

South West Ohio T's

August 2013 Newsletter

Next monthly meeting Sept. 3rd
MG Services
349 Glenroy ave., Cin. 45238
Starts around 6 PM

Featured Cars



This is a very pretty TC that some of us have seen previously, at the Dayton All British Show.

It showed up at the Cincinnati All British Show. Dale and Carolyn Livingston, from Ill, own it. We welcomed them into our group at the show. I encountered them again in St. Charles, Mo. at GOF Central.

I had a nice visit with them. We spoke about MGs and our local group. They do not expect to be able to participate in our activities but would like to, if possible.

If you see this car, please stop by and say hello and welcome them to our group!



We got an email from a person in Middletown who just took possession of a MGTD.

I thought that I recognized the car from a previous owner.

When I called to inquire, I discovered that a person who was already on our list in fact, owned it.

As it turns out, Harry Jones from Middletown owned the car and had passed away in March.

The car was passed down to his daughter, Loretta Wyman. Loretta and her husband Keith would like to enjoy driving the car and meet up with others who enjoy the same things.

Loretta, you and Keith have come to the right place, we are looking forward to sharing our experiences with you.

Featured Car cont.

Maybe these folks could write a short history about their cars and what they would like to get from them. If they would, we would share them with in the 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

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

Since there is so many events happening this month, there will not be an August monthly meeting. It will be replaced with a report on the Cincinnati all British Car Show and GOF Central in St. Charles, Mo.

Cincinnati All British Car Day

It always brings a tear to your eye and your throat seems to swell like a bullfrog when you are experiencng.....a hot July day and port lets. Yes, even British Car people have to weedle and more. While most of us haven't entered the core of a nuclear reactor, entering a port let on a ninety degree day will come close to making your skin melt.

There were nearly 500 people at the show eating and drinking. Got the vision and sensation in yer head?

Go before you get there!

When you realize that there were 178 cars at the show, you get a sense of the loyalty of the car owners to the marques and countries of origin.



There were quite a few hardy souls who showed in their t-cars. Either they have no fear, or no sense you figure it out.

First to arrive was Bob Bailey. He arrived with his wife but without his car. You see, I did not have the time to get his car back to him after repairing all of his electrical issues. It was decided that I would bring his car out to the venue on a car dolly. That's his yellow TD third from the bottom in the above photo.

Cincinnati All British Car Day Cont;

So far this year our group has driven their T-cars a little over 6,000 miles. British Car Day is a local event so no miles were attributed; even so the day was quite costly to the cars.

Bob Bailey and I were sitting there talking, when we see a golf cart pulling Tony's TD up to the show area.

It seems that Tony snapped a half shaft while at the registration table. The motor would run, but the drive train did not reach both ends, so the car would not move.

That's one car down.

Soon there after, Jay Thomson arrived with his beautiful BRG TD, with what he said was a broken gearbox. He stated that it would not go into first or reverse and that every time he let out the clutch, it would not move and stalls.

That's the second car suffering from bust-a-facation (MG Services technical term)

First and reverse gears are not connected, so I knew exactly what it was.

I took a quick look and determined that the three sliding shafts inside the gearbox were just slightly out of alignment, and all that needed to be done was muscle the shafts back into place with the selector shaft being run through its shifting pattern with just the right balance of force and finesse.

I got into the car and with Jay grimacing while I was manhandling his newly restored car's gearbox until all shafts were again aligned.

He was especially worried because he just went through an expensive gearbox rebuild just last winter.

Having repaired the gearbox, he went to start the car and park it in the display lineup, when the battery did not have enough power to start the car. I looked at the battery and discovered that it was a battery for a lawn tractor and was not appropriate for this application.

So we stole the battery from Tony's dead TD for Jay to get his car home after the show.



Cincinnati All British Car Day Cont;

T-owners were represented well! Those attending included Bob Bailey, Rick Benhase, Richard Biggs, Don Blank, John Olman, Tony Carito, Rob Hall, Princess Diana, Pete Jollis, Pete and Mary Bailey, John Libbert, Chris Newcomer, Joe Newton, Jim Pesta, Joe Potts, JT, Mel Shotten, Cary Sunderhouse, Richard Taylor, Jay Thompson, Jeff Weingartner, Steve Wright, and Kurt Niemeyer.

Most of the time, you can approach a T owner to discuss his car and you will find they all have the knack of talking a Doberman into putting a pork chop down to listen. Such was the case on top of the hill where the T cars were displayed. The chairs came out and the stories were plentiful. As the sun moved across the sky, so the chairs also moved....they headed north toward the trees, see below.



Again, Jim Pesta at MG Services had hospitality set up for T owners in the shelter behind the T cars. It's Jim's way of saying thanks to those folks that have come to him for help, repairs, and parts. There were Sloppy Joes.... cole slaw, chips, pretzels, Apple and cherry pie, and pop and water.....and plastic forks. You could keep your forks if you wanted. There were even some healthy things there... like strawberries and grapes. It all came in generous amounts and everyone had a Sloppy Joe stain on the front of their shirt. Thanks JIM!!!

