

South West Ohio T's

Sept./ Oct. 2013 Newsletter

Next monthly meeting Oct 13 during Kurt's Picnic (see Calendar of Events)

No one stepped forward to have his or her car featured for this month newsletter so maybe someone will for next month. Instead this month we will have featured characters.

Featured Characters;



If you have been paying attention, you would have seen these two characters at our meetings. Hint this photo was taken in New Jersey about twenty-five years ago. The TD is here in town and runs great, even though most of you have not seen it.

**They are now “seasoned” characters!
Can you identify them?**

This photo now hangs in the office of MG Services. This was taken sometime around 1991 in Green Pond New Jersey at the Folly A converted hunting lodge on the top of a mountain at the edge of Green Pond. The fellow with the beef Wellington in his hand is Kep Phillips who I met on a cross country T-series tour. Up to this point he believed that the kitchen was a place to hold the



thing that kept his beer cold. Kep recently passed away and he will be greatly missed by many international MG folks, including me. The fellow with his back to us in the photo is Pete Hempstead former TD pilot and (The President of Deposit NY).

Featured Car Cont.

Maybe these folks could write a short history about their cars and what they would like to get from them. If they would, we would share them with in the newsletter.

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.

1954 MG TF Project



Driving around the west side of Cincinnati, I noticed that there was an MGTF stashed in a barn just disintegrating into nothingness:

While I already owned a 1951 MG TD; I recognized this as the MG TF, but was not sure about the year.

I stopped and asked the owner about the car and if it was for sale. He told me the car was a 1954 MG TF that he and a group of friends bought and drove around in it, changing the paint color when they thought that it needed it.

He said the last time it was driven was 1965. That is when they took it apart for another color change and parked the car. It has been sitting in the barn ever since 1965.

The car had the original engine replaced previously in its life with an early 1250 (originally a 1250 car). Everything else was original to the car. I negotiated with the owner and took the car home to bring this car back to life.

Getting the car home was an adventure. When I went to get the trailer, my truck battery died so I enlisted the help of my son in law and his truck. We got the car home and I began taking the car apart.



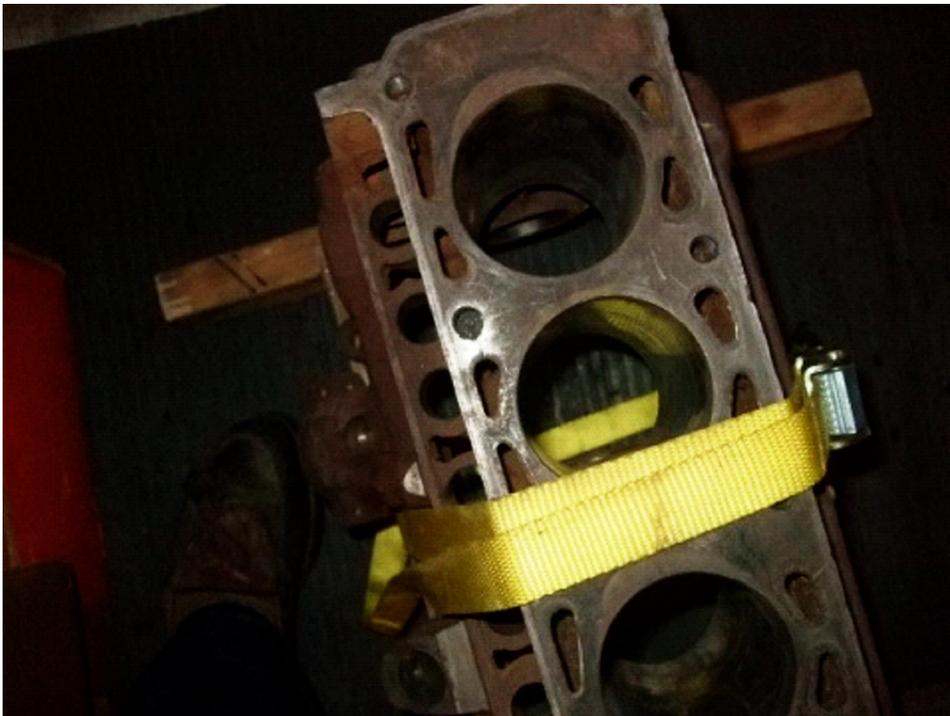
Once everything was bare, I removed the very frozen engine.

