

BACKROADS



The Newsletter of the Texas MG Register

5 Things I Like, Almost As Much As Driving My MG

- 1) Looking At My MG
- 2) Talking About My MG
- 3) Washing Polishing & Showing My MG
- 4) Reading About MG's



- 5) Meeting other MG Owners

Happy 2018 TX MG Register!



The Texas MG Register...

...is primarily dedicated to the



preservation and enjoyment of MG cars. The Texas MG Register (TMGR) is a consolidation of MG clubs which traces it's roots to the Texas 'T' Register. The TMGR is affiliated with the New England MG 'T' Register (NEMGTR), the North American MGA Register (NAMGAR), and the North American MGB Register (NAMGBR). The Texas MG Register is a Centre of the MG Car Club Ltd. and is also a member of the Texas Vehicle Club Council. **Membership** is open and encouraged for anyone interested in any model of MG by paying \$30 per year, due each July 1st. Visit the TMGR website for more information about membership at www.tmgr.org.

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Quote of the Day!

Live in such a way that you would not be ashamed to sell your parrot to the town gossip.

Will Rogers

Don't forget about the January 13th NATTER at Noon!

TMGR NAMETAGS

If you want a name-tag, please send the appropriate information with payment to Mark Trosper. If you have any questions, call Mark Trosper at 972.658.1799.

Mail the following information along with a check payable to the Texas MG Register (TMGR) in the amount of \$12 per name-tag to: Mark Trosper, 1007 St. Charles Court / Rockwall, TX; 75087

- **NAME** (Exactly as you want it to appear on your name-tag.)
- **TOWN** (Exactly as you want it to appear on your name-tag.)
- **MAILING ADDRESS** (... so we can send your new name-tag to you!)

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Hello from Waco to all TMGR members and MG enthusiasts!

Hello from Waco to all TMGR members and MG enthusiasts!

I hope everyone had a Merry Christmas and happy holidays in all regards. It is also my hope that all of us will enjoy a Happy New Year in 2018.

Remember to forward your nominations for upcoming Board vacancies to Ken Langford or to me. The upcoming election will be for one Board position (Director Position #1) and for President. Remember, please clear your nominations with the person you intend to nominate before forwarding. The deadline to do so is January 15.

I look forward to all of the great activities the Club has planned for this year, from the Silly Chilly Willy Rally in March to the Spring GoF in Salado and the Fall GoF in Waco. I'll bet all of you are eagerly anticipating these events, too! See you there!



'Til next month, Safety Fast! Clay / TMGR President

NATTER: Saturday, January 13th @ noon
The Ginger Man LOCATED @ 2718 Boll St. / Dallas, TX 75204
Speckled Hen on Tap!



Looks like much fun was had at the Sulphur Springs car show! Thanks to all who participated!



TECH TIPS

Everything You Need To Know To Drive the BACKROADs in 2018!

Need A Short ScrewDriver?

By Bill Brewer

I needed a short screw driver to get in to a tight place. My shortest 'stubby' Phillips was still too long. I found that a hex shank screwdriver bit for an electric drill (about 1/2" long) fits in a 1/4" box wrench. This worked great, much better than the offset ratchet screwdrivers I had. I could also get a fingertip over the end of the screwdriver bit while in the wrench to keep it from falling out. Duct tape or electrical tape can hold it in if the bit keeps falling out. It worked for me!

SAFETY FAST! to ALL TMGR MEMBERS in 2018!



Being a Slave To Your Clutch

Ok, so I am working on this 1958 MGA with a clutch problem. It seems that the clutch slave cylinder had puked up the piston as well as all of the fluid. Usually this means that the clutch or the release bearing is worn so severely that the slave cylinder piston has to travel farther than the cylinder will allow. It can also be caused by wear in the fulcrum points of the pedal or push-rod on the slave and/or the clevis pins that attaché these parts, or a bent or broken release arm. Since I noticed no considerable wear in any of the obvious areas, I assumed that there was a problem inside the bell housing. Out comes the engine. To my dismay, I could not find anything wrong with anything in this area. There was some slight wear in some of the parts, but not enough to cause the slave to 'puke the piston'. Now, I am scratching my head. What the &*(is going on with this thing? After a few posts to a bulletin that I frequent, and a few phone calls, I finally got the answer. As it turns out, there are two holes in the bottom of the master cylinder. One of the holes is smaller than the other. The smaller of the two is a fluid return hole. Somehow this hole became clogged and would not let the fluid return to the master cylinder when the clutch pedal was released. When this happens, the master cylinder keeps pumping fluid to the slave cylinder until - guess what? The piston puked out along with the fluid! So, the next time you think you have to pull the engine for a clutch problem like this, make sure the master cylinder is working correctly... FIRST! -end- Ed. Note: Good tip - AND I think we have the name for a new Punk Rock band... **Puke The Pistons!**