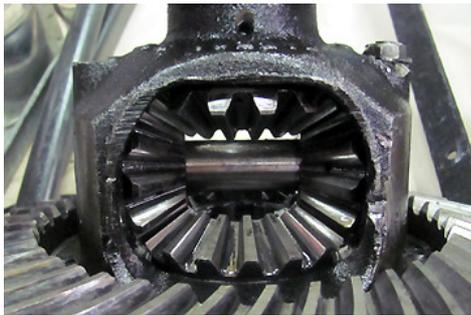
The Dayton Show always suggested to me that summer is headed toward fall in a manner of weeks. Take heart.... fall is a great time to run the cars and enjoy the beauty of the season. It's a great time to wear a scarf and sock cap. Actually, it may be the best time to use the car. Many of us have had great adventures on a fall run to a silly destination. There is something about a crisp fall morning with a cup of coffee and an MG.... knowing the sun will soon warm things up. It kinda brings some of your youth back. You have that look on your face like you know something real special and you ain't sharing it with anyone.

Our meetings will continue to be held in the garage at MG Services until it gets too cool in the evenings. Everyone seemed to enjoy Rib City last winter and I am sure it will come up for discussion at a meeting this fall. Look for Jim to give tips about putting the car up for the winter in a later edition.

**Cincinnati All British Car Day Epilogue/
M G Services Blatant Promotional article;**



If you are reading this newsletter from front to back, you already know about Tony's half shaft. Well, here it is in all of its glory. This is what the half shaft will look like when you remove all of the pieces from your car. It is almost always the left side axle. As a matter of fact, I have never seen the right side snap. Removing the parts can be tricky. Most of the time they can be removed without having to take the rear member apart which means you have to almost remove the assembly from the car. I have talked about this circumstance in our tech sessions but now we have photos to make it a little easier to understand.



This is what the ring gear carrier looks like out of its housing. You will notice that the shaft for the spider gears is oriented perpendicular to the axles

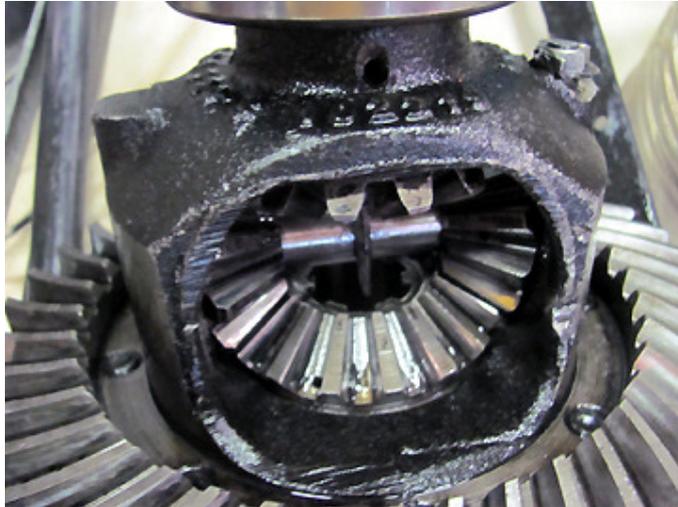


With this shaft in place it will not allow you to push out the stub end of the broken half shaft from the other end of the housing without a special tool. In other words, one must have a push rod with a bend in it to allow its travel past the spider shaft. The photo at right shows the location of the spider shaft in the carrier.

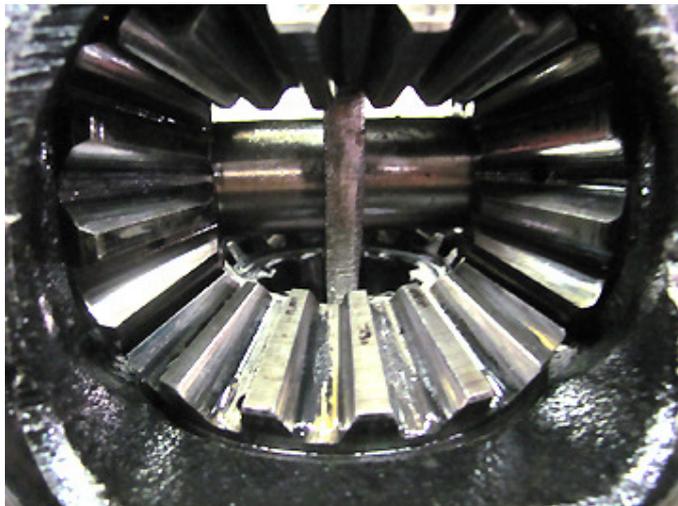


A 1/4" diameter steel rod, 36' long can purchased at almost any hardware store. It must then be ground or filed into a similar configuration as seen above.

**Cincinnati All British Car Day Prologue/
M G Services Blatant Promotional article;**



In addition to the bend at the edge of the rod, the tip must also fit into the slot of the axle's spine. It is hard to see in the above photo, but look at the 'bottom' edge of the rod which is going into the spline's slot.



Even though you cannot quite see the slot in this photo detail, trust me that's what is happening. You should also notice that, not only the thickness of the rod has been ground to fit, but the width has also been modified to fit the slot.

When you are broken down on the side of the road is not the time to be filing this rod to get it to fit. It takes a bit of trial and error to get the correct fit. This can be quite frustrating when its hot or raining, trust me I know. Those of us who travel, not only carry a spare half shaft but also the removal tool. M G Services usually has the tools in stock.

**Cincinnati All British Car Day Prologue/
M G Services Blatant Promotional article;**



Now that you've seen what is happening inside the differential with the previous photos, all you have to do is make it happen inside the diff., three feet down a dark hole.