Member's cars/ Rick Taylor's TF

That is where the problems began to multiply. The early block had been bored .120 oversize and the pistons were frozen on the wrist pins which needed to be driven out.



Once the pistons were removed, the examination began on the engine. More issues awaited me as I got the block back from the machine shop. It seems the previous owner had used an oversized head stud and cracked the block.



Notice the shiny area in this photo; this is the area with the oversized stud hole and resulting crack into the water jacket.

Not wanting to repair this condition, I contacted Dave Zyp for a replacement block. After locating a new block, I could now begin the process of rebuilding the engine.

Member's cars/ Rick Taylor's TF



As the engine work was progressing, I was busy refurbishing the frame



Next came the body and the fitting of the various panels and the doors



Member's cars/ Rick Taylor's TF



With the help of Jim Pesta, the car now runs correctly and is completely back together. This will save another MG from the Scrap yard. They can be saved.



Almost finished

Monthly Meeting Summery

We came, We met, We drank beer, and then, We solved. An amber nectar that supports logic, reasoning and the ability to see through obstacles.

Those members at Rib City in attendance were

Chris Newcomer with an MGB, TD and a Healey

John Libbert with an MGA and several TCø

John Ligon with several TDø

Johnathan Grinder with several TDø, an MGA, and an E-type Jag

Jan Johnson with several TAø

James Dean with a Porsche Spyder

Mike Phillips with an Alpine, XKE, Tiger, and a TC and a TA

Pete and Barb Bailey with a TF

JT with a TD and a TVR

Cary Sunderhaus with a TD

Rick Benhase with an MGA

Jim Pesta with a TF, Mquette, and a Y-Type

Jim Williams and Jane Grimm with a TD

Bob Hanseman with a TD and a MGA and a 43 Willyø

Tony and Connie Carito with a TD

Greg and Cindy Garnett with a TD, TC, and a Healey

Kurt Niemeyer with a TC

PICNIC ALERT.....October 13th.

Our beloved, benevolent, bonvivant, bodacious, brave, and bold Kurt will host a picnic for this Motley Crue of T-enthusiasts and owners. It was decided that October 13th would be the day. Mark your calendar. Kurt lives on the Milford side of Cincinnati and has a wonderful place for such a gathering. This is in Stonelick Township. Ever wonder what a lick is?

Apparently it is a short cut or quick way of getting somewhere. There seems to be a lot of ølicksø in Kentucky and Virginia.

Arrive at noon for the drive and 2Pm for the picnic

You will need to bring your eatsí í ..what you would like grilledí .(uh ohí that may be too open ended.) a dish to share with others and your own beverageí .our group has some money..and will provide plastic utensils and paper plates. More on this coming soon in a separate communiqué. You will need to call Kurt so he can know how many are coming. There will be a rain date.

Our November meeting will be at Rib City. It will be earlier in the month to avoid Thanksgiving. We are sticking with Wednesdaysí ..Cary even changed his religion to be available for our Wednesday meetings. The food is good and the service is always over the top. You can eat and drink like a lumberjack for under ten dollars. Itø cheaper if you leave your wife at home but we donø encourage that. The ladies in attendance have enriched our meetings with comments, ideas and perspectives. Itø always better if she know where you are and that our meetings are innocuous.

Monthly Meeting Summery Cont;

Look for a notice of the November meeting soon.

We have no officers, dues, or rules of engagement. It's loose but it works because we are a like-minded people.

