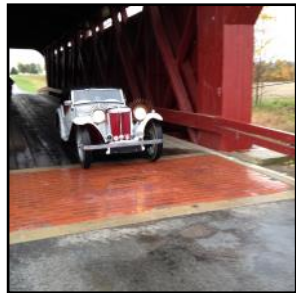


Swartz Bridge in Upper Sandusky (built in 1873, renovated in 1992 - Howe Truss - 172 feet long)



Along the way we made a couple of stops - a local fruit stand and a stop along the road side where we spotted three bald eagles in the field - an amazing sight!

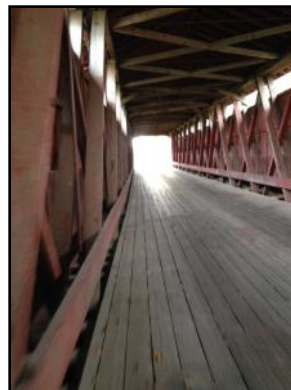


That night we had dinner in our hotel's restaurant. Lots of car stories were shared. After dinner a few of us hung out for more 'spirited' stories about "the women from New York" and even Peugeots (stories better left for another time).



Sunday morning we all met for breakfast, (a few of us dragging a bit) before taking off in different directions. It was a great tour, we made some new friends along the way.

And my TC made it all the way this year with NO ISSUES !!!!!!!!



Thanks to all who attended. I hope you all had a wonderful time. And a special thanks to our photographer, Marc Stump for capturing the moments for us.

- shari







# **FABULOUS 1950's THEME HIBERNATION PARTY/ ANNUAL MEETING**

## **JANUARY 24th, 2015**



The T-Club Hibernation Party/Annual Meeting will be held  
on Saturday, January 24th, 2015.  
The location will be:

**The Garage  
Grill & Fuel Bar  
202 West Main Street  
Northville, Michigan  
[www.garagenorthville.com](http://www.garagenorthville.com)**



**Time: 5:00 - 6:00 P.M. Mix and Mingle  
6:00 P.M. Dinner**

This year we are encouraging everyone to dress in the "Fabulous 50's" attire, blue jeans, white t-shirts, poodle shirts, bobby socks, leather jackets, saddle oxfords, jelly rolls, you get the idea. Need inspiration, watch the movie "Grease". Dressing "50ish" is optional but certainly a blast!

Please mark your calendars, boss drive-in food, good sounds and cool elections of club officers are among the groovy things happening that evening.  
**Later Gator!**





# Jim Pesta's Tech Report

## TUNING ISSUES

Last month I was asked if I would drive a customer's car to the event in Xenia. This prompted the following tech story.

This TD belonged to a long time enthusiast who had passed away a couple of years ago. His wife was very involved and is still interested in driving the car and getting together with old friends.

The owner did all of the maintenance himself and the car was used for many competitive driving events over the years.

This car had sat for a couple of years and was brought to me in June because it had not been driven for a few years and was running rough. The owner wanted to drive to the Ohio Chapter event in Athens Ohio.

I was doing a complete tune up when I discovered that it needed a head gasket. A complete valve job was done at the same time.

I put it all back together just to find an intermittent miss. I chased it for awhile and the it seemed to disappear.

I delivered it back to the owner. A few weeks later it came back in for a final check before a five hundred mile trip across the state.

The owner's, out of town daughter, was coming back into town to go on this trip in the TD for the first time since her father had passed. The new family dynamic was looking forward to be traveling in the car to create their own traveling adventure.

You should be starting to get the picture of the expectations of the family. This trip was going to be special.

When the car came in I took the distributor apart, cleaned, and replaced the rotor, plug wires, condenser, both sets of points, but I had to use the old cap because a new one was not available at that time. Oh, I forgot to mention that it was not a stock distributor; it was a Mallory dual point (racing) distributor.

Did I mention that the previous owner liked to go fast? If I didn't, he did! (We chased each other down the highway many a time.)

Having done all of this, it still had an intermittent miss. I changed the coil and that seemed to solve the issue.

I had made a commitment to go the Athens event a day early to help the organizers set up.

I was gone when the rest of our group left for Athens. About thirty miles from Cincinnati, the TD

started to act up again, it was missing very badly when it was under a heavy load. The best solution was to abandon the car and proceed onto Athens without the car.

When the parties arrived in Athens and the tale was told, I immediately donated the Y-type to the mom and daughter for the rest of their weekend to try to salvage their adventure. I tagged along with the organizers for the rest of the weekend.

After the weekend, Mother and daughter drove back to the abandoned car in the Y- type. Dave Zyp was following in the Ford with me in the back seat. When we got to the TD I got in and then nursed it back home. A couple of weeks passed when I discovered that I was requested to drive the same TD to the Xenia meet. I went over the car once again and checked everything, when I put it all back together, it seemed to run fine.

Dave Zyp, Jim Williams and I left town about noon on Friday for the trip to Xenia. We drove at a very brisk clip all the way without stopping. It was quite a pleasant drive.

I thought that the owner would be at the meet and then take the car for the rest of the weekend for herself. After I arrived, I was told she would not be there at all for the weekend.

