

South West Ohio T-Cars

Feb. 2013 Newsletter

**Next monthly meeting Feb. 27th.
Rib City Restaurant
Rt.4, Fairfield
6 PM for dinner with meeting after**

Featured Car

John Dowlin's 1952 MGTD



This car has been under restoration for over twenty years. Like most of our cars, it had been sitting without any work being done for almost all of those years. I contacted John about a year ago when I became aware of his car being incomplete. We got the engine completed and installed in the car enough for me to drive the car, under its own power, back into his garage.

Jim Pesta

Completely ignoring Jim's advice, I somewhat attached fenders and sideboards before working on interior. Have space issues for parts and wanted to drive after 18 years. Hope to be reasonably legal and safe by



If John keeps up this pace, it should be on the road this summer!

Lets hear it for John!

If you would like your car to be the featured car of the month, submit a digital photo of it with a brief description and before long it will be immortalized in the newsletter.

**Everyone needs to help with the content of this newsletter,
Submit early and often!**

If you have any suggestions on what should be included; please call,

Tony Carito 513--867-8785 or **Jim Thomas 513-393-4385**
e-mail mgbjt@zoomtown.com with any suggestions or
submissions

Mission Statement

This group was formed because there seemed to be a lack of practical information available to facilitate the ability of the local T-owners to get and keep their cars on the road. This group seeks to fill this void. Jim Pesta from MG Services in Cincinnati jump-started the group and provides the technical expertise. The group itself decides what direction the group will pursue.

All owners, or potential owners, are welcome to come to the meetings, submit questions, answers, opinions, or suggestions through this newsletter.

THIS IS YOUR GROUP!
And this Newsletter is its voice.

All members will be happy to help you with your project. If they do not have a specific answer, they should be able to point you to the right person that can supply the answer to solve your problem.

Monthly Meeting Summary

Those attending the January meeting

Everybody's talking about...Tony and Connie Carito, Jane Grimm, Jim Pesta, Jim Williams, Cindy and Greg Garnett, Joe Potts, Mike Phillips, Jim Thomas, Brenda Marshall, John Dowlin, Peter and Lara Jollis, Jan Johnson, Jimmy Hoffa, John Libbert, Peter Bailey, Kurt Niemeyer, Cary and Jane Sunderhaus.....all we are saying..... is give peace a chance.....

WELCOME FIRST TIME ATTENDEES!

Mike Phillips and **John Dowlin**, long time owners. Often, members feel like they don't know anyone and it is difficult to converse. I hope John and Mike have discovered what a nice group of people we have and how approachable we all are.

We always want to make folks feel at ease and we are anxious to hear their stories. Time spent at our meeting is always valuable and hopefully, you come away having enjoyed the personalities, stories of cars and general fellowship.

Monthly Meeting Summery

OUR MEETING WAS OVER THE TOP!

The restaurant that Tony procured served great food at a bargain price...**25-cent beers blew my skirt up.** We asked that members of the group bring a wife or girlfriend or any friend to join us. It was enjoyable; of course the lady friend I brought ate like a rescued member of the Donner Party.

THE CONVERSATION WAS MOSTLY...MGs.

Everyone's car is in a different state of completion; some are road ready, some not quite, and some nowhere close.

I'm hoping that we all understand that we are here to help everyone else complete their cars. There are group members willing and able to help...all one needs to do. is ask, and we can provide the best person to help.

Lots of interesting items came across the table during the meeting. Jim told us of a scavenger hunt open to all British car clubs. You can see that page on the Moss Website. It would be a fun outing for our group if anyone would like to oversee that event. Contact Greg Garnett if that interests you.

Kurt shared an Adams County outing with the group. There is evidence that the origin of mankind can be traced back to the hills of Adams County. Highlights of a trip like that would include drug stores with nostalgic soda bars, an Amish market, antique shops, and a nudist colony? Just stay out of the pool if you go there....people will laugh at you. We have an Adams County romp on our events calendar slated for April 13th. Jim is looking at a pre trip tech gathering on April 10th

We heard about Jim Williams on tour during one of his many outings when the steering wheel came off the post. Both hands were properly at the ten and two positions...it was just no longer attached to the car. Strange, that while holding the wheel...and your car is moving forward, you look to your right....you look at your partner. Is that a reality check? Are you looking for confirmation that the impossible just happened or did Hannah-Barbara do some work on the steering column. I suspect that no NASCAR crew could put a wheel back on quicker Jim did. What a memorable story....I do believe most of us would have given a dollar and quarter to have seen Jim's face when that happened.