No Problem!

It is time to move from theory to practice in removing the axle stub.

It does not matter how you get around the spider shaft; you must get the rod to engage the axle stub. The above photo shows the extraction tool, which has been inserted into the rear housing to get it into position for the 'tap' to remove the axle stub.

Also note, that the carrier, as seen on previous pages, is rotating inside of the housing, so you will have to look down the dark hole to see how it is oriented in order to get the removal tool over or under the spider shaft. It usually takes a little of trial and error to get it right, but be patient, it should come to you.

When you think you got it, all you need to do is strike the end of the rod smartly to remove the stub. It is not usually bound into the splines, so you do not need a lot of force. If force is needed, then you probably don't have the rod positioned correctly.

If you hear the stub hit the housing, your work is almost done. All that remains is to go to the other end of the housing and use the curved end of the rod to fish out the stub. When you get this far, you have successfully saved yourself a couple of hours of work by not having to remove the housing enough to be able to split it in order to remove the stub.

God, it is nice to be at home, in your own garage, with the car on a lift, to do this kind of work, but recognize, that this is not always the case.

**Remember;
Don't be afraid,
Be prepared!**

GOF Central, St. Charles, Mo.

Monday morning broke clear, sunny, and the temps were perfect for a long T-car drive.

Greg and Cindy Garnett, Peter and Lora Jollis, Jim and Jane Williams, Dave and Pat Zyp, and I met up at the Kroger parking lot at route 50 and the Indiana state line and by 9:15AM we were headed down the highway.

Now this is the first long trip of the season. For some of us driving our cars to a far away place for GOF Central, is an every year indulgence. For those of you who have not been on a long trip with friends in T-car, well, let me lay out some ground rules that are just understood.

If you have been around me often enough, you should have heard me say that you need to choose your traveling companions carefully.

Why is that you ask?

Well every trip takes on its own personality.

If it is organized by John Olman,

then there will be stops at "famous" or interesting roadside eateries.

If it is organized by Dave Jackman,

the food stops will be more of a culinary nature, (up scale).

If Dave Zyp organizes,

all stops will be at McDonalds. That is not because he loves the food, even though he does, his wife Pat is in a wheel chair and they just have the best handicapped accessible bathrooms for his wife.

The food is only one of the aspects used in your choosing criteria.

Then there is the, how long is it between stops, aspect.

For me, I'm very comfortable filling up the tank, jumping on the highway and drive till I need more gas, (about 275 miles). Not everyone else is willing to do that. **Correct that, no one** else is willing, (stupid enough) to do that. I can accept that.

These cars are not known for their extreme comfort.

Hell, the cars have no cruise, AC, heaters, and no bloody windows!

In this caravan, the drivers were Jim Williams, Dave Zyp, Greg Garnett, Peter Jollis, and me, (Jim Pesta). I have traveled with Zyp and Jim Williams across town, across the state, across the county, and even into foreign countries for over twenty-five years. On and off with Greg for about fifteen years, and Peter is the newcomer at about Four or five years. By this time we know what to expect from each other on the drive, but as you will see there are always some surprises.

GOF Central, St. Charles, Mo. Cont;



The above photo was taken somewhere along route 50 in Indiana. It was taken out of the windshield of the Y-type. Jim Williams' TD is immediately in front of me, Peter is in front of him and Greg is leading the parade. That was the lineup for most of the outbound trip.



We had a quick potty stop after about 80 miles. The above right photo was taken after the stop somewhere along the way in Illinois. We stopped for lunch at about 160 miles. We were on the road again to cover the last 100 miles to Flora, Ill, where we were spending the night. After 268 miles, marking each car's territory in front of the Motel, we are tucking in the cars for the night.

When we crossed the Central Time line, we gained an hour heading west. We would lose that hour on our return trip on Friday.

The free hour of travel time we arrived at the hotel very early in the day. We could have easily gone on ahead to St. Charles, but we stayed overnight in Flora, Ill. The hotel was about fifty dollars a night cheaper, and we would arrive, fresh, after only a two-hour on Tuesday.

And, besides, we had to take into consideration that Dave had planned a lunch stop at Fast Eddies Bon Aire in Alton, Ill.



GOF Central, St. Charles, Mo. Cont;

Now one might ask, what is a Fast Eddies Bon Aire? Well I had asked the same question.

One evening while Dave was watching “how to become a Real Estate Millionaire in just fifteen minuets a month” he was distracted long enough from his late night sales pitch to watch Alton Brown on one of his motorcycle food trips.

You see Alton is a chef with a cable show called "Good Eats", and he had stopped by Fast Eddies while passing through Alton, Ill.

Now Fast Eddies is known for huge, greasy, cholesterol ridden, sodium saturate, disgusting good tasting food. **Hey, Wait, its a road trip, so none of that counts!**

Dave says we gotta stop, **SO**, we gotta stop, that's the plan.



We drive all the way through Alton to find Fast Eddies. We get close and we see a full sized billboard advertising Fast Eddies, only two blocks away, **Oh Boy!** I can already feel my digestive juices objecting to what's about to happen.

As you can see by the photo above, it had been a great travel day. The skies were deep blue and we had been traveling along the east bank of the Missouri River. What the photo does not show is the 90 plus degree temperature, high humidity, and the passengers asking if we were there yet. If you haven't gathered, it was getting quite uncomfortable for some, in the open cars.