Greg adroitly led and facilitated the meeting. Our agenda was full but we were able to get through it and solve some issues. Greg asked the group about what events were enjoyed this year. He asked for feedback from everyoneí ..need your ideas. Our driving events were well planned and enjoyed by everyone that participated. Breakdowns??? Nahí it's an easy drive and Jim P. announced that we collectively drove over **Eleven Thousand Five Hundred miles** safely. The only casualties on the drives seemed to be hosted by Mr. Pesta himself. He has relocated a guardrail and cleared the road of debris by running over it in the Y-type. All taken in stride and fun. Greg mentioned òGarage Crawlsoí í ..Pub Runsí .Volunteers for a working day on someone's carí .There is lots of knowledge in this group and tools for sharing. Send your ideas for events and comments to JT at this email address.

If you don't know what a òNatter and Nogginö isí í .it happens in January. Jim P. and Pete and Greg are regular participants. It happens in January and we all know that we are ready to jump out of our skin for something òMGö in the middle of the winter. It is a one-day event held in Mt. Vernon, Ohio and is a great time. You can go up on Friday night like Pete and get a room or you can get up early on Saturday and head up. Women have their own events and discussionsí .there are tech sessions and valve cover races. It is an excellent chance to òchew the ragö with other enthusiasts.

We are looking to do member profilesí we wanna know about your MG story and put you in our newsletter. Seems folks are okay with thatí .they just don't wanna write anything. That's what JT and Tony do. We will try to get that up and going soon. We need to know what skills our groups possess among its members. Do we have painters? Welders? Woodworkers?

Always open for suggestions for the newsletter. You don't need a dissertationí .just drop your suggestions to JT/Tony at this email address. Do you have an article or something of interest? Give us a callí .we can write it up.

Another suggestion was made to list and make known businesses that can help T-owners. Who changes tires, wire wheels, í ..where is the best place to get chrome plating done? Where is a good machine shop? Who does mig welding? Jim O. had a good experience with Hagerty Insurance. Tony and Jim P. have a grip on the electrical end of things. Where can you get your radiator sealed and repaired? Hopefully, you see the importance of such a list to be shared with our group.

Monthly Meeting Summery Cont;

John Olman has set up a face book account for MGs. Pictures of his tour a couple of weeks ago can be found there. It is a great way to stay up to date on events and share your ideas and interest.

We now have about 109 T-owners on our list. If you know anyone with a T car and think they may like to get our newsletter or maybe attend a meetingí .or two, let them know about us. They should contact Tony at 513-867-8785.

Greg discussed a book on E-Bay called "TC's Forever." A used copy was 1800 bucks.

Jim P. provided us with an interesting scenario that led to one of his much loved tech sessions. He had customer's car that was missing at timesí ..sputteringí belching and may have passed gas. He did a leak down testí .forcing air into a number one spark plug hole to find air coming out of the number two and three plug holesí .this is when you sayí "Oh S&@**^^!".ö He shared with usí .a head gasket that was clearly blackened between the two cylinder holes that were leaking. He also described riding down the road and hearing a sound like locusts in your transmissioní .you put your hand on the shifter and it seems to quiet down a bit but you feel it in your hand. Three shifting rods in the center of the Transmission collar become worn. Bushingsí even metal appendages become rounded from use and it can become annoying to no end. He shared the three rods that were the culprits and described different scenarios that cause them to become troublesome. It's not the gearboxí it's the rods in the remote shifter assembly holding the shifter. It's much easier to understand when you can see the rods and the wear associated with the sounds and vibration. If this sounds familiarí ..See Jim P. He can take care of it for you.

DON'T MISS THE WHERE'S TONY PHOTO SHOOT THIS MONTH
(SEE PAGE 16)
.ANOTHER GREAT TOUR IN HIS SPECIAL TD.

For all of you who's T-car is not yet ready for any drives, please feel free to join us. It is only partially about the cars, it is mostly about the people involved, it's the camaraderie. **You will remember the people and time spent, not the cars.**
So come on out and join us with whatever you got to drive!
Greg Garnet, T-Event coordinator

Member's Questions;

Pete had a unique problem. He had a top for his TF that had shrunk with age. A thirty year old brand new top had shrunk two inches. In his words to me í

I was able to stretch the 2 inches shortness in length the 30 year old, brand new vinyl top appeared to have. I disconnected the top from the rear rail, stapled the top to the unconnected front rail. I reconnected the back rail and then put tension on the top rail with straps attached to 2X4s anchored to the frame below the front bumper. Sunlight heat helped and the stretch worked. The 3rd picture shows the front corner distortion I hope to improve with tension and hair dryer heat.