Wire to Disc Wheel Conversion

Q: I have a 1970 MGB that I'm changing from wire to disc wheels. The cotter pin inside the front wheel hub has proven to be a bugger to remove. Suggestions?

A: Those pins are no fun even when they are cooperative. My suggestions to you are as follows: First, clean as much gunk and grease away as possible. Get a long, narrow drift, chisel or flat steel piece that can fit down inside the splined hub between the hub and spindle, into the slots of the castellated nut and is long enough to be tapped with a hammer from outside. Also, you will need a narrow pin or drift to push the cotter pin out, a set of long needle-nosed pliers that can fit into the hole in the spindle to grab the pin, a narrow bent rod that can be used to pull the cotter pin out by its eye and a pair of vice grip pliers.

Make sure the car is VERY securely supported with the front wheels off. Align the holes in the splined hub with the cotter pin and use the needle nosed pliers to turn the pin such that the turned tab ends are parallel to the spindle. Use the long drift to try to straighten the bent ends. Turn the cotter pin 180 degrees and repeat and turn 90 degrees so that the eye of the pin is visible on the opposite side. From the other end of the pin, put the bent pin in from the hole in the hub and force the bent end into the eye of the cotter pin. This may require using an awl or other pointy tool to open the end of the cotter pin eye through.

Grant the bent pin shaft with a vice grip and try to pull the cotter pin out. This may also require gentle persuasion with a hammer to move or, if the bent ends of the cotter cannot be straightened enough to fit through the hole on the spindle, cutting those ends off with a cutter or sharp chisel first. If it moves enough to get into the spindle, but proves too tight for the bent pin to remove, you can then use the hammer from the other side to force it out. In total frustration, I've removed both ends of the cotter pin as close to the castellated nut as possible and used a deep-well socket and a long breaker bar with a pipe on it to just remove the nut and shear the pin off.

This is a last resort as it can do significant damage to the threads on the spindle and/or nut. **One more point on the rear axle: if this is a legitimate factory wire wheel car, the axle will be considerably narrower than a disc wheel car.** About 1.5" narrower. Just changing the hubs at the ends of the axle could have the tires rubbing the bodywork on the inside.

Whew!

From our Friends at the Octagram – October, 2014





FLOCKING A T-SERIES CAR... NO JOKES PLEASE.

When I started to restore my dashboard, it was clear a number of things needed to be attended to. One of them was the glove box. It had a couple of holes and no brown flocking of the sort that was originally applied by the factory.

Perhaps none of the glove boxes in any of our T Series cars has any of the original flocking, since it is such a fragile coating materials. Luckily, there is a simple and inexpensive solution to restoring a glove box interior to its original condition.

Both Woodcraft and Eastwood make flocking kits. Woodcraft (www.woodcraft.com) has an applicator (Item #127115) for about \$5.50 and brown flocking for about \$11. Both are listed in its online catalogue.

Follow the very simple directions, and in about twenty minutes you are done. It's simple to use and the results are terrific. The kit includes the liquid adhesive that is brushed on the interior. The flocking powder is blown on the surface with the applicator.

There is enough material and adhesive to do a second glove box – so when you are done, pass the kit along to a friend.

Also, a word about Nickel Plating. The hand crank on the engine was painted black by the factory, but it has a grip that is not supposed to be painted. Most grips you see are brass. When I removed the black paint from the grip of my hand crank, it was not brass colored, but looked more like iron.



I thought I had a crank that was not proper. Recently, I spoke with two vendors who specialize in MG and Jaguar tools, and they both reported that many of the grips on the hand cranks were nickel coated.

Apparently, the nickel coating was very thin, and today, these grips are just brass. Some believe that the valve cover oil cap should also be nickel plated, and some believe that some of the ID plates near the tool box should be nickel plated.

An excellent source for ascertaining proper finishes and colors of all T-Series car parts may be found at www.mgcars.com.

