



## Upcoming Events

### Jun:

- 19 – Vintage Races – Mid Ohio
- 23 – Meeting (K of C Hall)
- 24 - 27 – MG2004, Parsippany NJ

### Jul:

- 12-16 - NEMGTR GOF Central XXVI,  
Fairborn Holiday Inn & Dayton area
- 14 – 18 – NAMGAR GT29 – Cromwell CT
- 18 – British Car & Motorcycle Show –  
Cincinnati (Edgewater)
- 28 – Meeting (K of C Hall)
- 31 – All Ohio MG Picnic – Central Ohio

### Aug:

- 07 – BCD, Dayton Metro Parks
- 12 - 15 – University Motors Summer  
Party, Grand Rapids, MI
- 22 – Picnic at Dick Goodman's home
- 25 – Meeting (K of C Hall)

### Sept:

- 19 – Concours d'Elegance
- 22 – Meeting (K of C Hall)

### Oct:

- 27 – Meeting (K of C Hall)

2<sup>nd</sup> Street Market manager estimated that about 500 additional shoppers showed up that day because of the show. At press time we don't have a list of winners, but hope to run it next month. Thanks to Dick and Barbara for making this such a fun and relaxing day for everyone.

## Welcome New Members

Welcome to our newest members:

Dan & Colleen Juhl  
211 Ashburton Dr.  
Centerville, Oh 45459  
(937) 435-7271



Steve Markman proudly displays his 1950 MG TD at the British Car Meet on May 22<sup>nd</sup>. Please submit pictures of your MG, or you'll continue seeing pictures of Steve's car!

## British Car Meet at 2<sup>nd</sup> Street Market a Smashing Success

The first British Car Meet, held on May 22<sup>nd</sup>, was a huge success. Club members Dick and Barbara Smith organized the event, and their hard work and planning were evident. Sixty-four cars registered, representing a wide range of British cars. The



More T-series MGs lined up at the British Car Meet at 2<sup>nd</sup> Street Market on May 22<sup>nd</sup>.

Dan and Colleen are looking for a TC or a TD. They were introduced to the club by Phil Johnson and Steve Markman at the British Car Show last May. Phil gave a good pitch for the club (hope your arm finally feels better, Dan), assuring them that club members often are the first to know when MGs are for sale in the area. We hope to see Dan and Colleen at a meeting, get a picture of them in the newsletter, and especially see them enjoying a TC or TD soon.

## Keep Your Belts Loose (Don't Be So Uptight – Loosen Up)

By Dave DuBois and Stuart Locke

Editor's Note - This article was published in The Bonnet, the newsletter of the Northwest MG T Register. Thanks again to Dave DuBois for permission to use it.

All of you who have been around me for any length of time have heard me preach about keeping the fan belt on the T series cars loose. A tight belt will do really bad things to the generator (kind of like what over tight underwear does to a person, but that is a subject for other publications), like causing excessive wear on the rear generator bushing and in severe cases, actually wearing through the bushing and into the housing. It also causes sloppy water pump bearings and water leaks according to Stuart Locke, who has rebuilt numerous generators and water pumps for people that keep their belts too tight. The same thing is true for the MGA and the early MGBs that use generators rather than alternators. I have always followed my own advice and kept the fan belt in our TD EXTREMELY loose. So you can imagine my surprise a couple of months ago when I traced the source of squeaking in the engine compartment to be the generator armature rubbing on the field poles because the rear bushing was worn excessively. I pulled the generator and did a quick overhaul, cleaning it up, replacing the rear bushing and brushes and repainting it. Then I started puzzling out why the rear bushing wore so quickly (if you consider 15 years to be quick). Interestingly, at the same time I was working on an article, Stuart Locke was doing the same thing some 600 miles south in Sunnyvale. His article arrived about two days after I had given mine to Liz for the Bonnet, so after consulting with Stuart, I am combining the two articles

Since the fan belt that was originally on the car when I bought it in 1974 was a bit over sized, I had replaced it when I restored the car in the early 80s. At that time the belts from Moss were a solid and very stiff belt, but I didn't give that much thought at the time. In revisiting the situation after rebuilding the generator, I took a more critical look at the belt I had been using and dug around until I uncovered the original belt (the one that was too long). What I found was that the original belt was a Gates Green Stripe belt that was segmented on the inside edge and was, therefore, a very flexible belt. When installed, it could be run very loose and as a result, put very little sideways pressure on the generator pulley, which results in very little pressure being transmitted to the rear bushing through the armature. I then embarked on a search for one of these really flexible fan belts and through trial and error and a very helpful auto parts store in Bremerton, who special ordered goodness knows how many different sizes of belts for me from Seattle, found the proper size Gates Green Stripe II belt. This belt is also segmented on the inside surface. Although the segments are much wider than on the original Green Stripe belts, it still results in a much more flexible belt than what I bought from Moss. The part number on this belt is TR22392 and it is a 11/16" X 39 3/4" (17mm X 1010mm) Truck and Bus series belt

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made by Gates. In his article, Stuart tells us that the Goodyear 22394 belt is 22/32" X 39 1/2" (17mm X 1005mm) and that the Moss belt is not only very stiff, but is also considerably shorter at 17mmX 925mm (about three inches too short), which I found when I was special ordering all those belts trying, to find the right one. Additionally, Stuart found in a 1949 book, Exploring Auto Mechanics by Harold T. Glen that the fan belts on the TCs and TDs (and by extension, the TFs) should be adjusted to have ONE INCH of slack between the generator and the water pump (not on the longest leg as we are used to).