Pete has provided pictures to demonstrate his ingenious set up to correct this problem. I'm gonna tell my doctor about this procedure. See photos below.



When you have a group of resourceful people in a group like ours there are not many issues that cannot be overcome. If you ask someone it is a good possibility that they know how to solve a problem. This whole configuration looks as if it belongs in a medieval torture chamber but hell, it worked! It doesn't always take an expensive tool or part. **Good job Pete!**

MG Services Blatant Promotional Article: Remote Shifter;

This entire tech session started when a client was astonished how noisy his car was while driving. I had taken a test drive in his car after the tune up and was also surprised by how loud it was.

The noise was a chattering noise coming from the gearbox area. If you would put your hand on the gearshift lever and try to hold it still, the noise would go away or be greatly diminished.

I have heard this noise with quite a few of my other clients cars and knew what it was immediately. It was not the gearbox it was **the remote shifter.**

Before we get into the fix, let us understand what it is we are talking about.

Photo at right shows the two different housings that are in our T-cars. The one on the right is an early housing and the one on the left is a late (improved) model with the housing drilled to accept a longer second/third gear selector shaft which would be located inside the housing cap as seen in the left photo.



Above are two detail photos of remote shifter selectors. The one at left is one that has very little wear with sharp edges, as opposed to the one at right which has much more wear around its edges.

**MG Services Blatant Promotional Article:
Remote Shifter;**



Above photo clearly shows how much the shaft extends out of the gearbox. The early gearbox does not come out at all

The top photos show the recessed slot where the shifter selector rotates inside of the gearbox. This particular gearbox is a late model one that has the longer 3rd/4th shaft, which extends through the gearbox housing into the remote shifter housing.

The bottom left photo shows the selector engaged into the 1st/2nd gear shaft. The right photo shows the selector engaged into the 3rd/4th gear shaft.

Inside of the gearbox, the selector is only engaged in one shaft at a time not like the photos shown outside of the gearbox.



**MG Services Blatant Promotional Article,
Remote Shifter;**



Photo at left is a detail showing the spring and plate that restricts the gearshift from sliding into reverse gear unexpectedly. You must overcome this spring assembly to get the car into reverse. That is why you have to muscle the shifter into reverse gear.



This is what the remote shifter looks like when you remove the carpet and rubber snug. You will see a chrome bolt about four inches from the rear edge. If you remove this bolt, you should find a spring and plunger that is supposed to hold the selector shaft from rattling.



Sometimes the plunger has worn away and is not there. There are many ways that the shaft can become loose and a couple of ways to resolve the problem. Sometimes by just replacing the plunger will do the trick. The problem with this is that this part is no longer available. If you are industrious, you can take an old throttle shaft and fabricate a new one from it. In extreme cases, the housing must be drilled out to accept a new bushing for the shaft.

In any case, the repair will greatly reduce the chatter coming from the gearbox.

“T” Stands for Tractor Tour Cont;

John Olman lead the August tour of the Southwest Ohio T Owners. We began at Frisheø in Anderson Township and drove some fun, curvy roads before making a short stop at Kurt Niemeyerø.

We were able to spend some time admiring his collection of expertly restored antique cars.



We then continued on to the vintage tractor restoration facility owned by Wendell Kelch. There we were able to enjoy his collection of antique tractors and admire his fantastic garage!

He had just finished restoring/rebuilding a rare 1913 Fairbanks Morse tractor from literally a heap of metal. The tractor has to be started by hand. It really makes you appreciate the electric starter in our cars.