From Our Friends at the Square Rigger and MGs of Baltimore



These companies supported our GoF PLEASE PURCHASE THEIR PRODUCTS OR USE THEM

- ¥ Apple Hydraulics- www.applehydraulicsonline.com
- ¥ Automotive Specialties- www.texasmg.com
- ¥ B-Hive- www.thebhive.com
- ¥ BMC British Automotive LLC- www.bmcautos.com
- ¥ British Auto Specialist- www.britauto.com
- ¥ British Vacuum- www.britishvacuumunit.com
- ¥ British Wiring- www.britishwiring.com
- ¥ Classic Motorsports Magazine- www.classicmotorsports.com
- ¥ Evan Waterless Coolant- www.evanscoolant.com
- ¥ Griot's Garage- www.griotsgarage.com
- ¥ Hemmings- www.hemmings.com
- ¥ Hirsch Automotive Paints- www.hirschauto.com
- ¥ Joe Gibbs Racing- www.joegibbsracing.com
- ¥ Kip Motors- www.kipmotor.com
- ¥ Little British Car Company- www.lbcarco.com
- ¥ Lucas Oil- www.lucasoil.com
- ¥ Meguiars- www.meguiars.com
- ¥ Miller Oil- www.performanceracingoils.com
- ¥ Moss Motors- www.mossmotors.com
- ¥ NAMGA Register- www.namgar.com
- ¥ NAMGB Register- www.namgbr.org
- ¥ Northwest Imports- www.northwestimportparts.com
- ¥ POR-15- www.por15.com
- ¥ River Thames Motor Corp.- www.riverthamesmotorcorp.com
- ¥ Salado Whiskey- www.saladowhiskey.com
- ¥ Sportscar Warehouse- www.sportscarwarehouse.com
- ¥ Stoner Car Care- www.stonercarcare.com
- ¥ Victoria British- www.victoriabritish.com





Don't forget to check out the website www.pure-gas.org to find hundreds of stations offering ethanol-free gasoline across the USA and Canada.

Pure-Gas also has apps to help you find ethanol-free gas on the road.

On line registration is now live for MG 2018. Gettysburg, Pennsylvania. June 17 - 22, 2018 Go to www.mg2018.namgbr.org to register.

MG 2018 Gettysburg is the Annual Convention of the North America MGB Register. A multi-day gathering of MGB, MGC, Midget, 1100/1300 & Post Abingdon MG fans
mg2018.namgbr.org



JANUARY NATTER 1-13-2018 at Noon... PSST... SPECKLED HEN IS ON TAP!

Hello TMGR! Steve and I will be hosting our January Natter at The Ginger Man.

Saturday, January 13th @ noon

The Ginger Man is LOCATED at 2718 Boll St. / Dallas, TX 75204 / Marilyn Fitch

Did you Know?

Did you know that for 51 years, all MGs were built at Abingdon? Also, BugEye Sprites and the big Healeys from 1957-1967. Even the Morris Minor van and the Traveler were built from 1960-1964. The main manufacturing plant at Abingdon (the "A" block and the Pavlova Leather works) have been demolished to make way for a new police station and a "Mickey Ds" fast-food outlet. *From "Brits 'n Pieces; Volume 20-No.12.*

A NEW YEARS QUOTE FROM CAR COLLECTOR JAY LENO...



Now there are more overweight people in America than average-weight people. So overweight people are now average... which means, you have met your New Year's resolution.



Engine Oils, ZDDP and What History Is Telling Us!

Reprinted from Columbia Gorge MGAnnouncer; by Keith Ansell

Four years ago, the cam manufacturers and engine builders knew something was wrong. At first, the oil companies denied that failing engines had anything to do with the oil. Then, a few companies started manufacturing oil specifically for our cars while others continued to deny there was a problem. Well, now the votes are in and most oil companies are now accepting that the 'new and improved' oils aren't for our LBCs.

Today, we can find 'High Zinc' oils from many companies. Even many of the companies that were in complete denial have products for us. I've seen product costing from \$2.29 to \$12.95/quart. It can't be denied now that we need high ZDDP oils. The additives that we were using are now not necessary so we no longer have to worry about compatibility of extra additives with the oils.

First: We have to use a dedicated high ZDDP break in oil on new engines for as much as 1,500 miles.

Second: Older engines that were broken in years ago with high ZDDP oils will not fail in a catastrophic way within a year or two or maybe even more using newer oil.

