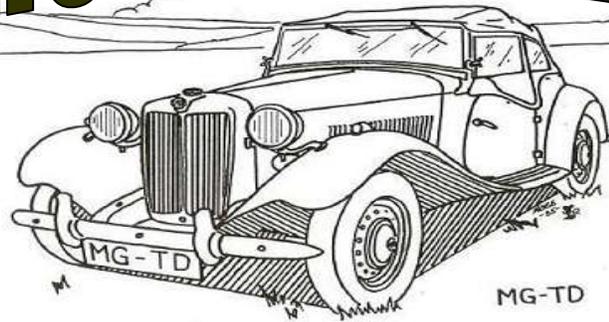


MARCH NEWSLETTER



SWOT

SouthWestern Ohio T-owners

MG SERVICES
Jim Pesta

www.mgrepairs.com
autographics@hotmail.com

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 T car owners lick an ice cream cone and recite poetry at the same time. If you don't have a T car....just say you do and come out anyhow.



SEE JIM PESTA
ABOUT A GALLON
JUG OF THIS
STUFF. WE
AWAIT YOUR
TESTIMONIALS.



IT'S REAL

TECH NOTE

Report Prepared by;



MG Services
349 Glenroy Ave.
Cincinnati, Ohio 45238-5762

If you own an old MG, there will be times when you will need some of those Whitworth bolts or nuts. The times are gone when you could go to your fastener supplier and pick some up.

If you are lucky, there is a motorcycle shop in your area that works on old British cycles, and they may be willing to sell you a couple of fasteners.

Otherwise the Internet is your only source.

However, the need is, usually, inversely proportional to the amount of time that you have to complete your project.

The amount of time it takes to order and ship these parts back to you is unacceptable.

There is another alternative.

Make your own bolts!

There are a few things that you will need to know or have before you can fabricate your bolts.

There are a couple of different threads that you may need.

British Standard;	BSW
British Standard Fine;	BSF
British Standard Pipe;	BSP
British Standard Brass;	BSB

On our cars we mostly deal with BSF and BSW.

The other thing that you will need is a complete British Standard tap and die set.

Making BSF Bolts, Cont;

Report Prepared by;

MG SERVICES

A full-service MG garage
Specializing in T-series and MGA's

Jim Pesta
chief mechanic/proprietor

Jim@mgrepairs.com Phone: (513) 532-1795 www.mgrepairs.com

Over 30 years of experience
diagnosing, repairing, and maintaining MG's

MG Services
349 Glenroy Ave.
Cincinnati, Ohio 45238-5762



If I am making more than one bolt, I will place the die in my vise and place the blank bolt into the die. I will then use a socket wrench to turn the bolt completely down into the die.



The above photo shows the blank bolt threaded through its entire length.



Above are three of the new BSF bolts after they have been cleaned up on a wire wheel.



If you look at the bottom of the mounting tower you can see three of these bolts that go through the tower and secure it to the frame underneath.

Making BSF Bolts. Cont.;

Report Prepared by;

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In Conclusion;

It is not the normal situation to make these bolts here at MG Services, but I was working on my personal TF. I have been trying to make a concerted effort to get the car back on the road and I did not want to but off the mounting of the body.

If I would have stopped working on it because I did not have the bolts who knows when I would have gotten back to it.

As in most cases, you must get the most done, when you have the time.

As always, You can accomplish quite a bit even if you don't have a complete shop to work with.

If you are a member of an MG club that would like to have these technical reports sent to your newsletter editor.

Please contact Jim at; **MG Services**
513-532-1795,
WWW.MG Repairs.com

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Information on finishes/finishing

How can I tell what color my car was originally?

Starting with the MGTF in 1953, MG's were coded with the color of the body on the ID plate. Prior to that there was no code on the cars. Also starting at the MGTF model the factory records are available for the history of the cars production and colors. This is not true for the MGTD. Therefore the only way you have a chance to tell what color your car was is to take it apart. Hopefully if it has never had a complete restoration that included stripping all of the paint off, you may be able to find traces of the original color. Best places to look are on the fenders where they mount to the body or frame, the interior of the firewall, the firewall where it rests against the 'A' frames, and sometimes under the hinges. Be careful you don't confuse the black paint that was painted on all non finished surfaces as your color. This is why it is especially difficult to determine if your car was black or not.

Was white an original color?

White was never offered as an original color on the MGTD. The closest original color to white is [Ivory](#).

In what year was Cream and Cracker offered as a color?

Cream and Cracker ([cream body with brown fenders](#)) was never offered as an original factory color. There may have been [factory sponsored race cars](#) painted in this color scheme but it was not offered as a standard production color. According to Chris Harvey's book, Great Marques MG, *"Car manufacturers were not supposed to enter teams - so that private competitors had a fair chance - but the events were so prestigious that M.G. backed three top drivers to the hilt in 1934, providing them with PA Midgets painted in the works colours of brown & cream. They soon became known as the cream crackers as a result and scored many successes in a highly competitive field."*

I like light blue as a color but I have a 1953 MG. Is it OK to paint it that color?

While [Clipper Blue](#) was offered as a standard color it was not available in the 1952 and 1953 production years. In these years the color was replaced by [Silver Streak Grey](#), a metallic paint.

Why are the two bolts on the side of the tappet cover painted black?

These bolts were only used on the earliest MGTD's to secure the oil cap chain. Their main purpose was for other cars. This cover was also used at the same time on the MGYB. That model had an air cleaner that attached to these bolts and was painted black.

Should I paint my car in enamel or lacquer?

Generally I find that lacquer will give a superior looking finish, especially for the novice painter. You can paint lacquer in a less than perfect environment, and the paint dries quickly so there is less chance for runs, sags, bugs, dust and other undesirables.