“T” Stands for Tractor Tour Cont;

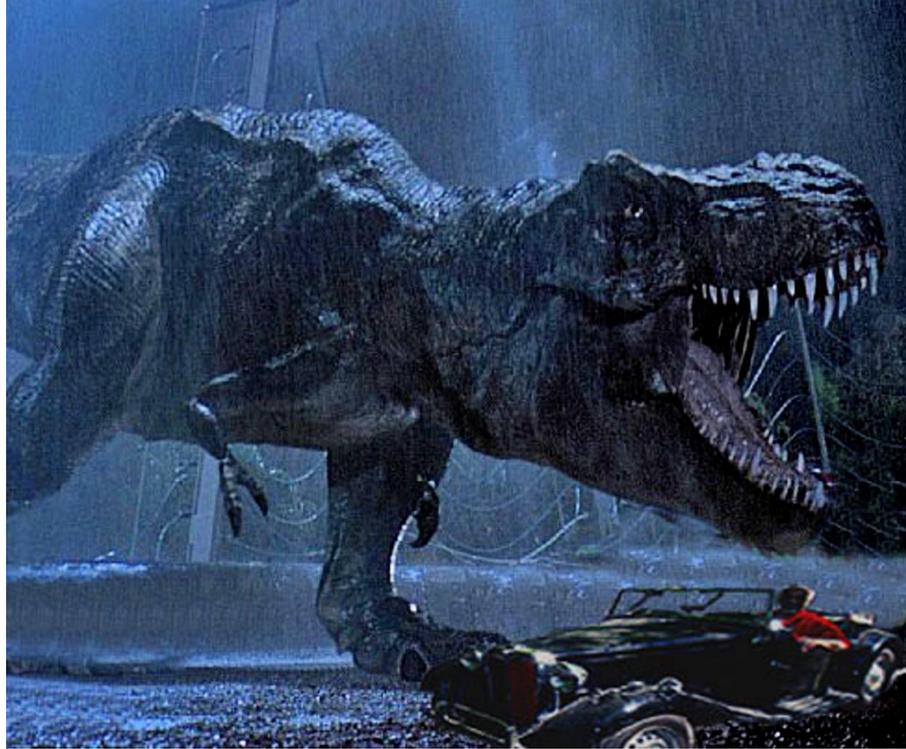


Wendell has at least 4 barns of beautiful restored tractors, other related memorabilia, and of course, his restoration shop that was an envy of everyone there.



John Olman has also set up a Facebook site for our group. It is an open group site and can be viewed and added to by anyone who has a Facebook account. Just go to Facebook and friend Ohio Chapter- New England MG T Register. On that site you can see a video of the 1913 Morris tractor starting up and working.

Where's Tony?



Tony's Tour this month took him to a petting zoo, Jurassic Park. I always wanted to take my ex-wife there so she could pet and tease the many animals roaming freely on the island. The perils of driving in the rain has encountered most of us and we all know that driving fast will keep you dry as the rain goes over the windshield. Here, we can see Tony demonstrate that speed is sometimes our friend. No animals were harmed in the photoshoot of this tour. A few were agitated by the Slim Whitman music being played on Tony's radio.

WHEEL DEAL !!!

I have a gift certificate for 40% off of a any set of wire wheels from Dayton Wire Wheel. It is limited to \$800 off. It is for any wire wheels that they make, not just MGs. If interested please contact me by email, ggarnett@miamioh.edu ,or phone, 513-523-3720.\

Greg

**MG Services /Jim Pesta
Explanation of changing Roles;**

For those of you who were not at the last month's meeting, I announced that I felt that I had fulfilled my role as to spearheading the SWOT group. We have come a long way in a year and a half.

The amount of time that I have been spending on promoting the group has, unfortunately, had an adverse effect on the time I spend promoting my business, MG Services.

I made the announcement that I was stepping back from most of my responsibilities for the group. That does not mean I am going away. It just means that some one else will have to step forward to take on those responsibilities.

I will still be doing the tech sessions and some other work. Greg will be taking on the organizational part of the group. He will facilitate the meetings, programs, and schedules.

Tony is still in charge of maintaining the membership list and all things that pertain to the newsletter should be sent to JT. If there are questions about the events/tours you should contact the person in charge of the event.

Greg will be explaining this further at the next meeting.

We are trying to make the experience more enjoyable for all of you, but in the mean time, the schedule and newsletter may have some delays or changes because of the change over so please be patient.

