the flat tire fixed. Dave located a tire store who said they could fix our problem.

It was called Big "D's" auto repair. It was located in an alley behind a side street. When I found it and it looked just as you would expect; dark, dirty, and just a little creepy. But they fixed the flat with no aggravation.

I caught up to the group at the gas pump museum, which was first stop on Saturday's drive. The museum is only open by appointment.

New Philadelphia Tour Cont;



The first stop on the Saturday drive was the gas Pump Museum in Dover, Ohio. On the left is Tom Baumgardner's MGZB (just like my old one) and parked behind the Y-type is Dan Glow's beautiful cycle fendered MGTC.



Once inside the small museum, we were overloaded with not only gas pumps and other auto related stuff, but also all manner of 1940's, 50's, 60's, and 70's. memorabilia. It was everywhere! You could see Roy, The Duke, Neil Armstrong, Tony the tiger, Uncle Sam, and many many more.

The museum is only open by appointment, so we were pleased to have the owner there to explain why he collected all of the objects. This guy was quite the character. Funny, knowledgeable, and a little "off". All in all, a very fun place.



New Philadelphia Tour Cont;



The second stop of the day was a lunch stop in Zoar, Ohio. Now I suspect that you are not aware of this once beaming metropolis. Zoar was a town on the Ohio Erie canal. You can visit this quaint little town; see the towpaths, and the original town hall, which is now a museum of the town and canal.



Lunch was in a newly restored house that has been converted into the Canal Tavern. We ate out back in the open-air bar/restaurant area. It was shady, casual, and quite pleasant to spend an hour or so. Well what I haven't mentioned before now is that I could not spend the entire weekend with this group. I had a much more pressing family issue, my grandson's third birthday party in Cleveland on Sunday.

I said my goodbyes and headed north (alone) on Rt.177 to Cleveland in the Y-type.

The spare was repaired (new tire) so I felt safe for the trip. Right?
Well,...

New Philadelphia Tour Cont;

Here I am on I 77, headed north not more than five miles from Zoar. The weather was perfect. I'm motoring along at about 55-60 miles an hour.

There is a lady driving a station wagon traveling at about 45-50 miles an hour. I pulled into the center lane to pass. I was about half way around when all of a sudden, what looked like a piece of metal the shape of a bent up bed frame came flying out from under the station wagon.

Flashes of guard rail came flooding into my mind's eye. I maneuvered the Y-type to miss the piece, but while the piece was under the car there was a noise like I had run over a semi truck. I pulled over to the side of the road, stopped, and backed up a foot to dislodge the metal debris. But the time I had backed up 6", the rear tires started to spin (no traction!).

WHAT THE HELL?

I climbed out and looked under the car and found something that I did not want to see.

For those of you who are familiar with the workings of a Y-type, you will remember that these fine cars had, what would be added to Indy cars many years later. What, pray tell, could that be?

If you are intrigued by pit stops, then you would have noticed that when the cars come into the pits a guy plugs an air line into the car which activates a jacking system that raises the car off the ground.

We all know how advanced the MGs were, they had a hydraulic jacking system built into the Y-types.

There is a single hydraulic jack at each corner of the car. This was an incredible advance in jacking for any car of the time. Unfortunately, I believe that every single jacking system had failed by the end of the fifties. There are some parts houses (in England) that specialize in Y-type parts, but the jack all system is something that is probably not worth the cost of restoration.

Just sayn' .

What happened was that the metal piece caught on the right rear hydraulic ram, which caused it to extend fully and have a positive interference with the interstate. By the time I got it stopped, the ram was bent enough not to allow it to retract into its housing.

New Philadelphia Tour Cont;

I got the car jacked up and no matter how hard I beat on the ram, it was not going back into place. The hydraulic jack needed to be removed.

Buy the time I had removed it, I had two different cars stop and want to help. It seems that they were quite disappointed when I said I had it under control.

Back on the road again, and I arrive in Cleveland with out further incident. The birthday party was great.

The return drive to Cincinnati, was uneventful. Sometimes it is just nice to be back home.

I know this sounds like a trip from hell, but it was no such thing. Yes, we had some setbacks, but the group was prepared so the obstacles were easily overcome.



Above; when the hydraulic jack was removed from the car, one can see why the ram would not retract back into its housing..



I never did see the metal piece after I ran it over. I did not notice it's exit path until after I got the Y-type back home in the garage. Note "tear" in the rear bumper where the bed frame exited from under the car. Quite the force!

Garst Museum Tour Summery



Here are five of the six cars that took the tour. In the back row from left to right; Greg and Cindy Garnett's TC, Jim Williams and Jane F's black TD, Meier Bauer's TD with navigator Dave Zyp, Front row from left; Peter and Lora Jollis's TD, and Dave Zyp's Y-type driven by Jim Pesta.