The lacquer finish, if done properly, will look better than any other. The downside is that it takes a lot of time and hard work to do it, and that the paint is much more brittle than enamels. I would say that if you plan on driving your car a lot go with an acrylic enamel, especially if it is going to be painted professionally. If you want to do the painting yourself, or you want the best possible finish and have the time, go with a lacquer. I have painted a number of cars where the exterior surfaces were painted in lacquer but the under/inside surfaces were painted in enamel.

What color primer should I use before painting my car?

It is generally recommended that you use a primer color as close to the final body color as you can. For example red cars should use red oxide, black cars dark grey or black, ivory and Clipper Blue cars should use light grey, etc.

I was told I must remove all the paint from my car before I refinish it. Is that true?

That depends. In most cases if the car has had a number of paint jobs on it or you are putting on dissimilar paint types, it is recommended that you strip the car first. Be prepared to refill any synthetic fillers that were used as these are generally removed with the paint as well.

If I use a synthetic body filler such as 'Bondo' to make repairs on my car will I be disqualified in a car show?

The answer should be no. First of all you should try to use as little of any filler as is possible by straightening the body work first. Filler should only be used to finish any areas that could not be fixed by body work. With this small amount of filler used it would be about impossible for anyone to tell that you had used filler anyway. Technically, since synthetic fillers were not available during the production of the MGTD, lead would be the preferred filler material.

What should I do with the empty holes on the firewall? Should I have them filled?

You should not fill empty holes unless you know that they were not original. It is best to check old pictures, manuals, other cars, etc. before filling an empty hole in the car. Many of the parts on the MGTD were used on other cars or in a different steering configuration. This resulted in extra holes in various places. As a rule if you find an empty hole look for a corresponding hole on the other side of the car. If there is one that is being used, then don't fill the other one. Also holes that have jagged or rough openings are also a candidate for filling as all the factory holes were punched and not drilled.

Did all cars have a TD or TF stenciled on the rear end?

While some cars did have TD or TF stenciled on the rear end it was not universal. There is enough evidence though that it was fairly common. There is still speculation why some cars had this feature and some did not. Some speculation focuses on the fact that Nuffield, and later BMC, was making multiple cars on the assembly line at the same time that used similar rear axles and it was necessary to mark these to insure they were applied to the correct car. Others point out that the manufacture (Ruby Owen?) was making similar axles for different brands and models and that they marked one or more at the factory to ensure that the correct rear ends went to the customer. There is not documentation to indicate either of these theories is accurate. At least one car also had the ratio of the rear end stenciled on it, which to me makes more sense. During the production of the TD there were three rear axle ratios available with two being standard for the regular TD and the TD Mk II or TDC.

How to determine what was original on your car

How can I find out when my car was produced?

The MG Car Club Ltd, Kimber House, POBox 251, Abingdon, Oxon OX14 1FF may have information on your TD's production date. They can provide a copy of the page from the *factory log book* which states the chassis number, the engine number and the date the car left the factory. In the letter, they recommend contacting John Dutton, Milestones, Row Dow, Otford, Kent TN14 5RY "who is the Registrar for the TD's." They also recommend the book entitled [MG T-Series, The Complete Story](#) by Graham Robson. They sell the book. *Michael, Seattle, seamud@juno.com from the MGTD-TF BBS.* There is an online tool available from the T Register [T Type Factory Production Records](#).

How can I locate the original or prior owner of my car?

That is a good question. I certainly don't have the list of all TD/TF cars and their owners. [The New England MG T Register](#) attempts to catalog as many cars as people send them information on. You might also want to contact the Department of Motor Vehicles, or a similar agency, where your car was registered. Sometimes they will keep records of vehicles and their owners over a period of time. In California you can find the DMV [here](#).

I remember white and black tops and tonneau covers when the TD's and TF's were new. Aren't they original?

No. The only type of material offered by the factory was the standard tan canvas. Almost every dealer would sell you different options for the tonneau covers and the hood. Also the hoods did not last long in many climates and were quickly replaced.

Why does my car not have a heater?

Heaters in sports cars of this time were quite rare. In fact one of the design elements for the MGTD/MGTF was to offer a [heater](#) as an option. Due to the fact that most cars were not sold with one attests to the hardiness of the original MGTD/MGTF owners.

Why does my car have so many more tonneau snaps and studs than other MGTD's or MGTF's?

The original tonneau only covered the boot area. This is the space behind the seats. Because of this the only 'lift the dot' snaps that are original to the MGTD are the two behind the seat and the three in back above the gas tank. Since most cars now (and then) were fitted with a full tonneau cover, the placements of the snaps forward of the seat were at the discretion of the installer. Each obviously had their own thoughts on how many were used and where they should be placed.

My car is missing a water temperature gauge. What was provided originally?

If your car is a 1952 or 1953 model then you should have a water temperature and oil pressure combination gauge. The earlier models were not provided with a water temperature gauge as standard equipment. Your options at the time were to install a Motometer, which was a type of thermometer in the radiator cap, or to install a separate water temperature gauge somewhere on the dash in a new hole. The factory did provide a separate water temperature gauge as an optional accessory at the time.

What type of seat belts were offered with the MGTD/MGTF?

None. Seat belts were not an option offered by the factory. This would have been a period accessory.

How many different types of engines were offered on the MGTD?

At any time during the production of the MGTD there were at most two different types of engines offered, but they came as part of a complete car. Engine choices were not offered separately. These were the standard MGTD and the sport modified MGTD Mk II. The first cars offered did not have the sport package and their engines were labeled XPAG/TD/. Later general production cars changed from a 7¼ inch clutch to an 8 inch clutch and these engines were designated by the title XPAG/TD2/. Later Mk II MGTD's engines were designated as XPAG/TD3/. Do not confuse the TD2 engine type with the Mk II car type. Mk II cars were labeled TDC.

How many different types of engines were offered on the MGTF?

The 1954 MGTF had a 1250cc engine. In 1955 the engine was updated to a more powerful 1500cc's.