Well here we are in Fast eddy's parking lot at 11:30 AM just in time for lunch or so we thought. It turns out that none ever checked the hours of operation. Fast Eddy's opens at 1:00 PM.

An hour and a half wait in the 90-degree sunshine on an asphalt parking lot with no shade and nowhere to sit?

No problem, No way.

`So we get back into our cars and cross the Missouri River on this very modern suspension bridge, see photo at right.



GOF Central, St. Charles, Mo. Cont;

Since we did not get to eat at Fast Eddies, we needed to find a new lunch stop.

It was decided that we would look for a 'Mom and Pop' stop. Greg was in the lead and suddenly turned to go into a parking lot of a small bar and restaurant. There were only two or three pick up trucks in the parking lot.

We got inside to see about twelve to fifteen tables filled with customers from construction crews working on a nearby roadway.

There was one person who was the owner/waitress, busboy, who was going crazy trying to keep up. During the course of our visit, we were told that usually, there are only two or three tables used for lunch customers.

The owner's son, (about 6 years old), and mother had come to eat lunch that day and were recruited to help with the lunch service.

It took about two hours to complete our lunch, but we were visiting, telling stories, and getting our own refills.

We were only about 45 minutes from our destination so the long lunch stop was no problem

We certainly enjoyed the break in the air-conditioned space.

The remaining part of the trip was uneventful.

For all of you out there wandering about why I was driving Dave's car all season, there is a reason.

He wanted to take the Y-type to GOF Central.

At GOF Central, to be eligible for the first timers display, it must be the first time the car has been at a GOF Central. So, even though, Dave has been to at least twenty GOF Centrals, the Y-type would be eligible for first timers, so Dave was interested having the car displayed in the first timers display.

As most of you know, Dave is not into showing cars I think that he just wanted to have a car in the first timers display for the novelty of it.

Over the past few months, I have spent quite a bit of time getting the car ready for a thousand mile drive.

GOF Central, St. Charles, Mo. Cont;

As soon as we arrived at the event; it was time to get the car to the first timers display.

It just so happens that when I arrived at the parking lot, the caravan to the show was just leaving. Since the first timers display had been moved 8 miles off site, I jumped in line and off I went. After the leader got lost and took us to the wrong side of the 'lake', we had to backtrack enough to get back around the lake. When we finally arrived, no one seemed to know where we were supposed to put the cars. After, personally asking three people without success, I decided to find out who was in charge.

It was not a pretty sight.

Vending was happening, at the same venue, at the same time, but again no one knew anything about it.

By that time I had lost all perspective, and just needed to know where I was to set up shop.

By the time I set up, I was so disgusted about the whole thing, I just wanted to get a cold drink and meet up with some friends that I had not seen for a year or so

There were no visitors to the vending area, so the whole thing was a joke. As it turned, out all of the local people left for the hotel while I was talking with friends. That's when I discovered there was no one who knew how to get back to the hotel.

I did finally find someone who could get us home. During the 8-mile drive, I heard a noise that I did not recognize. Moments later, water was boiling out of the radiator. I stopped to find that the generator pulley nut had loosened and fell off allowing the pulley to come off the front of the generator. I let the Y-type cool off and drove it into the parking lot of the hotel to fix the car.

I had a spare generator with a pulley already attached. All I needed to do was switch it out with the one that now without a pulley.

So, at that time, everything was back to normal.

Or so I thought

GOF Central, St. Charles, Mo. Cont;



I discovered that the next day the car show was to be 35.65 miles away. Again, I followed a procession that was going to the show and again, the leader got lost doubled back got lost again, and turned back around to go the same way that he was going. I'm not sure if it was the same day when we finally arrived. I went straight to the cooler for a cold coke.

There were quite a bit fewer cars at this year's event. There were only about seventy-five cars of the usual 120 or so in previous years.



Even though the attendance was way down, with only about 80 T-cars this year, there was a good showing of TDs on the field as seen above.

GOF Central, St. Charles, Mo. Cont;



There was a nice group of TCs on the field along with pre-war cars and just three variants, a modified TD, Dave's Y-type, and another, quite nice, Y-type, that had broke down on the thirty five mile drive to the show. He and his car showed up late to the show field.

In the photo below, shows a few of the premiere class cars. The center car belongs to a good friend, Bob Kirgan from Arkansas. I haven't seen him since he won the TD class at last year's GOF Central. Since that time he has gotten married to a wonderful woman who thinks he is just a very nice man. 'You can full some of the people some of the time'. Nice job, Bob.

Even though his TD is gorgeous, he only finished second in the best of the best class.



GOF Central, St. Charles, Mo. Cont;

At the awards banquet, Dave's T-type did well by taking a second place at the first timers display and winning the variant class at the car show. Afterwards, Dave asked if I had wiped off the car before that displays and I replied that the only thing I wiped of was my hands after touching the dirty car. He laughed because it knew it to be true.