It was about three o'clock when I decided to make a quick run to Dayton to visit Mendolsons liquidation store.

On the way back I was driving along Rt. 35, at rush hour, when the car suddenly dropped to an idle and when I tried to accelerate it would just break up.

After about ten minutes, while checking the distributor, I discovered that the carbon button inside of the distributor cap had broken and what was left did not reach the rotor to make contact.

SEE PHOTOS AT LEFT.

### Report Prepared

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If you are not sure what you're looking at below is a photo of the damaged cap at left and a new one at right.



Notice the length of the center button on the right photo. I do have to mention that this photo was taken a week later when we were all safely back in Cincinnati. I did mention that I was driving someone else's car, and my spares collection did not include a non-stock distributor cap.

Remember a few months ago when we were talking about traveling with the spares that you might need to get your and your car home? I think that the last paragraph said to make sure you had any non-stock parts when you were on the road.

We've gotten way off of the story.

Anyhow, there I was in the middle of rush hour traffic on a major highway with a broken car with no parts to repair it.

The carbon button has a small spring underneath it to push it down onto the rotor to make sure it makes constant contact otherwise the engine it will never run.

I'm now looking in the toolbox for something that I might be able to bridge the space to the rotor.

Nothing!

During this period of time a Good Samaritan, who passed himself off as a car, guy stopped to help.

When I described what the situation was, he looked at the problem, shrugged and left.

In the mean time I'm wondering along the side of the road to find something that could be used as a repair part. Then it came to me, I remembered that old cigarette boxes that had a foil liner. Foil liner, that should conduct the electrical charge to the rotor.

I did find a box and removed the liner, tore a small piece to fit into the area of the distributor cap where the carbon button was fitted.



Unfortunately, that did not work. Maybe, like everything else, the foil liner had been replaced with a less expensive silver looking material that was not conductive. Anyhow, I had to call back to Xenia to ask

for assistance. Someone there had a Mallory distributor in his car so he said that he would bring me his cap to get me back to the hotel.

The rescue party arrived with the cap and a trailer just in case. I put on the cap, but the car did not respond the way I expected so we loaded the car onto the trailer and went back to the hotel to work in a more friendly

environment.

Back at the hotel I inquired to find anyone who might have a spare distributor that they would be willing to let me use to drive back to Cincinnati.

A couple of distributors were offered from various spares boxes. I picked one and proceeded to put the car back together with the spare distributor. The car started and ran until it reached about 2,500 RPMs and then it would start to break up.

I inquired to the owner of the distributor and he said he checked the distributor years before and thought it was fine so he threw it into his traveling spares box. Other than that, he did not know about the distributor.

I fooled around with it some more, but I could not solve the breaking up issue. All of our driving for the event was done so I decided to just limp the car home at a leisurely pace (under 2,500RPMs) the next morning.

I told my traveling partners that I was going to leave early Sunday morning and drive quite slow to get home and they should travel on their own schedule.

Jane Grim, Jim Williams traveling companion, thought that a leisurely drive sounded good so the Y decided to join me.

If any of you have traveled with me, you know I'm not used to driving at a leisurely pace. It took a while to get used to the driving technique that would allow the car to perform properly. The drive took a little longer than normal, but it was quite pleasant.



Let's review; at left is a stock TD distributor cap. Notice the center carbon button just like in the Mallory.

Here's another stock distributor cap with the carbon button removed to see the spring underneath.



I know of a certain Dr. who used a big carpenter's pencil and carved away the wooden part to expose enough carbon to sculpt a replacement button to get back on the road.

Sometimes it just takes some creative thinking to create a repair on the road.

# Jim Pesta's Tech Report

## TUNING ISSUES - continued

In Conclusion;

After the trip I discovered indications that the damaged carbon button had been arcing to make its connection long enough to discolor the cap.



With this information I've come to the realization that the TD's intermittent miss was probably from the damaged distributor cap all along.

When I was trying to track the problem down I discovered that when I replaced other components, the car ran better but they did not completely fix the problem. This shows that when regular maintenance was neglected, multiple parts were deteriorating at the same time and all parts were contributing to the problem.

Hopefully, all of the deferred maintenance has been completed so the car can now be driven for many uninterrupted miles. However, there may still be a couple of small issues that might surface as the unaddressed next weakest link.

This episode just goes to show how important it is to do regular maintenance on a continuing basis and carry the right spares when you travel.

We have provided a complete list of traveling spares a couple of months ago. Unfortunately, if you did not read the last couple of sentences, you still would not have had the custom spares needed to repair this TD on the road.

I see this issue over and over again. These kind of things happen when the maintenance is not kept up to date.

In this case the car's maintenance was taken over by someone who did not know the history of its maintenance.

When someone comes to me and says he/she wants to be able to drive the car "anywhere". I tell them that this will take a process to achieve. The first thing that needs to be done is make the car reliable for any 25 mile trip. Easy enough. When you feel comfortable driving 25 miles, drive fifty miles, if something fails, you have found the next weakest link. Do the repair and continue to complete this process until the weakest link is stronger than what you need.