Whats the purpose of the two "L" shaped brackets behind the dash on the MGTD

The purpose of the two "L" shaped brackets behind the dash on either side of the glovebox was for supporting an optional radio, both factory and aftermarket. See a set of installation pictures [here](#).

Terminology

What does MG stand for?

A common misconception is that the name "M.G." stands for "Morris Garages". This however is not the case. M.G. stands for itself and is not an abbreviation. It is a name. The letters were chosen as a tribute to William Morris and his company, Morris Garages. Cecil Kimber, after working for Mr. Morris, started his own company called The M.G. Car Company. The 'M' was chosen as a tribute to Mr. Morris himself and the 'G' in honor of the company Morris Garages. You can read more about this [here](#).

What does NOS mean?

NOS means New Old Stock. It is a term for a part that was built as a spare during the original production period but has never been used before. This would generally serve as an original part. There are exceptions though. At times parts may have been changed even during the production period so a NOS part may not be original to your particular car

What is a GoF?

[GoF](#) stands for Gathering of the Faithful. An event held by MG enthusiasts. These events are generally limited to pre 1956 models. First started in 1965 by Dick Knudson, GoF's are now put on on both coasts of America each year as well as other locations worldwide. In the East Coast there are two major GoF's yearly while in the West Coast there is one. There are also many 'Mini GoF's' put on by individual clubs during the year.

What is a "Gold Seal Replacement Engine"?

[Gold Seal Replacement Engines](#) were primarily offered during the production of the MGTC but there were some offered during the early days of the TD and many of these may have made there way to MGTD's in later years. During the early days of imports there were shortages of trained workers and parts to perform major repairs or rebuilds to the XPAG engines that MG used.

Because of this the factory created a set of spare engines that could be swapped out for the original, instead of repairing it. The factory would exchange your worn out engine with these replacement engines. These engines were painted gold in color instead of dark red and came with a special ID tag designating them as such. The tags were made of brass and were affixed to the block stating that it was an original factory replacement engine. Sometimes these tags were affixed to the same location as the engine ID tag. In later years of TD production the same sort of process was carried out by dealers and engine rebuilding facilities who would have a set of spare engines on hand. In this manner they could swap your tired engine for a rebuilt one and in a matter of hours, or a few days, get you back on the road. Your engine would then be rebuilt at their leisure and wind up on some other MGTD later on. In fact if anybody has my engine, ID 19988, I would appreciate an email.

From the MGCC: A large number of cars with XPAG engines have had BMC replacement engines (Gold Seal) fitted. These usually had no XPAG on the octagonal plate, but instead a letter prefix (A to E have been seen) probably denoting the over-bore sizes, followed by a larger than usual number (E99794 has been seen). With replacement engines, the original number of that engine can sometimes be deciphered just above the octagonal plate, stamped on the block. Be prepared to find, however, that your engine might have started life on a Y-type!

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What does the term CKD mean?

CKD - "completely knocked down". A term used to describe cars that were exported in kit form to be assembled "in country". This was sometimes used to claim that the cars were manufactured locally to get by import tax situations. Cars were finished in primer only. To get an idea how CKD cars were utilized check out this web site about the [BMC in Sydney, Australia](#).

Modifying the car from original

Why are people changing the rear end to one from an MGA

MG TD's standard differential ratio was 5.125 to 1. That's pretty low but gives good performance starting and running through the gears. Great for racing and windy roads. Also offered during the 50's were gear ratios of 4.875 (standard on the MGTF and TD Mk II) and 4.555 to 1. These ratios were intended for cars with more power (i.e. the Mark II and using blowers). In the past few years some folks have found it a good trade-off of performance for long distance freeway driving.

Some will tell you that you are defeating the correct ratio of the power train and are losing performance and causing undue stress on the system by using these higher gears in standard powered TD's. The biggest driver for these ratios is to be able to drive the cars at a higher top end speed with less impact on the engine.

MGA's had these higher gear ratios as standard, and more power. There is a book put out by the [Vintage MG Club of Southern California](#) and available from [Moss Motors](#) (212-350) on how to change the TD ring and pinion gear in the original rear end with MGA parts. In this manner you will still have an mostly original appearing rear end but it will perform as a MGA ratio would. The MGA pinion is slightly different. Ideally it would be great to get a set of TD ring and pinions but these are hard to find.

There is a great article from Dick Lunney titled [Virgin Rear End Conversion](#) that is perhaps easier to follow and execute [Moss Motors](#) sells a 4.55:1 ring and pinion for the MGTD that does not permanently modify the rear end. The part number is 267-185. Other reasons people swap to an MGA rear end is that they like the construction better or they want to put on wire wheels. Changing the complete rear end out to a MGA will devalue the car though.

for the sportsmen

A REAL HOT ROD!

the supercharged
M.G. MIDGET

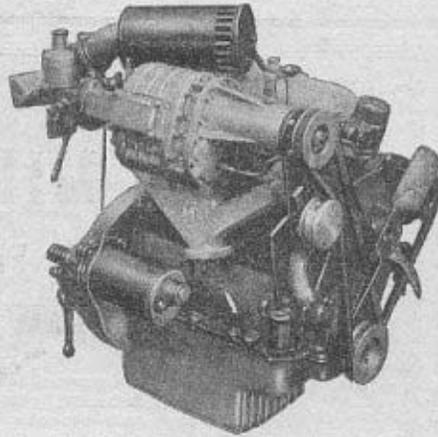
The T.C. & T.D. model M.G. Midget fitted with a Marshall-Nordec Supercharger Installation can beat everything in its class, and most others besides. It has more power, real punch, and what acceleration, 0-60 m.p.h. in 14 secs.

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WESTWAY, CATERHAM, SURREY, ENGLAND









**EARLY SUNDAY MORNING CAR SHOW ENTRANTS RUSH
TO HARBIN PARK IN JULY??**

Mike Phillips Photo



70....beautiful TF owns this road this day.