Peter Jollis is hosting a T-Chapter meet for the fall of 2014 in southern Ohio. Peter has requested help form group members. Contact Peter at the next meeting or see Jim Pesta for more information. This would be a great opportunity to participate in another type of MG event.

Anyone interested in taking a section of the newsletter and make it their own...holler at Jim, Tony, Greg, or JT. You might find that you enjoy it. One area open is the feature car of the month. You would need to get a picture and a short description of the car. If you don't live in the Cinci area, that's fine.... gather the information and send it to us. It's a great opportunity to get to know some new friends.

A detailed list is being compiled with the contact info of all of our members; see this elsewhere in the newsletter.

Monthly Meeting Summery

There seems to be interest in our group, so Jim is talking about sharing our newsletter with other clubs. Can't be much wrong with letting others know what we are doing and maybe learn some things they have planned.

I hope you noticed that the letterhead has changed slightly reflecting the regional name. If we were going to be sending out the newsletter, it would be nice to incorporate the location of our group.

Jim and Greg informed us about the upcoming Bluegrass Bash for British Iron in or near Lexington, Kentucky. A comment referenced the fact that the event is a bit more refined than it used to be....a good outing for everyone.

Jim also spoke of a small group of members (volunteers to participate) and making visits to member's garages and lending a hand wherever possible to help someone move along with getting the car back on the road. Possibly Sunday afternoons would be a good time for many. It struck some of us as a really good idea and good for the group. It would be good to see this come to fruition.

Moss has outlined a scavenger hunt for British Car groups. The information is on the Moss Website. Jim had copies to share with those that might be interested in participating. It sounds like a good time and you have till later in 2013 to complete it. You just need a good camera to verify your participation.

The Cincinnati British Sports Car Club is meeting to design and implement plans for the July show. The T cars will be a featured marque. They are open to anyone in our group that would like to have some input on this. Contact Tony or JT to get the meeting date.

Tony has a nearly perfect list of members and their cars. One more contact needs to submit some up to date information and it is complete. It is surprising how many T cars are in the area. It is also surprising how many are not running. **Let's see if we can change that!**

That bit of information falls in line with our mission....to get the cars back on the road. If you know anyone with a car and needs to be on our list.....please get that name and info to Tony.

Members of our group have a plethora of information and experiences in different areas of working with their T cars. We hope you will consider sharing some of your experiences at the meetings. Jim would be rather quick to turn the floor over to you to hear what your experience has thought you.

Members' Views

Do you have a skill or a trick for cleaning, polishing, working on a wiper motor, cutting wood for the body, gauge expertise, interior repair, or maybe a shortcut for installing parts? Do you have tool that makes it easy? Please bring it or your ideas to the meeting. Jim has stated from the beginning that he did not want to be in charge of everything.

I didn't know Volkswagen tires fit our TD cars. JT

If you miss a meeting, you miss a lot!!

Tony / JT

Editor's Views

THE LIST **READ THIS PLEASE !**

Hey T owners.....we have a good list! We have about ninety-eight solid T car drivers. It was compiled for T drivers and not to be used for anything but contact among T drivers. Please, no solicitations with the list or is it to be used outside of the love of driving the cars. We just don't want to see it used improperly in any way. The list includes names from the tri-state area along with addresses, phone numbers, and car type.

If you want to have your information included, you must respond with an affirmative reply. If **JT** does not get a reply before Feb, 18th, your info will not be included and you will not get a copy of the list. Only the people who respond will be on the list and will receive a copy.

So please get back to me at mgbjt@zoomtown.com. as soon as possible

It is understandable if you don't feel comfortable providing your info. But please remember, if you are out driving in a new area and have problems...it might be good to have someone nearby to call if you need tools, a ride, some advice, or a safe place to park your car. In our contact efforts, we found everyone to be great people and really into the cars.

We will be sending out the list to everyone who has replied on Monday, the 18th.