Third: Flat tappet engines built before 1980 not using high ZDDP oils will experience a shortened life.

Fourth: Should we use synthetic or conventional high ZDDP oil? Synthetic oil is better as it clings longer to cold engines for more lubrication at start-up. The newer high ZDDP conventional oils are less expensive and are usually very good. If Zinc is at or over 1200 ppm in synthetic or conventional oil, it shouldn't hurt our engines. What to use? My personal view is a few dollars more for the best synthetic won't hurt and will probably save me a lot of money on a rebuild down the road.

Conclusion: Today, we now have oils that are formulated for our cars. We no longer have to worry about adding extra ZDDP additives as these new oils are complete out of the bottle. What brands to use? Joe Gibbs and Redline have the most experience with synthetic oils. But really... just focus on the really good news. It has taken four plus years, but we now have oils that are right for our cars! *-end-*

Tech Tip - Leaking Gas Tank Drain Plug

If the leak is the drain plug and not somewhere higher on the tank, RectoSeal 5 (sold anywhere that carries plumbing supplies) will stop the leak if you apply it to the plug threads. This is the stuff I use on fuel pump fittings that defy any other fix.

Another idea from Michael Balahutrak...

Also, use yellow Teflon tape for gas leaks. This is thicker tape than the white for water or the blue styles. The leak can also be from the sending unit and there is a gasoline resistant gasket sealer to be applied to the surface made by Loctite/Permate

Tip Of The Month... Visit the website... **MG EXPERIENCE** for a bunch of tips from fellow MG owners all around the nation!



Next time you are surfing the net... look up British Reliability Run. Sounds like fun TMGR!

Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of *MGA!*, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). **Get more information at <http://www.namgar.com>, or contact registrar@namgar.com.**



North American MGB Register

The only MEMBER-RUN organization for MGB, MGC, Midget, 1100/1300 and Post Abingdon Car owners.

- ANNUAL MEMBERSHIP \$30** (\$45 overseas)
- *Dash plaque* • *Membership card* • *Window decal*
 - *Six bi-monthly issues of The MG Driver, a 68-page informative magazine.*
 - *Annual national convention – a four-day MG party!*

North American MGB Register

PO BOX 876 • Downers Grove, IL 60515-0876

Toll-free phone: 800-NAMGBR-1

www.namgbr.org

Just British On-Line Newsletter

Here is a free weekly online British Car Newsletter that you may enjoy. It carries all the latest news about British cars and events. justbritish.com

MG T Owners... Don't forget to visit <http://ttypes.org/> to sign up for your free newsletter!



NEW MEMBERS

- John Bride (Azle) with a 1980 B!
- Scott O'Neal (Dallas) with a 1959 A!
- Mike and Julie Wilson (Plano) with a 48 TC!
- Craig & Susan Morgan (Fort Worth) with A's!
- Jack & Simina Hawkins (Austin) with a Morris, MGB and an Austin Healey!





Automotive Daffy-Nitions

Air Dam: A device under the bumper that alerts the driver when an approach is steep enough to remove the muffler.

Bumper: Devices attached to the front and rear of a car, useful mainly for creating a larger parking space.

Clutch Pedal: A footrest that, after a brief break-in period, turns the throw-out bearing into a musical instrument.

Disc Brakes: Transforms the color of the front wheels from the original ugly silver to a beautiful matte black.

Engine: A useful device for draining the fuel tank and one's wallet.

Fuel Gauge: A meter equipped with a red light, which, when lit, informs the driver that the nearest gas station is more than fifty miles away.

Parking Brake: A device for sending smoke signals that will alert other drivers to one's presence.

Spoiler: A device attached to the rear of a car to spoil its appearance.

Steering Wheel: A round device designed to locate potholes and direct a car through the largest one available.

Tire: A round device made of rubber that is designed to remove sharp objects from the road surface so that other cars do not get flats.

Windshield Wiper: A device useful for turning bugs and bird droppings into creative art objects.

TECH TIP! Checking for BONDO??

One of the most frustrating things restorers have to face is the 'surprise' hidden under a fresh coat of paint. You go out looking for a reasonably rust-free project car and the seller tells you that only thin films of bodyfiller have been spread (... over properly welded patches of course).

You buy the car, take it home and strip away all the paint only to find old rust areas that were improperly repaired and a thick layer of body filler hiding everything. That means you will have to repair it correctly and it also means you paid too much for the car.