The last to arrive and not pictured was Alvin Wulfekuhl's TD with his lady friend Shirley J.

The entire previous week it was forecast to be a beautiful, sunny, and in the mid 80s. However, starting Monday the forecast was changing. First it was going to be cloudy, then spotty showers and finally, the forecast was not a washout but don't be surprised if it is.

Now, I have spent many a day driving my TF in the rain, but that is usually because there is a deadline to meet or a place to be.

The Garst Museum Tour had none of this, so I was not sure how many other idiots would show up for a hundred and 175 mile drive in the rain.

When I first woke up, I looked outside and found a bright sunny clear day. How did that happen?

When I got to Lowe's Jim Williams and Peter Jollis were already there with tops down! Meier was next to arrive with Greg and finally Alvin were all present. All tops were down and everyone was eager to get on the road before it started to rain.

Greg led the group since they were the locals. There was a slight detour getting around Hamilton, but a quick u-turn and bridge crossing remedied that.

Garst Museum Tour Summery Cont;

We motored on into Eaton, Ohio and stopped for a potty break. The day had turned into quite a beautiful day to drive an open car. Most folks had a light jacket on to keep the breeze to a minimum.

After the quick break we discussed our lunch stop before we continued on to Greenville. It was decided to stop at Maid Rite's Sandwich Shoppe for their loose meat sandwiches.

The stoplights separated the parade. Meier, Dave and I, who were at the end of the parade, missed a turn. So, we improvised a route to Maid Rite Sandwich Shoppe to meet up with the rest of our group.

As we approached the store there was a line of cars backed up down the street to get into the drive through lane. There were no events going on in Greenville that would have attracted such a crowd. This was just their everyday crowd!

We pulled around the line and went towards the back where there was couple of parking places.

We also noticed the exterior wall of the restaurant was covered with chewing gum that had been just stuck to the wall.



Garst Museum Tour Summery Cont;

Getting inside was another issue it was backed. We managed to appropriate three booths to accommodate our group. I did not see a occupancy certificate posted, but I'm sure it was overcrowded.

If you haven't yet gathered, this was quite a quirky place. For example, the only take cash, no credit cards. No problem, they had an ATM machine inside the very small establishment.

We inquired about the gum on the outside wall. The story goes that they used to clean the gum off of the wall, but every time that was done it would reappear immediately. So they gave up trying to keep it clean.

After we finished and went outside, we could see the Museum from the parking lot. Some walked over and the rest of us drove the cars over. There was a dark cloud approaching and by the time we all arrived at the Garst, the people who were inside, came outside and those who had jus arrived had to put their tops up to keep out the rain.



An hour or so later when we departed, the sun was back out and the sidewalks and roadways were all dry. From right to left; Meier Bauer, Lora Jollis, Peter Jollis, (on porch), Jane and Jim Williams.

Garst Museum Tour Summery Cont;



After stepping out of the Museum and removing the car covers, we drove the short six blocks to the Kitchen aide store.

Greenville is the home of Hobart, which is the parent company of Kitchen aide whose factory is located just outside of Greenville's city limits. The Kitchen Aide Experience Store is a combination of a retail and outlet stores, and the Kitchen Aide Museum.

The street level floor is filled with all sorts of the Kitchen Aide's current products. The lower level houses many of the past products that show the progression of their brand. It is also filled with products that have been refurbished by the factory and are for sale at a substantial discount.

When we got ready to depart, the skies opened up and a heavy rain fell. We hung around for about ten minuets while the rain subsided. It was determined that Jim Williams, Meier, and I would head on home to make it to a certain party on time. The balance of the group would travel together back home.

We all said our good bys and left from the store. Our group left first, but with a wrong turn trying to get out of town, the whole group was back together again, not much outside of town..

Meier was in front when she pulled over to the side of the road. She had been battling a miss all day, the miss was being difficult to identify, when, finally, Dave discovered that the front carb was not working properly. It seems that one of the carb linkages had loosened and was causing the problem. A screwdriver and pair of pliers were produced to remedy the situation. Less than five minuets and we were off again.

From there we motored on to Cincinnati, with cars peeling off of the group as they determined the easiest route to their individual homes.

Garst Museum Tour Summery Cont;



I only have a limited number of photos of the cars on the road. Its tough taking

photos through the windshield of the Y-type while driving. In both photos, the parade is being led by Meier, followed by Jim Williams and Peter Jollis, and, of course, me in the Y-type. nulling up the rear.

I would like to take this time to let you know a little more about Meier Bauer. She and her late husband, Jack, have been MG owners since 1968 and frequent participants in many national and regional MG events.

During the past several years Jack's health was failing and their presence was missed at the events. The TD sat in a storage facility for a several years.