Upcoming Events

2013 Driving / Social Events

Contact Greg Garnett, 513-523-3720, ggarnett@miamioh.edu

Blue highlighted events are set All others are tentative

Feb 27	Social Event	Rib City, Cincinnati
Mar 27	Social Event	Rib City, Cincinnati
Apr 10	Wed evening tech	M G Services
Apr 13	Local Drive	Adams County, Kurt Neimeyer
May 3-5	Bluegrass Bash	Lexington, Ky.
May 18	Local Drive	Northern Ky., Joe Potts
June 5	Wed evening tech	M G Services
June 8	Local Drive	Cincinnati, John Olman
June 14-16	Ohio Chapter Spring GOF	New Philadelphia, Ohio
June 26	Wed evening tech	M G Services
June 29	Garst Museum	Greenville, Ohio, Jim Pesta
July 14	British Car Day T-car featured	Cincinnati, Ohio
July 15-19	GOF Central	St Charles, Mo.
Aug 3	British Car Day	Dayton, Ohio
Aug 7	Wed evening tech	M G Services
Aug 10	Houston Woods	Oxford, Oh., G. Garnett.
		Tony Carito
Aug 24-26	Ohio Chapter Fall GOF	Hocking Hills, Ohio
Sept 3	Wed evening tech	M G Services
Sept 7	Local Drive	???
	We need a member to propose an event	
Sept 15	Put In Bay Race Reunion	Put In Bat, Ohio, Kurt Neimeyer
Oct 6	Wed evening tech	M G Services
Oct 9	Local Drive	???
	Maybe an out of town member needs to propose an event	
Dec 7	Holiday Social	????
	We need a member to take charge of this event	

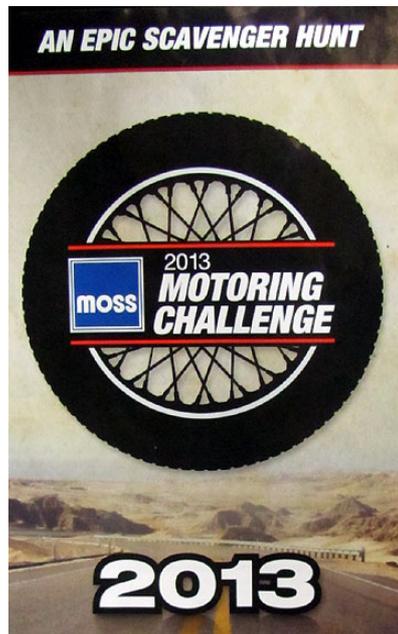
Jim Pesta at MG Services will hold a tech session the Wednesday evening before most local driving events, for tech and drive preparation. The tech sessions on the fourth wed. night have been replaced by the dates above!

Check back with this list as we continuously update the schedule.

You should mark these dates on your calendar. These dates will be included in each newsletter as a final reminder.

New direction

As has been previously mentioned, driving the cars will be the main focus this year. The event calendar, which will be a continuous feature in all subsequent newsletters, will have the dates of the various drives organized or sponsored by our group.



An event not mentioned on the calendar, is Moss's "Epic Scavenger Hunt". If you have gone onto the Moss web site, you should have seen this event advertised.

Moss is providing prizes for people who acquire a certain number of points (see the rules that are publicized on the web site).

I've been spending some time organizing an all day trip to Greenville, Ohio for our group. I'm hoping that others are also working on drives for us. We need as many as we can to get the cars out on the road.

MG Services
Blatant Promotional Article

On a separate note;

The New Year has given me the opportunity to straighten out and re-arrange the shop.

Many of the members who have come to the monthly meetings have wondered why my TF never gets worked on. I have tried to explain why I haven't had the time to overcome the frame straightening issue. Some have even offered to help if it would get me going. I do appreciate that, but the following is why help was not what I needed, just some time.



Lifting the body tub off of the frame exposes the timber that goes across the bottom rear of the tub. See photo at top right. If you look at the frame rail (at right), you can see the bracket that goes outboard of the frame rail which is what the rear body timber sits on. If you look closely at the rail in the photos, there is a shallow, (14" deep recess) that should fit on top the bracket.



Bonus question!
What is the chrome disc on the left side frame rail only?

Hint;

You will find it only on my TF



MG Services
Blatant Promotional Article



If you were lying on your back, looking up at the bottom rail, photo at left is what the body timber would look like (back of car to the right).

Notice how shallow the recess in the timber is before any fitting. The rail and bracket moved up about 5/8"

This caused the middle and front attachment points to have quite a large gap under them, which would alter the door fitting if bolted down tight. The door might not even fit any more. I had spent more hours than I would like to admit fitting the doors previously, so I don't want to start over if I can avoid it.