By the way, as I said earlier, the same problem exists on the MGAs and early MGBs, but is not so pronounced since they use the later style narrow fan belts which are much more flexible than the ones used on the T series cars. The fan belt still needs to be run quite loose (one half inch of slack between the generator and the water pump, rather than on the longest leg) on the MGAs and MGBs to prevent premature wear on the rear generator bushings.

My source for the belts over here in Kitsap County is Westbay Auto. Those of you in Seattle, Tacoma and other areas will have to check around for the Gates belts or Stuart tells us the Goodyear belts are available from Skip Kelsey (Shadetree Motors Ltd) at 925-846-1309. So now you have no excuse not to loosen up and get comfortable. (**Note: Green Stripe TR22392 = NAPA 25-22392 = UAP Part # 15A0995 in Canada. Ed.**)

## - Classifieds -

1975(?) MG Midget - rubber bumper parts car. No title. Wheels, suspension, rack, engine (1500), trans, doors, windshield, fenders, trunk deck still on the car. Also has a good top frame but I heard rumors that Skip has first dibs on that item. Some rust in the usual spots...rockers, floors, lower fenders but not quite a total rust bucket yet. 1977(?) MG Midget - rubber bumper project car. Also no title. 1972 MG Midget. Make offer. Call Dan at 937-426-9839 for more details.

'75 MGB, overheated last summer, and hasn't run or been driven since. Original car except for repaint in non original green. Stored inside since overheating. Car is in Cincinnati Contact Dave Davis at 513-271-9413

'79 MGB, Orange with black top, 70,000 miles, runs and looks good, dependable driver, car located in Loveland. Contact Carol Colclasure 513-683-1920, ext 504 or colclaca@loveland.k12.oh.us

## Minutes Report March 26, 2004

7:58pm Meeting called to order by El Presidente Sam Hodges. Apparently Sam is in a hurry.

**President's Report** – The opening monologue covered his experiences with 2 throttle cable purchased from VB. His intentions were to drive 2 MGBs in the Spring Tour but due to the failure rate of new throttle cables the 2 Bs were not to be. Official thanks were given to the Dave McCanns for the fine job creating and executing the Spring Tour. A presidential proclamation dictates all future Tours have more Potty Stops.

**Vice President's report** – Dick Chene..er..Smith was out of town and delegated the responsibilities and duties of VP, as pertains to the Meeting, to El Presidente. Sam shrugged and called for the Treasurer's Report.

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**Treasurer's Report** – the Treasurer was not present and only left a forwarding PO Box in Bolivia.

**Minutes** – minutes were (fooled them one more month).

**Membership Report** – Carole Looft reports the club now has 96 plaid members. That would make them all Scots. (It would have kilt me not to use that).. Sorry, that's 96 PAID members. New Member Dan Jewell is looking for a T-series Midget. Please check your garages for a spare T. The membership participation was as follows: 38 members at the First 2<sup>nd</sup> Street Market British Car Show, and 28 members showed up at the 2004 Spring Tour Gimmick Rallye. As we pat ourselves on the back mention was made of the important part Dick Smith played in the success of the 2<sup>nd</sup> Street Market Show. El Presidente Fidel Hodgreguiz interjects with his notice that he is looking for a Z Magnette.

**Sunshine Committee** - John Zeno was traveling to Washington, D.C. to attend the dedication of the World War II Memorial. Visitors checking in with Joanne Zeno report she is in good spirits and is looking forward to working in her garden again.

**Newsletter Report** – Steve Markman requests input from the membership. Photos and articles are needed to avoid pictures of publication Steve's pets. He threatened last month and no one heeded; dachshund pictures appeared.

**Activities** – BCD plans continue to evolve. Tim Oricko has all information on all shows inside and outside of MG driving distance. Please check with Tim.

**Beer Break** – called at 8:27pm, meeting reconvenes at 8:41pm.

**New Business** – Graham shaved his moustache. General murmur indication doing a Harrigan's thingy again this year.

**Gumball** – Jennifer Peterson got the shift boot (I guess she doesn't work 1<sup>st</sup> shift anymore). Gary Kinney won a new Lincoln. \$5 that is.

**Meeting Adjourned** – 8:55pm I told you Sam was in a hurry