Since the TD was such a major part of their lives, when Meier asked, if it could be at Jack's funeral, of course, we made that happen for her. It went back into storage for about two years until she felt it might be time to get the back into the MG scene. She has been receiving our newsletter and even came to one of our winter monthly meetings when they were at BBQ City.

I got the TD out of storage the Thursday before this drive to give it a check up

There were a couple of loose bolt issues; apparently, I did not find them all. As you have just read.

I did a couple of test drives around the raindrops on Friday and put about twenty miles on the clock.

We knew the history of the car and knew that it had been sorted out under Jack's watch. Jack had no concerns about taking the car for a thousand mile drive. So we deemed it ready to go for this weekend.

Meier could not remember how long it had been since she had driven the TD, maybe 15 -20 years and 7 years since it was driven more than around the neighborhood. She was more than a little nervous but off she went. At the end of the day she was delighted that although both she and car were a bit shaky at times, neither of them had any break downs.

Great job Meier and welcome back to the MG experience. I hope this means you will be out with us again.

T-car miles driven this year so far;

We haven't had a great turnout of "new" cars on our drives. Even so, the Oxford Tour had six cars with a total of 300 miles.

The New Philadelphia Tour added 675 miles to the clock on the Y-type. The Garnetts, Jollis, Williams, and Pesta took to the road for this trip. Four cars equal 2,700 miles.

The Garst Museum Tour added just over another 175 miles for each T-car driven. Six cars equal 1,050 additional miles to be added to our total.

Just in the last couple of weeks, we have added 4,050 miles, busy month.

That brings this year's total so far at 6,050 miles driven by our T-cars.

This total will double after GOF Central where at least the Garnetts, Williams, Joillis, and Pesta will be driving T-cars round trip to St. Louis.

2013 Driving / Social Events Calendar

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

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	Local Drive (Venue change)	Cincinnati, Oh., John Olman.
Aug 24-26	Ohio Chapter Fall GOF	Hocking Hills, Ohio
Aug. 27-29	Put In Bay Race Reunion	Put In Bat, Ohio,
	Kurt will no longer be able to participate in this tour.	
	Does someone else want to coordinate this driving event?	
Sept 3	Wed evening tech	M G Services
Sept 7	Local Drive	????
	We need a member to propose an event	
	NEW	
Oct.	Ohio Chapter	Dave Jackman
	Hocking County Ohio Tour	
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	

Misc;

There have been wonderful individuals in our group who have spent a considerable amount of time preparing these driving events.

Unfortunately, only a small core group has participated in all of these drives, but a much greater amount does not participate.

I know that we all have other responsibilities, but I don't understand why more aren't involved. With over 100 local cars only about 4 or 5 can be counted on to participate, if I wasn't so delicate, I would say that is pathetic.

Are we not providing what the members need to feel confident enough to head out on the road with their T-cars?

Have we missed something? Let us know what you need!

If we can't figure this out, It won't be long before the organizers will not be volunteering to spend their valuable time.

Jim Pesta

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-Event coordinator

Dayton All British August 3rd

I have been in contact with the organizers of the Dayton All British Show on the first week of August and have offered to do a rolling tech session for the T-cars.

For those of you who have never seen John Twist do his rolling tech sessions for MGBs here is what is going to happen;

MG Services will have a tent set up close to the display area and sometime during the show anyone with a T-car will line up and each car will be inspected and diagnosed for any "issues" it may have.

The exact times will be posted at our tent early during the show so one can sign up to be seen.

As always, at the shows or on a trip this information is provided for educational purposes and there is no charge to the owner of the cars.

Jim Pesta

Members' Views/Questions;

As always, let us know if you would like to discuss a specific topic.

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

Sent: Monday, June 17, 2013 9:50 PM
Subject: MG TD electrical issues

JT, I need help with the electrical system on my TD for the first time since purchasing it, and need advice. Not having actually met any of you fellas connected with the Southwest Ohio T-Cars, I may be addressing the wrong person, and if so, I'd appreciate your forwarding this on to the right person.

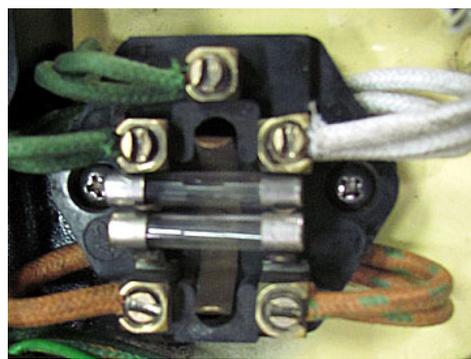
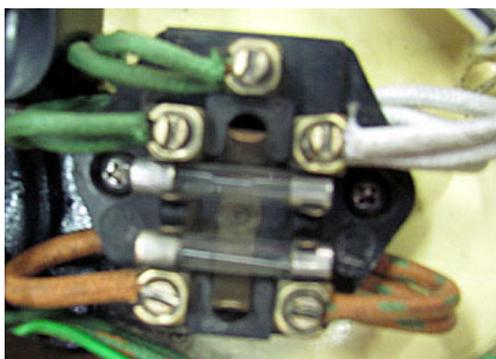
First, I need to buy fuses for my 1953 MG TD. The problem arose today when I found that the horn would NOT blow. The wires to the button seem intact, as do those onto the horn, so I tried the fuses, which when rotated, allowed the horn to blow, but which then prevented the ignition from turning off the motor. I replaced one of the fuses (though it appeared intact), and was able to turn off the motor, but I now have no horn. Frankly, I am now unsure as to which fuse was replaced. The 3 local auto parts stores have no fuse like these. Does MG Services have them? If so, I wanna buy some!