Next time you go out looking, leave the magnet at home. Magnets don't really tell you there's a thick layer of filler unless there's no metal behind it. Instead, grab that Stud Sensor out of the toolbox. Stud Sensors are densitometers. They detect changes in density of materials, so if you slide one over a bad Bondo job, its little lights will tell you there's something amiss. You might still want the car, but at least you won't pay too much.

Sincerely, Secondchancegarage.com / From "Brits 'n Pieces, Volume 20-No.12.



TMGR TIDBITS

www.tmgr.org

Whoever said history was boring?

- Most people got married in June because they took their yearly bath in May, and they still smelled pretty good by June. However, to combat any foul odor, brides carried a bouquet of flowers. Hence, the custom of June brides carrying a bouquet!
- Bread was divided according to status. Workers got the burnt bottom of the loaf, the family got the middle, and guests got the top, or the 'upper crust'.
- Baths consisted of a big tub filled with hot water. The man of the house had the privilege of the nice clean water, then all the other sons and men, then the women, and finally the children. Last of all, the babies. By then, the water was so dirty, you could actually lose someone in it. Hence the saying, "Don't throw out the baby with the bathwater!"



Looks like some of our Tarrant County TMGR members rescued an MG! Cool!





Wet Floors in an MGB!

... by Dave Burns

Ever had wet floors in the passenger footwell or had radio damage from water and can't figure out where it was coming from? Possible causes would include windscreen leakage or windshield wiper shaft leakage, but if it is a lot of water, it could be coming from your front fresh air plenum. The air intake found in front of the windscreen is designed to bring fresh air into the interior of the car through the fresh air vent. Unfortunately, it can sometimes bring in unwanted water as well. This happens when the drain tube for the fresh air plenum gets plugged with leaves, dust and dirt. The water lies in the plenum and rusts it out – letting water into the cockpit or it may overflow into the cabin.

What drain tube you may ask? If you look carefully into the air vent in front of the windscreen, you can see a drain hole in the right hand (facing forward) corner. This drain attaches to a rubber tube that goes from that corner of the vent box and down the right side of the transmission tunnel. It is about 1" in diameter and should be hanging down just below the bottom of the car. On the end of it is a round bulb with a slitlike lip. In MG lore, this is called "Tom's Knob", supposedly after the engineer who designed it. This bulb can eventually get plugged up with debris, usually a mixture of tiny bits of leaves and dust. This part is no longer available so you have to be careful with it.

There are several suggested methods of cleaning out the junk. From the top down, gently push a doubled over electrical wire down the hole, add some water and then gently push it through the tube while twisting the wire. Another way is to put the car on jack stands and from underneath – squeeze the ends of the slit on the knob to open it. This usually results in getting a face full of grunge, so wear glasses or goggles. Some people use a piece of coat hanger or dowel to clear it out from above. Another method involves sticking a 12" length of 5/8" OD tubing such as water tube down the air grille, wiggle it till it enters and seals the top of the drain and apply some air pressure to the tube, blowing the debris out the bottom. Flush it out with water when you are done.

There are a couple of preventative things you can consider. Some people cut off the knob to solve the problem. I don't recommend this as it might hurt and it was put there originally to avoid drawing noxious engine fumes into the interior of the car. Keep it cleaned out and prevent junk such as leaves from getting into the plenum by fitting a piece of screen under the air vent grille. There is also a magnetic cover that you can buy to fit on to the top of the air grille. It can be used when you are washing the car or when it is parked or in storage. Just don't leave it on when you are driving or you won't get any fresh air through the vent system.



-end- / From "The eChatter; Volume #32; Issue #12



The TMGR!

Tech Tips!

TECH TIP... From Steve Budra: MGB (and other LBCs) Engine Removal

Here's a tech tip for removing the engine or engine/transmission combo on an MGB. Despite recommendations to use the MGBs protruding valve cover studs as fixing points for an engine hoist, I've never really been comfortable doing it – the studs just seem to flimsy. Recently, I rented a hoist locally but the brackets on the supplied chain were sort of J-shaped. When I attached them to the studs and began to lift the engine/transmission as a unit, the studs bent and finally snapped. Luckily, the engine was only a couple inches off its mounts at the time. Other than the studs (which I later replaced), there was no damage from the fall.