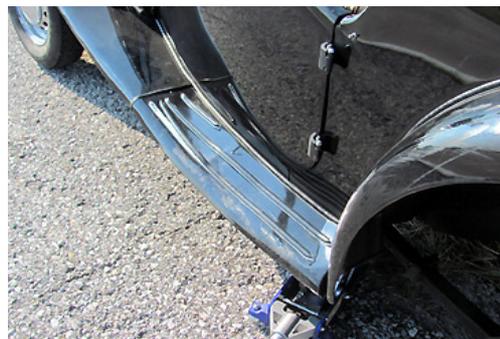
It was decided to leave St. Charles at 7 AM Friday morning to get back to Cincinnati before dark. The four T-cars left the parking lot at 7:15 AM. The line up was the same as the trip out, Greg in the lead, Peter following, Jim Williams next, and followed up with me I in the Y-type. We were about one and a half hours down the road when disaster hit Jim Williams's car.

According to him there was an explosion, the car flew sideways into the oncoming traffic lane. Jim overcorrected, and went sideways in the right side lane. By the time he wrestled it to a stop, Jim and Jane were quite shaken up.

The excitement was caused by the tread part of Jim's tire separating from the rest of the tire. The noise and damage was done with the tread trying to find a way out from underneath of the car.

Peter started to change the damaged tire with the spare. The floor jack was taken from the y-type for the job.

When the tire was removed, one could plainly see the extent of the damage. The tread all the way around the tire had 'left the building' shredding the steel belts along the way (see photos below and right).



The while leaving, the tire bent the rear fender about 2-3 inches higher at the back end of the fender, which put a severe crease, horizontally, across the fender, popped off the tail light, bent the license plate, mounting bracket, and

GOF Central, St. Charles, Mo. Cont;

last, not least, bent up the running board. See photos below.



Here are two detail photos of the carnage from the 'blowout'. In reality, the tire still held air after the tread came off.

My first thought was about Jim, he usually travels with his arm resting on top of the door. Either the tread did not quite reach his arm or he did not have his arm resting on the door. He could have incurred a broken arm, dislocated shoulder, or a dislodged elbow from the loose tread. Luckily none of that happened.

Anyhow, after about 45 min. we were pounding back down the road at our regular speed of about 60 miles an hour.

After about another 45 min. we stopped for a potty break. Fifteen min. and back to the road. It is about 10AM when I get a call from Dave who is just leaving the hotel parking lot in St. Charles. I relay the info about Jim and tell him all is well and we're motoring along as usual. I also let him know that he can take the expressway, instead of route 50 which we were on, to catch up.

After we got home and I removed the fender and running board, it was discovered that the front fender was ripped at the rear edge where the running board is attached.

When the insurance adjuster looked at the car, he said that it would all be covered just let them know what the final total would be. So he could cut a check.

GOF Central, St. Charles, Mo. Cont;

We got to within 200 miles of Cincinnati in the Y-type when I noticed that the Motor Meter was indicating that the temp. was very hot going up a long grade. Before I reached the top, the motor started to make bad sounds and as soon as I reached the top I tried to shut off the motor. It was too hot and the extreme temp. caused the fuel mixture to ignite under full compression. When I finally came to a stop, I took off the plug wires, which still did not get the motor to stop. I pulled on a full choke, which finally caused it to stop. I opened the bonnet to find smoke coming from every orifice/ I took off the oil filler cap. The smoke coming out of it looked like a steam engine; while I was waiting for it to cool down I noticed that the front pivot bolt at the bottom of the generator was missing. This allowed the fan belt to hit the drainpipe connected to the radiator petcock at the bottom of the radiator.

As soon as the others in the group realized that I had pulled over, they returned to find me at the side of the road with the bonnet up. I put in a new pivot bolt so the generator was ready again.

When it cooled enough, I put in two pints of water and started the motor. Let it run for a couple of seconds to help cool it down and turned it back off. I saw that there was water was coming out of the bottom of the radiator, where the petcock threaded into the radiator core; there was a tear in the solder joint.

The only way to do a correct repair would be to remove the radiator and take it to a shop to have it re-soldered. While we considering the options a cable installation guy stopped to help. While telling him of our plight, it occurred to me that the extreme solution was to JB weld the solder joint up to seal it. The cable guy said that he some JB weld that cured in water in his truck. Unfortunately, when he checked, he found that he had used the last of it and had none, but he said that his shop was less than a mile away and he would go and get some.

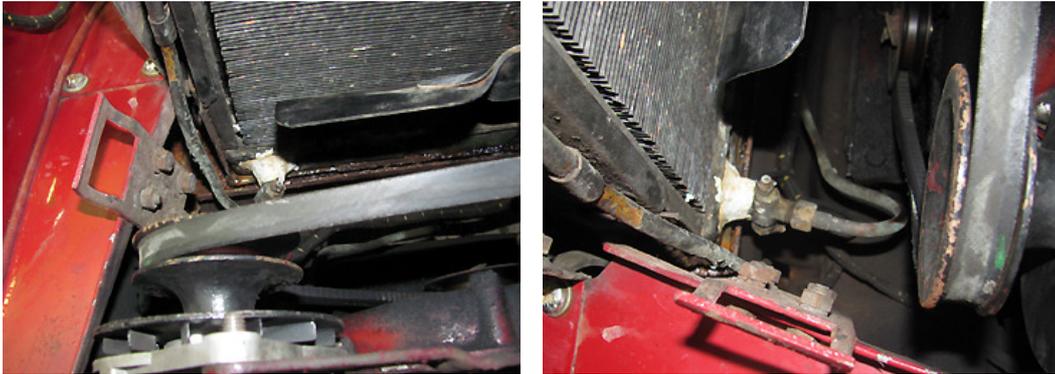
While he was gone, I told the rest of the group to go on ahead to the next exit and find an air-conditioned spot to have lunch, and wait to hear from me. There was nothing that they could do for me at the side of the road to help.