I realize that there's an underlying electrical issue somewhere, but how do I go about finding it? Thanks in advance for the help! Steve

Steve Cawood, 127 Ridgewood Circle, Pineville, Kentucky 40977, 606 337 6622

Members Questions; Caewood

While reading the letter, I recognized an issue that has come up before. So I will address that before we get into the horn issue.



There are two photos of a newly installed fuse block. It is quite a bit cleaner than most of us see in our own cars. The left photo shows how the fuses should be installed. The one on the right shows how Steve replaced his horn fuse between the bottom brown wires after he checked it. Any brown wire in our cars goes directly to the battery.

The ignition switch activates the green and white wires, at the top. When Steve replaced the fuse he inadvertently placed it in the fuse block in such a way as to short out the ignition circuit (can't turn off the engine or fuel pump). A continuously running fuel pump can be problematic. This is a quite common mistake and easily repaired. .Even though Steve says he not a mechanic, he had an ohm meter and could follow instructions. So I called him back and with a little coaching, he resolved the issue. Almost all electrical issues can be resolved by being meticulous in your method. **Great job Steve!**

Steve was very appreciative and wanted to pay for the assistance. This is not why we help out our members. The owner can usually resolve these small issues, with just a little direction, and therefore there is no charge for this information. As we continuously say, the idea is to keep these cars on the road (see mission statement on page 2).

Having said that, we at MG Services would hope that you remember us when you have a problem that just cannot be resolved easily.

Jim Pesta MG Services

Where's Tony?

One of our long time members and most prolific drivers is Tony. Anyone that has met Tony knows what a knowledgeable and benevolent person he is.

However, there is a driven side to Tony....a side seldom seen until he is behind the wheel of a T car. His adventures carry him far and wide with a plethora of stories and photos to back them.

Wherever a winding road longs to be straightened out or where world leaders, kings and queens ponder the excitement of a road trip....or wherever a majestic eagle flies....there you will find our Tony mapping the future for T rallies. His energy and searching heart will not be stilled by real or imagined boundaries. Hopefully, Tony will share a new tour with us in every newsletter.



I don't know if John Lennon ever owned a TD, but while Paul, Ringo, and George were concentrating on the job at hand, its sure looks like he was distracted by Tony who just happened to drive buy the photo shoot moments before the Abbey Road cover shot was taken. Tony was on a tour of Abbey Road. Connie took when she got out to ask Ringo where she could find a bathroom.

If any of our members have an interesting photo with you T-car please send it along to share with the rest of us.

Parts Corner

Just a few words from the parts department.

**No special parts sales this month.
SEE YOU ALL SOON**



Monthly Specials;

This month's special is not stuff; it is opportunities!

June comes with many opportunities for driving our cars Swot has organized two different drives. The first a short drive picnic to Oxford. And the second, a little longer to Greenville Ohio and the Garst Museum. They occur on the first and last weekend of the month. In between, there is a group of us driving our cars to New Philadelphia to the Ohio Chapter meet.

If you drive all three, you will be driving a little less than one thousand miles this month.

Are you up to it?

I'll bet your car is!

**I'll bet that you are still able to appreciate an
adventure. Why don't you just
Go for it!**

Let me just say;

The stories you get to tell will certainly outweigh any adversity that you might suffer. You will always have a story to tell and the story is really good if you can overcome the adversity.

Do You Feel Lucky?

When in doubt, drive!

Misc

Disclaimer: *The advice and guidelines given in these articles are given in good faith. The members of the South West Ohio Ts group will take no responsibility for any injuries or loss sustained while carrying out any of the described tasks and procedures or any consequences arising.*

Reminder for July Car show !

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 of the over
100 T's that are within 50 miles from here
This is the last newsletter before the show.

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.

In Conclusion;

Next monthly meeting Aug. 7th.
at MG Services
349 Glenroy Ave., Cin. 45238
6 PM meeting with pizza during meeting

The second June's meeting will be on Aug. 7th.

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 and Jim P. is at 513-532-1795.

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!