Mike Phillips Photo



Adjusting Valves

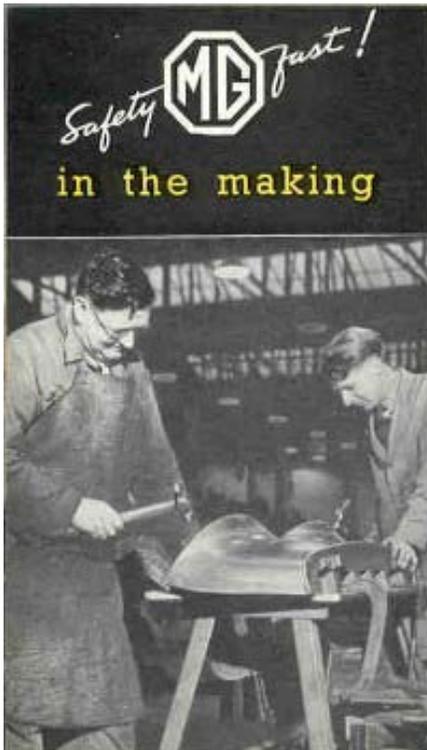
When you're adjusting valves, it can be hard to see when the rocker arm that is opening is open all the way, so you can adjust the one that's all the way closed. The last little bit of movement can be hard to see, so put a box-end wrench on the adjusting nut on the rocker that's opening so that the wrench sticks out past the end of the rocker. Now, rather than trying to see the rocker arm move the last 1/64th of an inch, you can watch the end of the wrench move 1/4". (Really, you can use anything long that will hang on the rocker arm, but the wrench for the adjusting nut is handy.)

M.G.s. in the HEADLINES

"The Girl Who Has Everything" is the title of a film which was being shown at Pasadena, California. An enterprising local Nuffield Dealer, Mr. Peter Satori, made use of it in an M.G. publicity drive and sent us these pictures.



PAGE TWENTY



Clutch assembly.



Wiring.

(Left) Panel beating.

THE MEN OF THE NUFFIELD ORGANIZATION PUTTING THE MG'S TOGETHER. HERE, YOU SEE PANEL BEATING, CLUTCH ASSEMBLY, AND WIRING. FACTORY WORKERS WEARING TIES.....MAYBE WE SHOULD WEAR THEM TO OUR DRIVES AND SHOWS.

MG-TC: Installation of Direction Indicators (W.J.Stubgen)

Enhancing the safety aspects of the TC, while maintaining the car's original appearance, can be accomplished by modifying the wiring circuitry to accept the Lucas Turn Signal Relay found in TDs.

The following outlines the main tasks:

1. Mount the [Lucas Turn Signal Relay Box and the Turn Signal Flasher](#) on the firewall. Note that the relay frame must be properly grounded.
2. Mount the [direction indicator switch](#) in a suitable location.
3. Mount the [direction indicator warning light](#) on, or under, the dash. Ensure the base is properly grounded.
4. If required, mount a second "D" lamp on the rear license plate bracket. [Additional tail lights](#) mounted high on the fuel-tank end-panels should be considered as an added safety-related option.
5. Remove the single filament bulb and socket assembly from each front fender side light. These are replaced with double-contact socket assemblies and bulbs (in step 6h below) after additional wiring is installed.
6. Run wiring as outlined in the "Direction Indicator Wiring Diagram", fastening properly.
 - Disconnect the purple wire at the stop-light switch, then connect it to a wire leading to relay terminal #7.
 - Run a new wire from the stop-light switch to relay terminal #5.
 - Connect the turn signal flasher terminals as follows:
 1. (L) to relay terminal #1
 2. (P) to the direction indicator light
 3. (X) to the direction indicator switch
 - Run the other wires (from relay terminals #4 and #8, and from the A4 terminal of the voltage regulator) to the direction indicator switch and connect as shown.
 - Route a new wire to run from relay terminal #3 to the left-hand stop/tail lamp following the existing harness along the left chassis rail. To avoid chafing, secure this wire at frequent intervals.
 - Connect the right and left stop/tail lamps as shown
 - String new wires from relay terminal #6 to the right front side light, and from terminal #2 to the left front side light. The preferred route is through the fender braces. Again, secure at frequent intervals to prevent chafing.

Connect and insert the double contact assemblies into the side lights and fit the new bulbs.

Parts Required

1. Lucas Turn Signal Relay (or equivalent)
2. Direction Indicator Switch (single pole double throw, with centre off)
3. Flasher (3 terminal, 12 volt)
4. Direction Indicator Warning Light
 - Double Contact Sockets (2)
5. Bulbs, double filament (2)
6. Stop/Tail Lamp (a second "D" lamp)

Wire (16 guage)

The Affair

A man returns home a day early from a business trip. It's after midnight. While en route home, he asks the cabby if he would be a witness.

The man suspects his wife is having an affair, and he wants to catch her in the act. For \$200, the cabby agrees.

Quietly arriving home, the husband and cabby tip toe into the bedroom. The husband switches on the lights, yanks the blanket back and there is his wife in bed with another man!

The husband puts a gun to the naked man's head. The wife shouts, 'Don't

do it! I lied when I told you I inherited money.

HE paid for the MGTD I gave you.

HE paid for your MGTC motor rebuild.

HE paid for your new interior in your MGTF.

HE paid for your lift in the garage.

HE paid for our trip to England to watch vintage racing!

Shaking his head, the husband lowers the gun. He looks at the cabby and says, 'What would you do?

The cabby replies, 'I'd cover him with that blanket before he catches a cold.

IMPORTANT NEWS OF AN UPCOMING EVENT

When; Saturday April 18, 2015

Departure Point; Burger King, 882 State 28, Milford Ohio 45150

Time; Registration opens at 8 am, Driver's Meeting 9 am.