While waiting for the cable guy to return, I was not convinced that anything could seal the radiator that was torn the way that it was. I started to clear the radiator so it could be removed easily, if the fix did not hold. The y-type is like some pre-war cars, in so much as, the front headlights along with all of their wiring have to be removed in order to remove the radiator. So, I had removed the headlights in anticipation for that eventuality.

The cable guy returned with two gallons of water, JB Weld, and the phone number of a radiator shop in the next town.

With the JB Weld in hand, I took it out of the package, followed the instructions and applied it to the lower part of the radiator. See photos on next page

GOF Central, St. Charles, Mo. Cont;



I repaired the petcock, put in the water, and met up with the group at the McDonald's at the next exit.

They were all refreshed, and ready to go when I arrived. They had been in the air conditioning for the two hours while I was 'relaxing' in the 86 degree, humid environment. I the group that if the radiator would hold water, I would head for home but be driving at a slightly less strenuous rate. Therefore, they should go ahead and leave me behind. I would go as far as I could and possibly stop for the night and get the radiator repaired the following day, if it was not be strong enough to get me all the way back home.

It took me about 45 min. to have lunch, get cool and be get emotionally ready to get back in the saddle. In total, it was 'only' about a five-hour repair delay, and Dave was still on the road behind me.

It was time for me to get this wounded solder back the road towards home.

I had been motoring for about two hours when I stopped for gas and found out that the radiator was holding just fine.

Cool Beans!

Off again, another half hour when I called the group and declared that I was healed and should make it home that day.

A little while later I got a call from Jim Williams and that's when he told me he had a 'bad' noise at the top end of his engine. Peter and Greg advised him to wait for me to see if it was OK for him to continue towards home or park the car and have it towed the rest of the way home, (about 100 miles).

At that point, I was only, about, ten minuets behind him, so Peter and Greg went on ahead.

When I arrived, I found Jim parked in he shade on a side street. As can be expected, Jane was not in a great mood.

Hell, neither was I.

GOF Central, St. Charles, Mo. Cont;

Upon inspection, it was determined that it was Jim's generator.

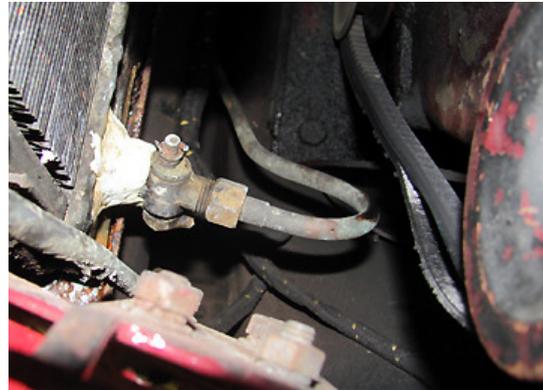
I told Jim that I had already used the spare I had with me. He said, no problem, he also was carrying a spare.

Twenty minuets later, the generator was in when we discovered that it was not genning. There was plenty of daylight left we did not need any other genning until we needed to use headlights. So off we went, we were on the road once again.

We made it home with just enough light, without further incident.

It was a great thing to drive into the garage and turn off the engine, and close the door on this trip.

A couple of days after we got back to Cincinnati, I was taking these photos for the article, when I noticed the photo at right. I saw a strange thing under the fan belt, at the generator pulley. When I went back to the car to look, I discovered why the generator was giving me so much trouble. A section of the fan belt had de-laminated sometime during the trip, possibly causing all of the problems, from the beginning..



If you look closely at the above photo, you can see the clean spot at the rounded edge of the drainpipe where the belt had been hitting it and the delaminated section of the fan belt

**Remember;
Don't be afraid,
Be prepared!**

GOF Central, St. Charles, Mo. Epilogue;

When I changed the original generator, I should have picked up on the fact that the fan belt was suffering from the delaminating issue, but I did not. It was not obvious, I was in a hurry, I was on a road trip, it was hot and nasty, and I just wanted the car to be back to being roadworthy again.

This just illustrates that we all get in a hurry when we should take our time and be thorough.

We may have been able to avoid the long delay if I was more thorough during the first repair. Maybe we should add

Be thorough to the bottom of our motto!

GOF Central, St. Charles, Mo. Epilogue Cont.;



The above photo shows how bad the fan belt was. Not only had the top layers delaminated, but the belt must have gotten stuck against the crankshaft pulley in order to wear away the cogs of the belt, as can be seen on the bottom of the belt above.



This is a new spare that we all should carry in our spares box. It is called Water-Weld as is made by J-B weld. This is a package that I bought back here, in Cincinnati, at Auto-Zone for Just over \$8.00 including tax.

This is a very small investment for a possible solution to a catastrophic repair.

This is what got me home from St. Charles, Ill.

**Remember;
Don't be afraid,
Be prepared, and
Be thorough**

Dayton All British Show/M G Services Rolling Tech Session;



Steve Markman's TD and Steve Powell's TC, at the Dayton Show.
That's Steve leaning on the rear of his TD. *Photo by Jeff Zorn*

Well.....August 3rd, (last Saturday for you retired folks).....was the 29th annual Dayton Car Show at Eastwood Metro Park.