It should be back to normal soon.

FOR SALE

TD body timbers: bottom right & left main rails, new. Moss part numbers 450-810 & -815. \$150 for the pair.
Danny Mortensen. 859-384-7821 or agsdanny@aol.com

2013 Driving / Social Events Calendar

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

We need a member to propose a November event

HOW ABOUT SOMEONE FROM THE DAYTON AREA!

NEW

**Oct. 4-6 Ohio Chapter Fall GOF Hocking Hills, Ohio
Dave Jackman**

NEW

**Oct 13 Niemeyer Auto Museum and Tour Milford, Ohio
And Oct Monthly meeting**

Dec 7 Holiday Social ????
We need a member to take charge of this event

NEW

Jan. 24-26 Ohio Chapter Natter Mt. Vernon, Ohio

Dayton All British Meeting;

Jim Pesta and JT attended the Dayton British Club meeting this month. The meeting was held at Buffalo Wings just off I-75 one exit past the 675 loop. It was easy to get to and the folks in that club are always nice to play with. There seems to be a bit more female participation in this group compared to our local Cincinnati group.

The many marques represented played well in the sandbox together. They have a prolific events calendar and showed a DVD of a recent British Car tour through Tennessee.

Jim was able to make a presentation to the group regarding T-car tech sessions and it was an honorable attempt to gather some new T enthusiasts for our list. We made some good contacts with a few and hope to see them participate with our group in the future.

It seems many know about our group but there are those still that look at you like you like you farted when you describe what we do and there is no cost to join us in our fun with the T-cars.

T-car miles driven this year so far;

We haven't had a great turnout of new cars on our drives. Even so, the Oxford Tour had six cars with a total of 300 miles.

The New Philadelphia Tour added 675 miles to the clock on the Y-type. The Garnetts, Jollis, Williams, and Pesta took to the road for this trip. Four cars equal 2,700 miles.

The Garst Museum Tour added just over another 175 miles for each T-car driven. Six cars equal 1,050 additional miles to be added to our total.

Just in the last couple of weeks, we have added 4,050 miles, busy month.

That brings this year's total so far at 6,050 miles driven by our T-cars.

The Garnetts, Williams, Joillis, and Pesta added a little over 4,050 miles to the total from the round trip to the St. Charles GOF Central meet.

Cary Suderhaus, the Garnetts, John Olman, Mel Shotten, and Pesta added an additional 500 T-car miles driven with the stands for Tractor Tour.

Total T-car miles driven this season by our group;

11,500 Miles

There have been wonderful individuals in our group who have spent a considerable amount of time preparing these driving events.

Unfortunately, only a small core group has participated in all of these drives, but a much greater amount does not participate.

I know that we all have other responsibilities, but I don't understand why more aren't involved.

Are we not providing what the members need to feel confident enough to head out on the road with their T-cars?

Have we missed something?

Let us know what you need!

If we can't figure this out, It won't be long before the organizers will not be volunteering to spend their valuable time.

Jim Pesta

Members' Views/Questions;

As always, let us know if you would like to discuss a specific topic.

I know that we ask every month if anyone has any questions, but until we received one we hadn't realized that we neglected to mention how or where to send the question, oops. If you have a question about your T-car feel free to send it along to;

JT mgbjt@zoomtown.com
or Jim Pesta Autographics99@hotmail.com

Parts Corner

**Just a few words from the
parts department.**

**Motor Good Automotive
Monthly Specials;**

Nothing for this month



Misc

Disclaimer: *The advice and guidelines given in these articles are given in good faith. The members of the South West Ohio Ts group will take no responsibility for any injuries or loss sustained while carrying out any of the described tasks and procedures or any consequences arising.*

**If you know anyone who would like to get a copy of
this newsletter, let us know.**

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

Tony / JT

In Conclusion;

**Next monthly meeting Oct 13 during
Kurt's Picnic (see Calendar of Events)**

Call Tony or Jim if you have any questions about how to get to any 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 and Jim P. is at 513-532-1795.

Missing a meeting is missing lots of information.

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.

Safety Fast!