First Car Out; 9:30 am

Stop 1; 11 am Keim's Amish Market

Stop 2; 12:30 pm Rooster's Nest

Stop 3; 2 pm JZN Goat Farm

End; 4 pm Moyer's on the River Vineyard and Restaurant

Start point features a Burger King, Dunkin Donuts, real bathrooms and plenty of space to park and grid the cars for departure. Register and get route instructions, everyone must sign in, including drivers, navigators, passengers and others. Enjoy the car show before a short and informative as well as mandatory driver/navigator meeting. Restroom time before we leave. Decent fuel is available close by the departure point (Sunoco).

Keim's Amish Market offers a Sandwich Shop and Bakery offers tasty treats. Be aware that the service moves at a leisurely pace: several sharp witted members last year took a picnic lunch and enjoyed it at the picnic tables, filling the picnic basket with baked goods for the trip home.

Rooster's Nest features a variety of antiques and Bed & Breakfast lodging, set in the woods with plenty of room to wander the grounds. Dave and Sally White are former Morgan Owners.

JZN Goat Farm is a working farm producing Goat Cheese and Meat, the barn will be full of newborn Kidds, closed toe shoes are recommended for the guided tour. Over 100 acres support the Goats, plenty of room to roam.

Dinner and local wines are available at Moyer's at the end of the organized drive.

Take a sunset cruise along the mighty Ohio on Route 52 to return to Cincy.

SWOT members may join the drive in progress or leave at anytime, there are no requirements to complete the route, come and have a good time driving your MG with other enthusiasts. Children are welcome to join us.

In honor of Joseph Lucas this is an All Daylight Drive, sunset is 8:17 pm.

No Charge. Please register via email or phone with;

Kurt Niemeyer, ktrg65@gmail.com, 513 304 1177

Let us know your name, car make and model, best contact.

OUR MEETING WAS HELD ON MARCH 18TH..THE THIRD WEDNESDAY OF THE MONTH, AS WE DO EVERY MONTH. WE HAD A GOOD TURNOUT AND OUR MEETING WAS LOADED WITH GOOD INFORMATION AS WE LOOK TOWARD WARMER WEATHER. OUR MEETING WAS RELUCTANTLY ATTENDED BY KURT NIEMEYER, LEONARD NIMOY, JOHN LIBBERT, PETER JOLLIS, LORA JOLLIS, DAVE ZYP, PAT ZYP, DAVID JOHNSON, BOB HANSEMAN, STEVE WIRGHT, JOE NEWTON, CARY SUNDERHAUS, RICK BENHASE, JIM PESTA, PETE BAILEY, TERRY EISERT, ANN EISERT, MARK ANDRUS, JAN JOHNSON, MIKE PHILLIPS, JIM CLARK, TONY CARITO, NELSON SMITH, JT, AND GARY WEIDL.

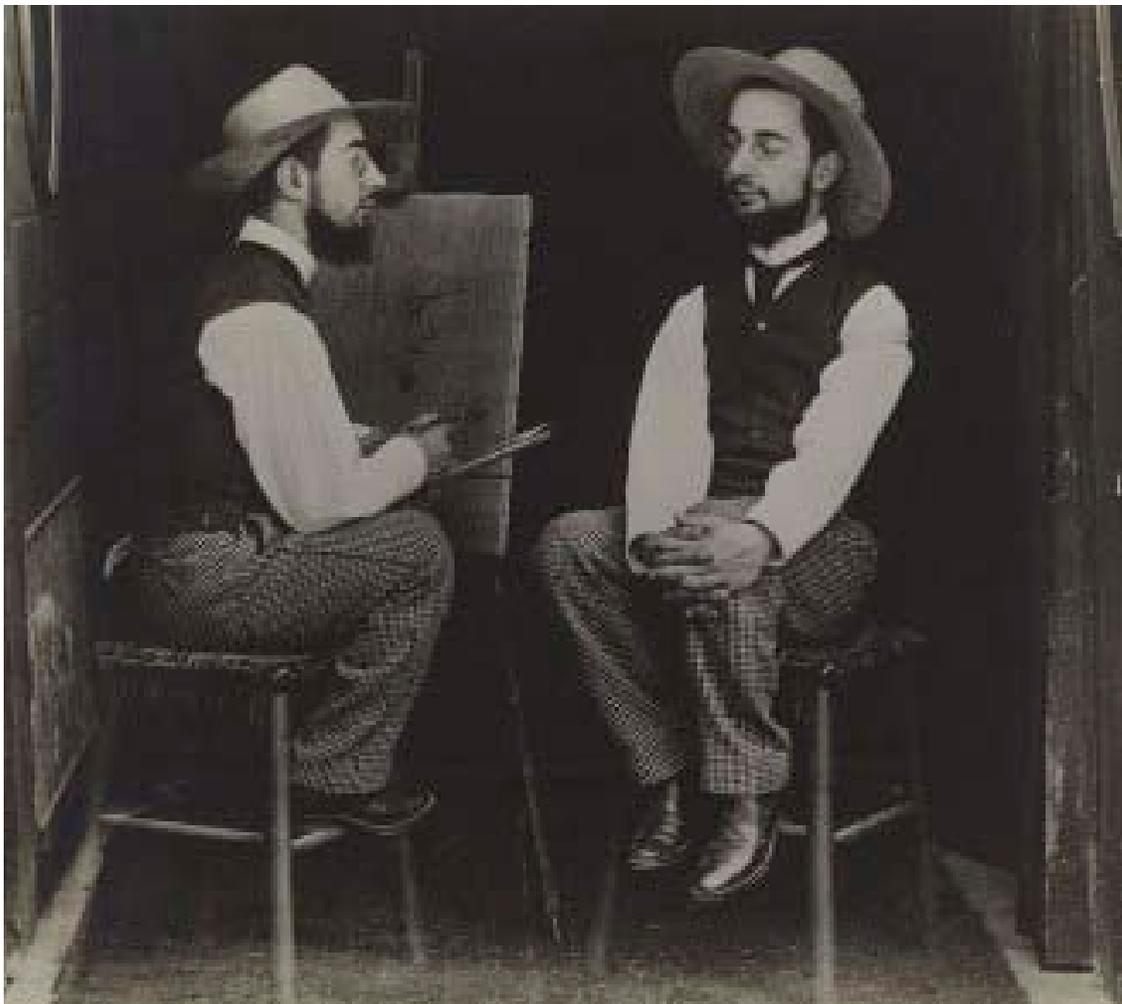
WE SURE WELCOME TERRY EISERT, ANN EISERT, AND MARK ANDRUS TO OUR MEETING AND WE HOPE THEY FIND ALL THE ACTIVITIES THAT WE OFFER A BIG PART OF THEIR SUMMER. A QUICK GLANCE AROUND THE ROOM REVEALED THAT MOST EVERYONE WAS USING THEIR SILVERWARE AND NAPKINS WHEN APPROPRIATE. THERE WAS NO FOOD THROWN AT THE BENHASE TABLE. KURT FILLED IN FOR GREG AND DID A BANNER JOB EXECUTING THE DUTIES OF THAT ROLE.