I have been to many British Car Shows in the last 20 years but nothing compares to the Dayton Show. The setting, the organization, stainless steel urinals, the food and most importantly, the people that put it all together make this an event second to none.

Being at the MG Services tent most of the day placed us near the concessions. It revealed what important players the women are in the execution of this excellent show. If any group of people could get toothpaste back in the tube....it would be a group of women. **The men discuss it ...the women get it done.**

It was a bit cloudy and the sun, like President Bush, made few appearances. However, the temp was great and there was no rain at Eastwood Park even though it came down everywhere else.

This gives one cause to think that The Lord approves of British Iron and those even tempered people that put up with them. Though the threat of rain seemed to keep many cars away.....many marques were represented and represented very well.

There were only three T cars at the show....two TCs and a TD. Many years, there have been 12 to 15 T cars on the green. All three were in excellent condition

Dayton All British Show/M G Services Rolling Tech Session Cont;



Here is the Livingston's TC parked with the other cars in premier class.

Photo by Jeff Zorn

It was amazing to see the fine condition of the other cars there. There have been as many as 350 cars at this unique show.....and 300 is the norm. Because of the weather, only about 200 made it.

I have never really stayed around to see the winners of their class announced. They all seemed like winners to me. However, this year I did. How cool was it to see those that won their class.

One of our own....a S.W.O.T participant won for his "other" car in its class. Don Bixler owns an incredible Bug Eye along with his TD. He came all the way from Decatur, Indiana. He was grinning like a possum eating "doo-doo. He had me grinning like that too when his name was called.

The Livingston's were present from Illinois with their immaculate TC. It's always nice to speak with those folks and marvel at their beautiful MG.

The vendors were good and it's always good to get a business card from them for future reference or need. You can walk around that show and enjoy the loads of work people have put into their car. It always interests me to see how some have modified their cars to make them more useful and drivable on present day roads.

I have driven many MGBs and a TR6...even a Jag XKE and they were pretty quick in their day. Now, I read about Honda Odyssey vans that do zero to sixty, in 7.3 seconds. I see a modern Toyota Camry on the Top Gear T.V. show, out run a 74 Ferrari with ease.

I don't buy into V8s crammed into a small but charismatic British Car but I do like;
suspension mods and extra gears and changed rear ends.
alternators better than generators
larger or more efficient carbs.
disc brakes better than drum brakes.

Some cars you should not modify....others beg for it just to keep pace. I don't like irreversible changes.

Hell, I like tall women.

Dayton All British Show/M G Services Rolling Tech Session Cont;

You can always stop to talk to an owner and he or she will talk to you like an out of work first cousin. They always have information and stories about their ride. They will tell you where they live, where they work and maybe a complete description of their honeymoon. See them on the street and they probably would just grunt if you said "Howdy."

About our motley group in attendance;

Along with Greg and Cindy Garnett, John Libbert, Tony Carito, JT, Don Bixler, Carole and Dale Livingston, we met some new folks that were T owners, Steve Powell, who has been on our mailing list, and Keith and Loretta Wyman who just recently become proud owners of a TD, (see featured cars), were all over at the MG Services Tent some time during the day,.



The MG Services booth can be seen at the extreme right of this photo with the two new banners that were displayed for the first time at this show. I would like to take this time to thank Jeff Zorn from the Little British Car Company, the, large dark blue, tent next to us, for these photos taken at the Dayton Show. I did not get permission before and I hope you don't mind,
Thanks again.

We met. Jim was able to answer lots of questions and have some lively conversation. Greg and Cindy Garnett, John Libbert, Tony Carito and JT, The Livingstons, Don Bixler, and Keith and Loretta Wyman all were at the MG Services Tent.

I guess everyone has their favorite music and some of us like all kinds. The fun music at the show was over the top. Nearly all of it was British Invasion music. It nice to once again hear The Beatles, The Kinks, The Dave Clark Five, The Hollies, Manfred Mann, and Herman's Hermits. You found yourself at times singing along with songs so well known and such a part of the era.

Admission was and is always free....**as it should be.** All of the food was really good....I had a couple of great grilled metts with onions, kraut, mustard and peppers....and I was able to belch the alphabet within the hour.

Congrats to the folks in Dayton for showing us how to put on a Car Show.

M G Services Rolling Tech Session/ Members Questions Cont;

As far as MG Services was concerned, the tech session was a bust. Let me explain. I expected the local folks to understand what a rolling tech session was.

I was prepared to inspect, give recommendations, and repair, if possible, anyone who wanted to take advantage of this service for their T-car.

In essence, MG Services is giving away **free shop time** to diagnose and repair your cars.

For anyone who is not sure about 'his' (his is a generic term. I know that some women out there own the car not the husband, forgive me Loletta) car's reliability, this should have been a no-brainer.

I had enough tools and parts to choke a horse or, at least, make a valiant attempt to resolve some irritating problems that always creep into our cars.

I envisioned, at least, ten t-cars lined up to take advantage of this event.

There were none!

The only thing that even came close was when I announced what I was offering the service was Steve Markman. He asked if I would adjust his carbs. Now, I know that if you have been paying any attention at all during the tech sessions, you know what my next questions would be.

Why do you think that the carbs need to be adjusted, and what else is happening with the car?

