

MARCH NEWSLETTER

SWOT

We meet monthly at one of two places, unless we have a field trip or a garage crawl....Rib City during the colder weather and at MG Services in the garage during nice weather. There are no dues....no officers....really not much of anything is necessary but your presence. Please make arrangements to join us for a good evening among friends. Any T-car owner will benefit from knowing others with the same interests and knowledge to help you with any problems. We know where you can get parts, get things done, secret machine shops, chroming, the mechanics, as well as improvement and modification details. All of our owners are handsome and good conversationalists.

Next meeting is April 16th....at Rib City. It will be a relaxed and good time. Come on out and bring your significant other and join us. We eat at six and the meeting takes up at seven.

Anyone that would like to have their car and their story be a part of our Feature Car of the Month...you only have to contact Tony or JT. Tony can be reached at 513-867-8785JT can be reached at 513-393-4385. We will need a photograph of you and your car together (preferably) and some history of your purchase and things you have done with it or where you are in putting it on the road. If you are reasonably close to the Cincinnati or Hamilton – Fairfield area, we will come to you for photos.

Feature Car



MG RACERS AT PAMONA IN THE FIFTIES. THE THIRD CAR IS A TC...HOW CAN YOU TELL? THANKS KURT FOR THE PHOTO

Our meeting was held on March 19th at Rib City. We had a fair turnout of loyal attendees and few new faces. Those present and accounted for included.....

Kurt Niemeyer, Lee Scovanner, Jim Pesta, Cindy Garnett, Greg Garnett, Lora Jollis, Peter Jollis, Buddy Holly, John Libbert, JT, Mike Phillips, Tony Carito, Pete Bailey, Cary Sunderhaus, Rick Benhase, and Dwayne Bowles.

The last thing the citizens of Adams County wanted to hear was that Kurt was coming back with his odd friends in their funny little cars....but he is....April. A meet up at Burger King in Milford will initiate the trip...the drive will be very scenic....Kurt and Adams County inspired John Denver to write Country Roads.

A highlight....of the trip is stopping at Moyer's Winery on route 50 for a meal. If it is a nice day, the restaurant features a deck that has a wonderful view of the Ohio River with all the boat and barge activity. Kurt always does a nice job putting a drive together.

To fully enjoy your car....you gotta go on a drive with Kurt. More information regarding directions is coming.

Our garage crawl at Bob Hanselman's place in Beavercreek is coming up in April....you are guaranteed to see some very interesting mechanical adjustments and repair at this crawl.

Bob wants to make a picnic of it as well.....look for more information coming on that.

The British Car Show in Columbus, Ohio this year will feature the T Car.....don't miss this. It's a fun show and an easy one to get to.

June 29th....we are invited to participate in a very special car show and charity event at the Joe Nuxhall Field in Fairfield. It is a car show for all cars but the T cars can/will be given their own spot to set up. Now you know....they steal the show.

Please see Tony for more information about this show. The original James Bond Aston Martin used in the movie will be at the show.

All newsletters and an index are now posted on the MG SERVICES WEBSITE....

Check it out.....www.mgrepairs.com

Report Prepared by;

The tech session for the March meeting was on the ignition system.

The first thing discussed was how a four-stroke engine works and how all other aspects of the engine work in conjunction with the ignition system.

MG Services provided a couple of distributors as examples.

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Shooting fire is not the only thing that happens in the distributor. Note the weights and springs shown here under the breaker plate.



now, I could tell you that Jim's tech sessions are incredible, informative, and fascinating, .but sometimes a photo says it better.

Here, we see Larry (dog), Daryl and Daryl learning about wobbly breaker plates in distributors. on the 19th, at rib city...Jim broke down distributors and how they work, how to repair them and where problems arise.

You shoulda been there!!

An important part of what MG SERVICES provides is house call options. Yes, if you can not get your car to his shop, Jim will come to you in order to solve your MG problems.

A few days after our meeting at Rib City....one good citizen of Metropolis expressed his frustration with his non functioning TF.

It wouldn't start.

T man and his two minions showed up at the garage to exercise the demons.

The citizen wrote the following report.....

JT – Great idea – (but I don't wear a skirt).

I sent a copy of this to Jim Pesta, I am asking him if he could schedule the house call for this Friday (Mar 28).

To summarize what I have tried on the TF:

The engine ran a year ago

Got it to run 2 months ago with Charlie squirting fuel into the SUs

After new points/plate/condenser last week, a spark plug connected and set on valve cover shows spark – probably would have with old parts

Fuel bowl float valves set properly with 3/8 rod

Fuel pump works and shuts off when bowls full

Air blown thru jets into bowls shows no clog

Jets set ~ a smidgen below collar

Choke pulls jets down another smidgen

In my 50 years with MGs I have not experienced anything like this – they are so simple. WTF is going on?

REMAIN CALM CITIZEN....T MAN IS COMING TO THE GARAGE.

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Let us put what we learned at the last meeting to use in this house call.

If we use the handout provided about “How a Four Stroke Engine Works”

What is it that we need for the engine to start?

Gas, Compression, Spark, and Exhaust

These are the methodical and systemic procedures for exercising an evil entity in a vehicle that won't run.

You have spark... distributor is functioning... points are correctly set and they are opening and firing... firing order is 1,3, 4, 2....and the wires are in the distributor cap are in the correct order.

The valve lashes are checked and they are at about .012” .

The crank starter is inserted into the front of the engine and it is rotated until the engine is at the end of its compression stroke and ready to have the spark ignite the air/fuel mixture.

At this point; the rotor should be pointing at the distributor terminal that corresponds with the number one cylinder via the plug wire.