CARY SUNDERHAUS HAD AGENDAS PRINTED FOR EVERYONE AND FREE PENS. SEE CARY FOR YOUR REAL ESTATE NEEDS IN CINCINNATI...YOU WILL BE IN GOOD HANDS.

WE REVIEWED THE GARAGE CRAWL AT JOHN LIBBERTS.....EVERYONE WAS IMPRESSED WITH JOHN'S SHOP. JOHN INVENTED THE MAN CAVE. WE HAVE PHOTOS OF THAT EVENT LATE IN THIS NEWSLETTER. KURT'S BIG ADAMS COUNTY DRIVE IS COMING ON THE 18TH OF APRIL....A TOTAL OF 141 MILES THROUGH THE PRETTIEST PARTS OF OHIO.....JUST THE WAY TECUMSEH SAW IT. HE HAS SOME FUN STOPS PLANNED....LOOK FOR MORE INFORMATION ON THAT COMING. YOU DON'T WANNA MISS ONE OF KURT'S DRIVES. GREG IS DOING A DRIVE ON JUNE 6TH....GREG PUTS A LOT OF THOUGHT INTO HIS DRIVES AND THEY ARE LOADS OF FUN. I WILL KEEP YOU POSTED ON THAT AS WELL. REMEMBER.....3RD WEDNESDAY OF THE MONTH....WE MEET AT RIB CITY....MARK YOUR CALENDAR. ONE OF THE MOST ENJOYABLE THINGS WE DO IS MEET AT KURTS FOR HIS ANNUAL PICNIC.....THAT DATE HAS BEEN SET.....SUNDAY, OCTOBER 11TH!!!! THAT IS A MUST ATTEND. YOU WILL HAVE A GREAT TIME.

THE ATMOSPHERE WAS HEAVY AND THE MOOD OF THE MEMBERS COULD TURN UGLY AT ANY MOMENT. **GREG** WAS NOT THERE AND OUR BENEVOLENT AND KNOWLEDGABLE FRIEND, **KURT**, WAS TAKING HIS PLACE. THE CHANTING WAS GROWING LOUDER BY 7:00 PM. WHERE'S **GREG**.....WHERE'S **GREG**. OH BROTHER, WHERE ART THOU?

ANYONE THAT IS PART OF **GREG'S** INNER CIRCLE KNOWS THAT HE IS A FANATICAL COLLECTOR OF ART WORK DONE BY MIDGETS...ESPEICALLY FRENCH MIGDGETS. *WHEN* TWIN MIDGET ARTISTS WERE IN TOWN FOR ONE NIGHT, **GREG** HAD NO CHOICE BUT TO SUPPORT THEM WITH HIS ATTENDANCE AND CHECK BOOK. THE SWOT MEETING AND HIS T-FRIENDS EVER ON HIS MIND, **GREG** WAS ABLE TO TEXT A PHOTO OF HIS EXCITING EVENING EVENT TO **STEVE WRIGHT**. STEVE SHARED GREG'S EUPHORA WITH US.



EVERYONE IS GRATEFUL TO [KURT](#) FOR STEPPING IN AND FULFILLING A CRITICAL ROLE. THANK YOU KURT.

MIKE PHILLIPS AND JOHN LIBBERT AND RIB CITY'S MANAGER CONTACTED OUR FAVORITE WAITRESS. LUCKY US, SHE WAS JUST COMING INTO WORK AT FIVE THIRTY TO ATTEND TO THE NEEDS OF THIS MISGUIDED GROUP.



TESTIMONIALS REGARDING THE GOOD TIMES AT THE BLUEGRASS BASH WERE GIVEN....IT'S A FUN TIME IF YOU MAKE DOWN THERE. THAT'S ON MAY 2ND IN LEXINGTON.

DAVE SPOKE ON THE GOF EVENT COMING OUR WAY SOON AND SHARED HIS POSTER FOR THIS YEAR'S EVENT. THERE WILL BE A "FLY IN" WITH THE WARBIRDS COMING IN. DAVE ENCOURAGES EVERYONE THAT IS THINKING ABOUT ATTENDING TAKE ACTION NOW.....ROOMS ARE FILLING UP. THAT WILL BE IN CARMEL, INDIANA ON JULY 15TH - 19TH.

CONTACT DAVE FOR ANY AND ALL INFORMATION ON THAT FUN EVENT.

THE CINCINNATI SHOW IS JULY 12THTHE DAYTON SHOW IS AUGUST 1....THE QUEEN MOTHER OF SHOWS IN THIS AREA.

I WILL KEEP YOU INFORMED OF THE SECOND STREET MARKET SHOW IN MAY.....AGAIN, THIS IS A VERY GOOD SHOW AND A GOOD TIME WITH THE DAYTON FOLKS.