Looking for a better solution, I found two more substantial fixing points: one is the top mounting bolt on the alternator bracket – tapped into the right side of the engine block. The other is the left engine plate bolt which is tapped into the top rear of the block. These are 3/8" diameter bolts. I recommend substituting the original bolts with longer ones to give you enough space for the hoist bracket and washers, replacing them with the originals when you are done. The rest of the operation went smoothly and I felt much more comfortable with 600-700 pounds relying on these bolts. The only drawback is the engine is tilted a little to one side when lifted, but one person working the hoist and another rotating the engine a little will make it work. You could also install an adjustable tilt lift between the hoist and engine which allows you to fine-tune the angles. You could also install an adjustable tilt lift between the hoist and engine which allows you to fine-tune the

TECH TIP from Rob Crissinge: Simple Emergency Bonnet Release.

As a preventative measure on MGs and other makes with similar hood release mechanisms – a simple emergency release can be rigged up with two Zip Ties. One is looped tightly at the lever, and the other longer one is looped through it. The long end is tucked into a convenient (easy to reach) spot behind the grill. If the hood release cable ever lets go and you really need to get under the hood, simply fish it out – give it a tug, and open pops the hood!

TECH TIP from Tommy Baker: Homemade Gear Oil Dispensing System.

Ok – we've all been there. Trying to get the gear oil into the rear end (or oil into the tranny) only to be obstructed by emergency brake cables, gas tanks, exhausts and the like. You could go out and purchase a cute hand pump that mounts to the bottle for \$10 or so, or you could struggle and attach a hose to the spout of the bottle and squeeze away. Why not use something you probably have around the house? Has anyone in your family ever purchased a bottle of shampoo or hair conditioner with that handy little pump dispenser on top? All you have to do is clean the container, fill with gear oil, attach a PVC hose and pump away. In no time, your axle will be full, you will retain your sanity, and you can use the bottle as a storage container until its time to top it all off again. I have used this several times and it is particularly useful when you can't raise your car to a comfortable position to work. Just place the container on the ground and go to work!



LBCar CO Tech Tip from Raymond Marloff

One of the most annoying jobs when working under the MGB dash is replacing the choke cable. Tightening the retaining nut is next to impossible due to the position of the anti-shuttle shake bar. By using a Honda motorcycle sparkplug socket, it becomes a 5-minute job. The socket is 4 inches long, slips over the cable and retaining nut and then is secured to the threaded cable outer with a 17mm wrench.

(Reprinted from the July 2011 edition of eChatter)

THE COMPLIMENTS JUST KEEP COMING IN FOR THE FABULOUS FALL GOF. HOSTS... YA'LL HIT IT OUT OF THE PARK!!

- Hey Russell and Heather... I know ya'll weren't there... but a whole issue should be devoted to the Fall GoF. Great job by Eric, Ron, and Sue and Susan! Let's have an article or two about this event!
- Russell... just a couple of comments on the BACKROADs reporting of the Granbury GoF. The very entertaining bowling was a great fun event enjoyed by everyone who attended. AND the event t-shirt was the most outstanding design of any event I have ever seen. Susan and Eric should be design consultants for all future events. Great job by all the hosts!

Ok TMGR... your faithful reporters can't report on what they haven't seen... so help us out and submit articles. Heck, we'll even take a story or fairy-tale...! Let us know what is happening on the BACKROADs of Texas!



Old Number One... where it all started!





Upcoming Events for You and Your LBC!

January 13th	Natter at NOON at the Gingerman in Dallas. See inside this issue for more information.
March 10, 2018	Silly Chilly Willy Rallye.
June 17-22	NAMGBR 2018 - A Gettysburg Address
July 5-7	Celebrate 60 Years of Spridgets! Join Sprite and Midget owners at Hot Springs National Park in Arkansas. For more information, visit FACEBOOK "60 Years of Spridgets". <i>Email = barrett10@sbcglobal.net</i>
BREAKFAST?	If you are in the North Dallas / Collin County area, breakfast with your MG pals every Saturday at 8:00 a.m.! The location sometimes changes but usually at Tony's (Spring Creek & Alma) - so you have to RSVP with the Collin County breakfast guru Don Davis at ' remodeler.lc@verizon.net . If you are in the Tarrant County area, breakfast is every other Saturday at a variety of fun locations. RSVP with the Tarrant County breakfast guru Linda Curzan @ Curzan@sbcglobal.net . Thanks!

BACKROADS
 Newsletter of the TMGR
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 Cedar Hill, TX 75104

