S W O T

A lovely MGTC; a pretty day , a nostalgic petrol station, and avid drivers.

Are theyé é é é

- Bonnie and Clyde?
- Bill and Hillary?
- Greg and Cindy?

WRONG !! The answer is Greg and Cindy in their 47 TC ! They have owned the car since 1980 when Greg fetched it from Littleton, Colorado in pieces. Over the next several years, a work of mobile art and history came together. However, this is not where MGôs started with these two. Unfortunately, too many of us remember the late sixtiesé sort of synonymous with the late Jurassic period in my daughterôs view.

Greg had 56 T-Bird or a TD on his mind originally. By 1969, he had just earned his bachelorôs degree and was signing on for more. Greg picked up a 51 TD in the late summer of 69 somewhere in southern Virginia. It was a car that got driven little through the years. He finished his medical residency

experience in 1976 in Iowa and the MGTD only saw about 25 miles per year up to that point. Then, it was off to Minnesota. There, he joined an MG club. By 1979, it was time to rebuild the TD engine and transmission. The garage of a mechanic and friend afforded Greg the opportunity to tackle this project. It was 1980 when the TC became the next project. It took two years to put the TC in running order. Thatôs considered quick among many restoration folks. Greg and Cindy were able to work 12 hours a week on the car and 16 hours on the weekend. The sheet medal, tub, upholstery, and paint were sent out to be finished. Being a physician for a college gave Greg his summers off to pursue this hobby. It worked out well for them. With Cindy being a teacher, she had summers off as well. About the time the TC was ready, a group from the National T register was doing a coast-to-coast trip. They were leaving the east coast and burning the roads up toward the west coast. The 47 TC joined group as they came through Minnesota. It embarked on three-week sojourn toward California and from there it pounded the roads to Toronto. She held her own at sixty-five miles an hour all the way.

Somewhere along this timeline, Greg bought a 1936 MG SA in the 80ôs. It took four years to get it in good order. It was a difficult restoration since there are so few of them and he had nothing to really compare it to.

January of 1991 brought Greg, Cindy, and their stable of MGs to Oxford, Ohio. A decision to sell the SA was made and off it went to a new owner. The new owner won a prestigious award with the SA and that was a great testimony to the care and efforts made by Greg and Cindy.

The question almost always comes upé .òWhatôs the farthest you have traveled with this car?òé .a secret and crafty questioning method to determine the reliability of the vehicle I say! This TC made a trip to England where Greg and Cindy drove all the old B roads and took in the countryside. They stayed at B&Bs and had the time of their lives. Thatôs an incredible insertion in anyoneôs trip log. I asked Greg if there have been any recurring or unique problems with the TC. Since 1986, there has been a very slow but annoying leak around the rear freeze out plug. The engine would need to be pulled to repair thisé .so until that becomes necessary, he is willing to keep an eye on it and keep cooling system full. I put on and wore my underwear backwards one time and I really had to wait for a proper time to fix themé .and so I am able to see Gregôs viewpoint in this matter. While it is something always on your mindé .it doesnôt require such a dramatic effort to fix at this time. I am always interested in modifications and improvements on the carsé .so I asked Greg what he and Cindy had done to their car. They have installed a Datsun 510 steering box. An Australian fellow makes an apparatus for this conversion along with a bracket to make it a two-hour bolt up job. Also, the rear axles and hubs have been transformed into single units making them much stronger. This avoids a problem (broken half shafts) that Jim Pesta tackles in a tech article coming up later in the tech session in this newsletter. The axle nut is assembled with an added seal to keep fluids from leaking onto the brake linings. It even has seat belts. All of these efforts are improvements in the TC and making it more adaptable to what an avid driver will require of it for todayôs roads and driving habits. This is an in depth look at two MG peopleé .Greg and Cindy. We hope you can attend our meetings or one of our events where you will see this incredible car with such an interesting story behind it. Greg and Cindy are always ready to talk about it. Cindy has lots of survival ideas for folks that want to use and enjoy their car for short or long trips. Cindy says that they are not polishers and they donôt fuss over the appearance of the car as much as they are drivers and the type of owners that enjoy using it. This particular TC has a certain charm, comfort, and lure about it because it sits ready to go at anytime. It is used and enjoyedé .as it should be!

Greg and Cindy as a waiter or waitress might see them at a banqueté ..strangely, it is a banquet where this photo was taken. .Greg is our meeting facilitator and events coordinator. He welcomes any suggestions for activity or ways to improve meetings

Got a question for Greg or Cindy? You can drop them a line at

ggarnett@miamioh.edu

If you have a story and want to have your car as a feature car in this newsletter….contact Tony or JT. It doesn't have to be a running car. Readers are always interested in a car that is being brought back and it lets us follow your efforts. We learn from your experiences. Our group has plenty of people that would be glad to give you a hand. Jim Pesta is quick share advice and suggestions.