LAST MEETING, WE DISCUSSED THE IDEA OF SHOWING SHORT JONATHAN TWIST "YOU TUBE" MOVIES OF MG-T REPAIRS AND MAINTENANCE. MIKE PHILLIPS GATHERED A BOATLOAD OF THOSE VIDEOS AND WE ARE NOW WORKING OUT THE IDEA OF GETTING A PROJECTOR (JONATHAN GRINDER) AND COMPUTER TOGETHER TO MAKE THIS A REALITY. IT IS SURE TO ENHANCE OUR MEETINGS. WE DIDN'T THINK WE WOULD LIKE DAVID JOHNSON AND GREG GARNETT DANCING IN KILTS AND LOOK HOW THAT TURNED OUT.

THE NEWSLETTER IS ALWAYS AVAILBLE FOR ANY ARTICLE OR STORY YOU WOULD LIKE TO SUBMIT....EVERY CAR IN OUR GROUP HAS A STORY. IF YOU EMBELLISH IT A LITTLE....MOST OF US WILL BELIEVE IT.

JIM P. DID A VERY COOL PRESENTATION ON STEERING WHEELS.....HE DEMONSTRATED HOW HE TOOK SOME OLD SHABBY CRACKED ONES AND REJUVENATED THEM TO A USEABLE STATE AND THEY LOOKED GOODSEE THE PHOTOS LATER IN THIS NEWSLETTER. THEY GET MORE WHITE KNUCKLE ABUSE THAN MOST PARTS ON THE CAR. JIM ALWAYS HAS GOOD IDEAS AND A REMEMDY FOR MOST MALADIES.

WE HAVE A FEATURE CAR FOR THIS EDITION OF THE NEWSLETTER.

LUCAS WIRING

A SIMPLIFIED APPROACH

Lucas wiring systems as used on virtually all British cars since the 1930s are a source of frustration and bewilderment to a great many sports car enthusiasts. In fact, Lucas wiring is clearly engineered around a standardized color code and cable size formula This system is used on all British sports Cars, and once understood, is very simple.

The following detailed explanation has been excerpted from a Lucas technical manual which dates from the mid 1950s.

With few exceptions, the electrical system of a motor vehicle can be considered as a series of simple circuits, each consisting of the component, its switch and three wires, feed, switch wire and return On earth return systems, the return circuit is provided by the frame of the vehicle, although in the case of components insulated from the chassis, an earthing lead is also necessary. Some variations are to be found, such as fuses, two-way switching and so on, but the principle of feed wire, switch wire and return remains, and it is upon this principle that the Lucas color scheme is based. The insulation on feed wires carry a main color only, switch wires have the main color of feed with a colored tracer running the length of the wire, while return earthing leads are black.

Where components are switched or controlled in the earthed side, that is, with the switch wire in the return side of the unit, instead of on the feed side, this is normally indicated by the use of a black tracer.

Main colors, of which there are seven, are allocated to the circuits as shown below. The practice of feeding certain of the accessories through the ignition switch, and auxiliary lighting circuits through the side and tail lamp switch is recommended. so that the side and tail lamp switch and ignition switch wires become feeds to other circuits or, in effect, master switch wires.

Brown Battery circuit. From battery or starter switch to ammeter or control box and (with compensated voltage control feeding lighting and ignition switches (and radio, when fitted) from control box terminal. Also, from starter switch to electric clock, inspection sockets and battery auxiliaries fuse (from which are fed electric horns, cigar lighter, interior lights, etc.).

Yellow Generator circuit. From generator terminal to corresponding control box terminal and to ignition warning light.

White Ignition circuit and all requirements essential when ignition is switched on but which do not require fusing, e.g., electric fuel pump, starter solenoid switch, ect.

Green Auxillary circuits fed through ignition switch and protected by the ignition auxiliaries fuse, e.g., stop lamp, fuel gauge, direction indicators, windscreen wipers, etc.

Blue Headlamp circuits. Fed through terminal on lighting switch.

Red Side and tail lamp circuits. Fed from terminal on lighting switch. Included in these circuits are fog lamps, panel lights and other lamps required only when the side lamps are in use.

Black Earth circuits. If a component is not intemally earthed, a cable must be taken to an earthing point on the chassis.

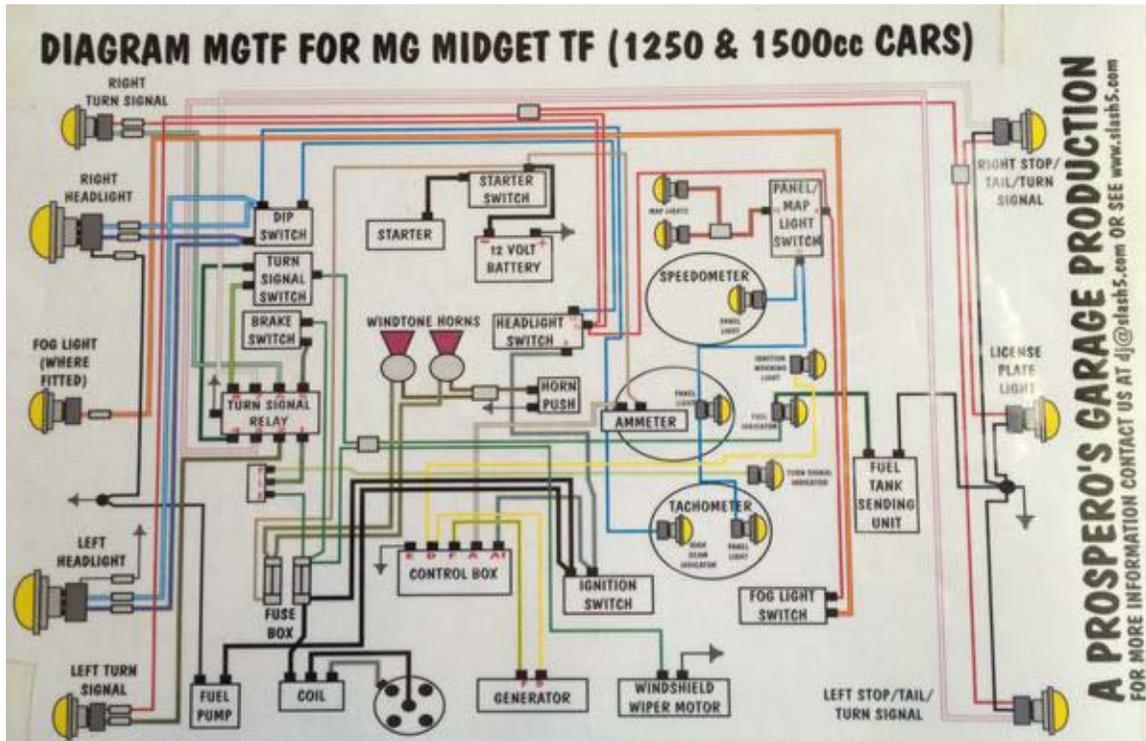
Hopefully, the above information, combined with a proper wiring diagram for your car, will help turn that multicolored mass of spaghetti into an understandable wiring system. Don't get discouraged; Lucas really did make an effort to use logic in their wiring.