This is a simple process but it does take some time and effort. Eventually you will be able to get in your car and drive it across the country without fear.

I know about four or five T-cars here in the Cincinnati area that the owners fit into that category.

On a final note, I just wanted to mention that there are many things like rubber bands, panty hose, aluminum foil, pencils, etc. are readily available and can be used to create a road repair. You just need to understand how a part works. With this information, you may be able to fabricate a repair even though it you do not have access to the correct part.

When you are out on the road it is not just a challenge for the car, but also of your creativity.

**So get out on the road and drive the snot out of your car!**



**JIM HAS OFFERED TO ANSWER  
REPAIR / SERVICE QUESTIONS FOR  
OUR CLUB MEMBERS.**

**DIRECT YOUR QUESTIONS TO:  
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QUESTIONS WILL BE PROMPTLY  
ANSWERED VIA EMAIL AND THEN  
SHARED WITH THE REST OF OUR  
CLUB IN THE NEXT NEWSLETTER.  
THANK YOU JIM !**



# Installing Synchromesh Balls & Springs

## MGTD 1st-2nd Gear Sliding Hub

by Ken Nelson & Mike Reedy

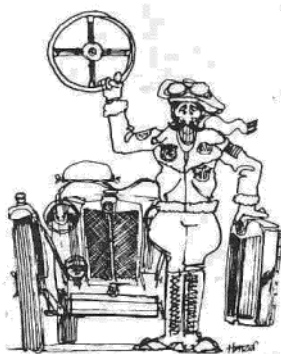
While rebuilding the transmission for my MG-TD I realized I needed to replace the 1st-2nd gear synchromesh hub due to wear on the gear teeth. I ordered a new hub from Moss and it is the newer style with no gap in the teeth. It appears well made and an excellent fit. The dilemma was getting the sliding dog back over it with the 6 balls and compression springs in place. I slightly ground down the 6 "entrance" teeth on the sliding dog to help start the balls to compress, but even with some grease and a compressing collar that wasn't enough. Nothing I tried for 2 days worked, until a friend came over and showed me the way. He suggested using 6 of the roller bearing pins to compress the balls between the peaks of each two adjacent gear teeth with my homemade collar. Then I assembled it into the sliding dog and pressed it in using my vice and a socket. It went in as "smooth as silk" (thank goodness!).



- #1**-Worn 1st-2nd synchro hub on left with new one on the right
- #2**-Homemade collar using an aluminum strip to compress the springs and balls on the synchro hub
- #3**-The sliding dog gear with 6 teeth ground down (grind the teeth at the side closest to the shifter fork)
- #4**-Showing the roller pins in place starting to compress all 6 balls and springs
- #5**-The ends of the pins showing with hub ready to insert into sliding dog
- #6**-The gears assembled together in the vice (with socket in place) ready to squeeze easily together
- #7**-Assembled unit ready to replace worn one on the main shaft
- #8**-Homemade collar with 6 roller bearing pins



## Wants & Disposals



### For Sale - 1952 MG TD

Owner: Dale McQuillin  
6210 US 20 A  
Delta, Ohio  
419-822-4515



**For Sale - 1950 MGTD project.**  
75% finished with parts to complete.

\$10,500 **OBO.**

Ted Hight,

[248-682-8408](tel:248-682-8408) or [thightjr@aol.com](mailto:thightjr@aol.com)

## Pineapple Upside Down Cupcakes



For all of you that attended the open house at Complete Auto Restorations and have been asking for the recipe - here you go!

### INGREDIENTS:

Pan Baking Spray	1/2 cup butter, melted	1/3 cup vegetable oil
1 1/2 cups brown sugar	24 maraschino cherries	3 eggs
1 1/3 cups pineapple juice		
1 (20 ounce) can of pineapple slices - cut into 1/2 inch portions		
1 (18.25 ounce) package pineapple cake mix (such as Duncan Hines Pineapple Supreme)		

### DIRECTIONS:

1. Move an oven rack to middle of the oven. Preheat oven to 350 degrees F.
2. Spray 24 muffin cups (**SILICONE WORKS BEST**) with baking spray.
3. Spoon 1 teaspoon melted butter into the bottom of each sprayed muffin cup.
4. Spoon 1 tablespoon brown sugar in each muffin cup.
5. Press a maraschino cherry into the center of the brown sugar in each muffin cup.
6. Place 6 pieces of pineapple around cherry, forming a flower design.
7. Mix pineapple cake mix, eggs, pineapple juice and vegetable oil in large bowl with electric mixer on low speed until moistened, about 30 seconds. Turn mixer speed to medium and mix for 2 minutes.
8. Pour pineapple cake batter into the muffin cups, filling them to approximately 1/4 inch from top lip.
9. Bake in preheated oven until a toothpick inserted into the center of the cupcake comes out clean, about 20 minutes.
10. Allow cupcakes to cool 3-4 minutes before inverting muffin cups on cooling racks. (**DO NOT LET THEM SIT IN PAN MORE THAN 4 MINUTES.**) Serve with pineapple and cherry sides up.



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