This is why I am going to all of this trouble to fit the body timber.



Photo at left shows what the first fitting looked like from the rear, after the initial routing and chiseling to remove the 5/8' from timber.

Photo at right shows what the timber looks like from the rear with additional filing and chiseling for fit. You can see the nail holes through the metal skin, where the wood has been removed.

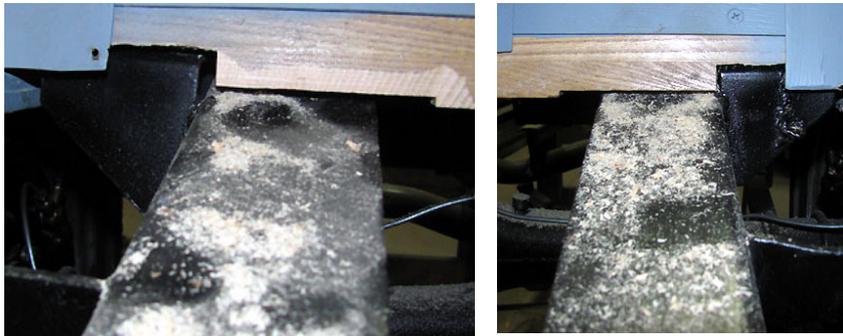


Photo at left shows the back of the left side final fitting. Notice angle cut into timber to allow the slanted frame rail to fit.

MG Services
Blatant Promotional Article



You can see part of the sawdust remains of the cut body timber, lying on the frame rail after getting the boggy to fit.



After all of this effort, this is what the body tub timber looks like when the body tub is lowered down onto the frame. You can also see how much wood that had to be trimmed from the rear body timber. With the rear timber relieved, the front and middle attachment points now are tight against the frame as designed.

These are the kind of details that need to be addressed while assembling the car so the doors will fit correctly, and hopefully stay that way since the body tub is not under any stress by the mounting bolts.

Going through these time consuming steps is the reason why some restorations can cost more than expected.

This month feature

Monthly Specials;

Just a few words from the parts department.



This month I would first like to give a bit of advice.

First about tools;

As you know I have added a line of Whitworth tools to my line of parts. The prices I have for them should be the best around store or Internet, but that is the sales pitch. I would like to give the advice. Each month as I read just about any magazine I see the Harbor Freight ad with coupons and specials one has caught my eye. Their \$9.99 torque wrench any size 1/4, 3/8, 1/2 inch drive. Now if I were building a spaceship they may not be my first choice but to maintain your car they work very well. What we are trying to do is meet the factory spec when we put a part in place and these wrenches may be off a pound or two but if you are tightening a pan or clutch cover or cylinder head nuts the wrench will at the very least give you repeated tightness on all the bolts and nuts close to the factory spec.

The uniform tightness is what is most important and these tools will provide that task. Putting in spark plugs and tightening wheel lug nuts. With this inexpensive wrench things will be evenly tight.

One more bit of advice;

Remember about the lack of safety wheels on our cars and the need to have inner tubes installed on our wheels. If you don't know what I am talking about please call me 922-8076.

Now again the sales pitch. I still have 3 sets of tubes on hand. I have them priced at \$18 each.

That is it for now. Make your plans for the spring! Dave

There are new products in the works, so stay tuned in the next newsletters.

Call me, if I can help, at 922-8076 or contact Jim, and I will get back to you.

Misc.

Missing a meeting is missing lots of information.

**Next monthly meeting Feb. 27th.
Rib City Restaurant
Rt.4, Fairfield
6 PM for dinner with meeting after**

SEE YOU THERE!

Call Tony or Jim if you have any questions about how to get to the meeting. The meeting takes up at 6:00 pm. Stay as long as you like. Come as you are, clothing is optional. Tony can be reached at 513-867-8785. Jim T. is at 513-393-4385.

We are always looking for topics for discussion among the group. If you have a specific problem with your car or an idea for improvement, parts for sale, need parts, or even need to understand a concept better.....please email those inquiries. Names are withheld from discussion unless you want to share.



The MG Y- Type (four door saloon) came down the assembly line with the MGTD during 1950-1953
Dave Zyp's 1952 MGYB getting new brakes and suspension for a trip to Sheboygan, Wisc..