I got that quizzical look and then he told me that the car had started to run rough. The more we talked; the more I got a complete view of what the problem might be.

Here are the symptoms;

Rough running

White smoke comes out of exhaust at start up

Back two plugs are black and wet

My quick diagnosis; leaking or missing valve seals.

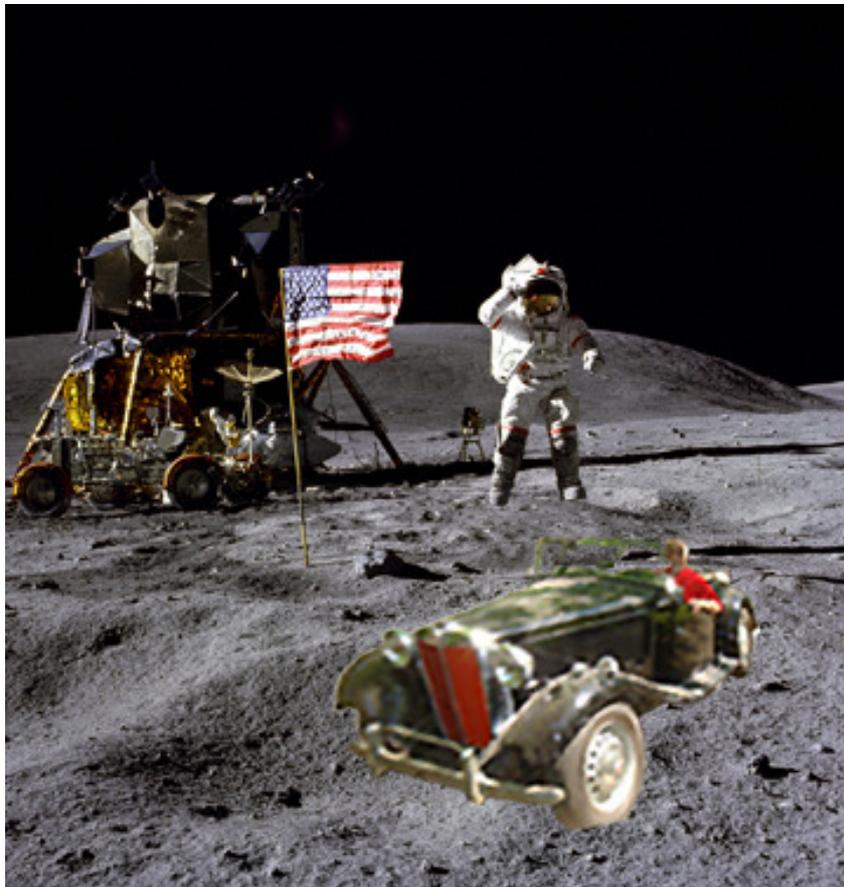
The check is to remove valve cover, put a few drops of oil on top of the valve springs, and wait to see if the oil disappears in a short period of time. If it does, valve seals. If it doesn't all three things are probably not connected. Could be distributor points, condenser, plugs, wires, cap, valve lash, and then maybe carbs.

M G Services Rolling Tech Session/ Members Questions Cont;

SU Carbs rarely, if ever, 'go out of adjustment' it is usually something else, so leave those adjusting nuts alone!
I did tell Steve that he does not have to remove the head to replace the valve seals.

**If you need further assistance or have additional questions,
call Jim Pesta @ MG Services 513-532-1795**

Where's Tony???



With his new axle installed by Jim Pesta after the car show, Tony's car was able to do some pretty fantastic things. Houston, we have a problem! The British got here before we did!

**Tony,
Can you bring some moon rocks to share at the
next tech session?**

T-car miles driven though July this year;

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's, Williams, and Jim 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.

The Garnetts, Williams, Joillis, and Pesta went a total of 4,000 additional miles out and back from GOF Central in St. Charles, Ill. Read about the adventure elsewhere in this issue.

That brings the total miles driven by T-cars this summer, to over 10,000 miles.

Events Calendar

2013 Driving / Social Events Calendar

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

Aug 24-26	Ohio Chapter Fall GOF	Hocking Hills, Ohio
Aug. 27-29	Put In Bay Race Reunion	Put In Bat, Ohio,
Sept 3	Wed evening tech	M G Services
Sept 7	Local Drive	????
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	

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

Member Participation in Driving/Show Events This Year;

How many people participated in each event?

11	Adams Count tour
7	Backroads and Bayous tour
8	Oxford Drive
6	Garst Museum tour
19	Cinn. All British show
5	GOF Central
16	Dayton BCD

How many events did each member participate in?

41	One Event
7	Two Events
4	Three Events
2	Four Events
2	Five Events
0	Six Events
1	All Seven Events

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.

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.

I volunteered to spearhead this group to get it started. It has been over a year and we've grown to over 100 cars. I'm ready to let some else take the leadership role. I'm not leaving, I will still do the tech sessions, but I obviously, do not have the expertise to motivate the group to drive their car mores. I've pushed the rock up the hill, now it's time for someone else to push it over the edge.

Jim Pesta

Parts Corner

Just a few words from the parts department.

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



In Conclusion;

**Next monthly meeting Sept. 3rd.
at MG Services
349 Glenroy Ave., Cin. 45238
6 PM meeting**

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.

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.

Missing a meeting is missing lots of information.

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.*

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