In Pete's situation the rotor was pointing to the number two cylinder; not number one cylinder.

Compression is read with a inexpensive compression gauge....

The plugs are checked and look good.

With ignition and compression checked and accepted...time to look at the fuel system. First the bowls were inspected andthey did look like a public facility you might find at a park or concert.

However it was not bad enough to keep it from firing; it might run rough but still, the engine should fire.

The fuel pump was doing its job the float bowls were filling, and the jets were closing at about 7/16” height



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The fuel in the tank was quite old and we did not want it to corrupt the system so we bypassed the fuel tank by just filling the float bowls manually.

The fuel pump on TFs is located above the rear axle so it was easier to keep it connected and just catch the fuel coming through the lines into a

Dampers and the pistons in the carbs moved freely
oil in the dashpots.
Lines were clear.
No vacuum leaks detected.

Carbs typically don't just go out of sync or re-adjust themselves. Are you sure your wife hasn't messed with any of the settings while you slept just to keep you home or to mess with you?

The only true way to know is re-adjust them to a known setting. (if you are setting the carbs for the first time or are just resetting them because you do not know where they have been set; All the manuals say close the jets all the way and then open them 12 flats. In my experience I always start with the jets opened to 8 flats).

What was T man to do?

It was time to consider the crazy stuff...easy to overlook stuff.



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The mystery builds.....why wouldn't the car start up and run like it was supposed to do.

You should know that Jim found the problem and fixed the car in a matter of minutes.....it fired right up and the good citizen was very happy.

Do you have any idea what the problem could have been?

Where would you go next to figure out this conundrum?

Sometimes, a different set of eyes or a different approach to a problem is just what you need. The answer will be discussed at our next meeting at Rib City.

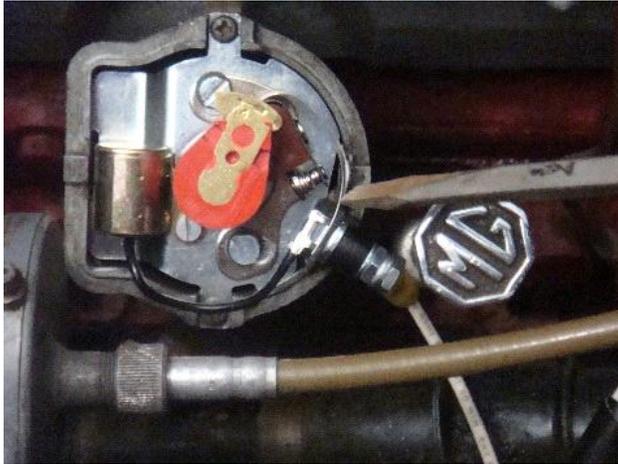
INTERESTING OBSERVATIONFIX IT.

We found that one of the spring retainers on the throttle shaft was interfering on the side of the float bowl.

Every time the owner stepped down on the accelerator, the retainer rotated into the side of the float bowl; wearing a groove into the bowl. This can eventually put a hole in the bowl.....its happened before. When the bowl is ruined.....next, you have gas dripping down on hot exhaust manifold.

LET'S SEE; Raw fuel, extremely hot manifold directly below the carbs, what could possibly go wrong?

Raising the hood and looking at the engine and all the workings like a dog looking at a pork chop might be a good idea for all of us. Just look at any moving part and look for things discolored or things leaking...or anything that might be loose. It only takes a minute...know your car.



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LEAPING GUTS.....we just discussed at our Rib City meeting how the spring arm of the points can ground out on the side of the distributor housing. Two things here jumped out at Jim.

- 1. look where the flat side of the distributor is.....up against the back of the tach drive. This makes it difficult to rotate. It works...yes....but the flat side should be against the block.**
- 2. Note the screwdriver tip....the spring arm of the points....is too close to the distributor housing...this will ground out and you are dead in the water. A small piece of tape or a paper match or a small piece of cardboard between the arm and the side of the distributor will insulate these two surfaces. The black wire from the condenser could be formed a little better too.**

The car sounds great and will be a blast to drive this summer.

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The next day, a garage crawl was hosted at the garage of Peter Jollis. The little green TD won't start. Remember, fuel, compression, ignition, and Exhaust is the systematic approach to a car in this situation.

A handy tool that can be had for five bucks is an inline spark tester. It has a clear housing and you can see the spark through the clear housing...it hooks in series with the plug...one end of the tester snaps on the plug...the other end snaps on the plug wire...a ten second hook up.



Lora kept us all fed well with healthy snacks. I was elated that my body didn't reject any of the colorful food groups represented here.

The way to determine if a cup of coffee is good....you drop a nickel in it. If it floats....it's good....

Lora made some good coffee too.

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Many times, prayer works when you have a difficult problem to fix.

It appears that Jim is open to anything to get the job done. Not sure if he is facing Mecca but God likes MGs and those that repair them.



Meanwhile; the ladies were inside making sure that the wine had medicinal value while the boys “played” out in the garage.

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When we all got there the car wouldn't start for Peter. Jim spotted the problem in this photo. Peter installed a new distributor cap and this led to confusion when the wires were hooked back up. It is easy to make this mistake.

The firing order was correct but the wires were rotated 90 degrees when they were re inserted into the distributor cap. It was discussed how to alleviate all of the issues at the same time.

Another happy car owner....issue resolved.



At first glance...it's the Clanton Gang and Johnny Ringo planning a party for the Earps. Further investigation reveals it is Peter B, Jim, Greg, John O, Jonathan G, and Peter J (owner of the car) .

A garage crawl might be something you need. Contact Tony or Jim if you think you would like to have some help with a problem you are facing or if you just need a helping hand. We don't eat much and we drink less.