ARE YOU A BIG FAN OF MILEY CYRUS LIKE BOB HANSEMAN AND JAN JOHNSON? JAN BROUGHT THIS PHOTO TO SHOW AND TELL AT OUR MEETING.

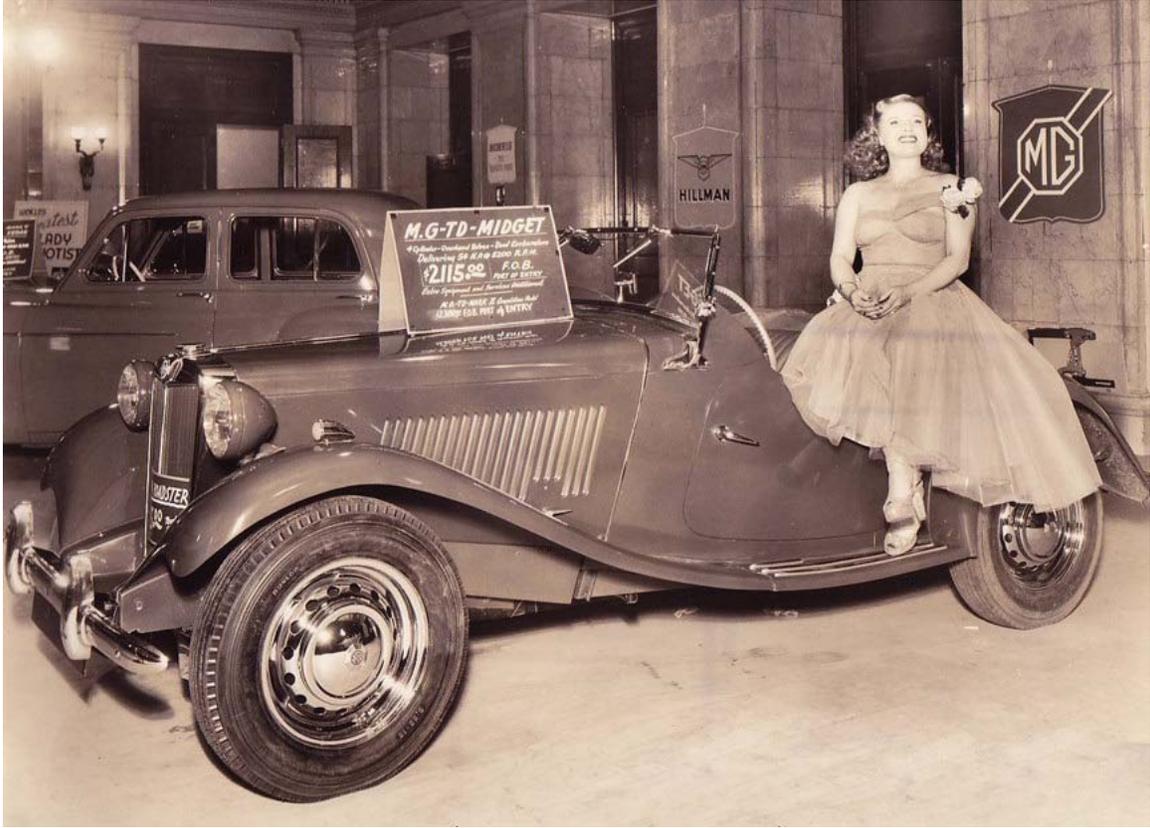


CLICKING ON THE FOLLOWING LINK WILL TAKE YOU TO A 53 TD BASKET CASE ON EBAY....MARK II BY THE WAY.

<http://www.ebay.com/itm/221714755301?rmvSB=true>



THAT IS A SIMPLE SCHEMATIC OF THE WIRING FOR THE TF. JUST FOLLOW ANY WIRE FROM THE FUSE BLOCK OR CONTROL BLOCK WITH A PENCIL POINT. BOTH ARE FED FROM THE BATTERY. THE BOTTOM END OF THE FUSE IS HOT.....THE OTHER END (THE LOAD END) SUPPLIES COMPONENTS. JIM P. MIGHT GIVE US A GOOD TALKN TO ABOUT THIS METHOD OF FINDING ELECTRICAL PROBLEMS IF WE ASK HIM NICELY. COULD YOU HOOK UP A RADIO OR AN AUXILARY HEATER FROM THIS INFORMATION? IN-LINE FUSING ON A T CAR IS A VERY GOOD PRACTICE. JIM P. CAN EXPLAIN HOW IT CAN EASILY BE DONE.



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**END PART ONE OF MARCH
NEWSLETTER**