Misc.

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

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 he 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.

WELCOME FIRST TIME ATTENDEES!

Jim always makes sure the garage is a little messy and there is an MG project going on. Any tech / mechanical issue that anyone wishes to bring up is open for discussion among attendees.

You will get your answer and you are among friends.

Monthly Meeting Summery

Fortunately, I have never sat down to a meal with a group of recused P.O.W.s but when our group sat down to eat at six oôclock at our January 15th é .I suspect that was as close as one could get to the real thing. There were a lot of throat noises and teeth popping. Sleeves worked as well as napkins. It was good to see everyone after a long break for the holidays.

Attendance was good and conversation was better. Those attending includedé . John Libbert, Mike Phillips, Jan Johnson, Bob Hanseman, Jeanne Hanseman, Tony Carito, Connie Carito, Barb Bailey, Pete Bailey, Phil Everly, Peter Jollis, Laura Jollis, Jane Grimm, Jim Williams, JT, Greg Garnett, Cindy Garnett, Jim Pesta, Kurt Niemeyer, and John Ligon. It was great to see JimWilliams back and looking better than ever.
Greg presented everyone with an excellent agenda of events and issues. The Ohio MGT register is convening the ñNatter and Nogginò on January 24th ï 26th in Mt. Vernon, Ohio. You do not have to be a member of the MGT Register to attend although you are encouraged to join. Greg has applications. Rumor has it that the members of this group are exempt from Obamacare too!! The last sentence of this paragraph contains a list of items that Mt. Vernon, Ohio is famous for.

Those that have attended have previous meetings have such good things to say about it. Friday night is a hang out night and for getting housed and relaxing. Many from a reasonable distance show up on Saturday to check in and join the good times. The meeting has some good tech sessions, a chance to make new friends, and some frivolity. Valve cover races are always a hoot to watch and behold what efforts have been put into these creations. Those and a host of other events happen on Saturday.é .Events for the ladies are also scheduled. Sunday morning, everyone packs up, says good-bye to new and old friends, and heads home before check out time. This meeting is held three times a yearé ..Winter, Summer, and Fall. Our own Peter and Laura Jollis will host the Fall meeting in September here in Cincinnati. Nice time hosted by nice folks.

Our next two meetings are scheduled for Wednesday, February 19th and four Wednesdays later on March 19th. Look for reminders of those times. Jim P. is looking into arranging the February meeting as a tour of a local chrome plating shop. This tentative and is not nailed down completely yeté so pretend I didnôt write that. March looks like we will be back at Rib City againé .good food. Again, we will keep you posted and give you plenty of notice.

Jim P. suggested the idea of a garage crawl recently. A sheet was passed around for anyone interested in a small group of gentlemen in khakis to come to their garage so Jim could demonstrate techniques and have a problem solving session. That sounded like more fun than my honeymoon. There were a number of folks that signed that sheet and we look forward to that coming to fruition. Jim suggested a complete brake system analysis including flushing, bleeding, and adjustment. He also described an engine assessment. This is like a physical for the XPAG engineé ..he succinctly stated he could determine where the power in the engine was going and where it was being misusedé ..be it funky valves, rounded cam lobes, leaky gasketsé .or a cat caught in the fan belt. How cool would an engine assessment in your garage by a pro be??

Be Safe and Stay Warm…..Tony and JT

Every month…..people ask…:

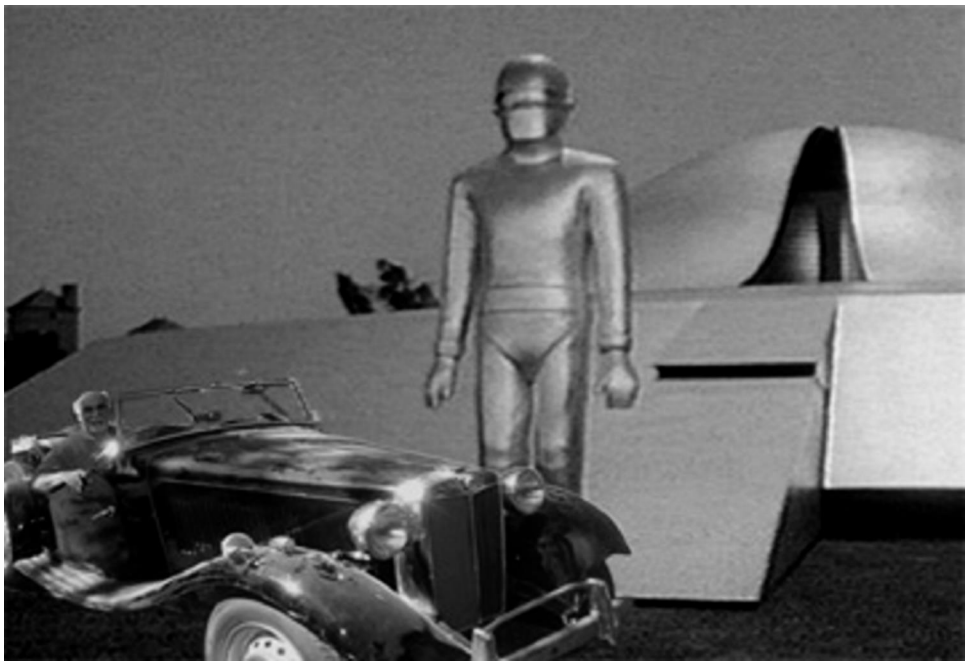
WHERE'S TONY??

Tony and his magical MG has been everywhere from Jurassic Park to the backside of Mt. Rushmore for a look at presidential butts.

Do the wordsé .**KLAATU BARADA NIKTO** mean anything to you? They to do GORT. These are the words that saved planet Earth when Gort was left confused, anxious, menopausal, and showing symptoms of PTSD after Michael Reny was shot by a zealous soldier. These are the words that kept Gort from micro-waving the planet. They were really delivered by none other than

Our Tony on the

"THE DAY THE EARTH STOOD STILL"



SAVE YOUR WINDOWS….AND AN EXPENSIVE REPAIR

Just a quick bit of information here to share. Your other vehicle is likely to have electric windowsé é ..and they begin to move slower and slower over time which you probably donôt notice as it happens slowlyé .they even freeze in weather like we recently experienced. Listening to Dale Donavonôs car show, he offered a remedy for slow moving motor driven windows and freeze ups. He applies a silicone paste to his customerôs car windows tracks to lubricate the track and insure that motors donôt prematurely meet their demise. Windows wonôt freeze in the track with an application and they work like new. You can get a container of this silicone paste at KOI stores. **The part number is 08946**.

You lower the window, use the brush that comes with the paste to apply it to the felt lined tracksé .brush it in there and then run the window up and down a time or two or three. It glides easier and there is less stress on the motor. I heard Vickôs Salve on funky lookin toenails helps those too. I did not hear that on a car show however.

ANNOUCEMENT!!

MG Services
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If you have not heard, Jim Pesta has been on the move these last couple of months. He has moved his personal residence, but the shop stays where it is, (too many parts to move).

MG Services has a new phone number **513-532-1795.**

We here at MG Services are proud to announce that the new web site is up and òrunningò. All features are not yet filled with content, but it is being filled with technical, social, and inspirational stuff.

If you are so inclined; Visit WWW.MGREPAIRS.COM and see what resources are available to you. We will be adding content on a regular basis so the site will be continuously updated to keep things current with; archived newsletters and upcoming events for the SWOT group. Click the heading "EVENTS AND CLUBS"

CAUTION….you are approaching a great tech article by MGT expert and professional mechanic….JIM PESTA

Broken Half Shaft;

Report Prepared by;

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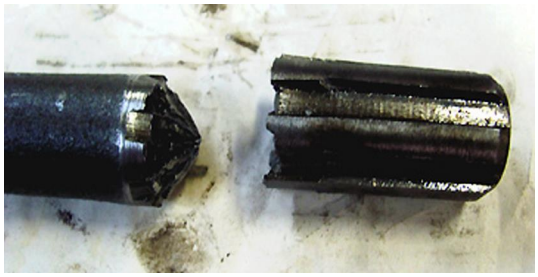

This is what we really do not want to see from our own car. It looks simple enough but it usually does not happen when you are at a place where it is easily repaired.

If you drive your T-Car a lot of miles, then it is not, if, but when, you break your half shaft!

Repairing your broken car in the garage of your choice is a good thing, but never happens that way. You will be on a road trip when it breaks, many miles away from home, and their no good economic outcome that can be derived from this scenario. So the good folks from the Ohio Chapter learned this lesson many years ago so they were prepared for this exact circumstance.

I remember the first time I was on a long trip with my TF1500 when one person broke their half shaft. I though to myself we're screwed, what the heck are we going to do now?

Luckily, I was traveling with those experienced MGT owners from Ohio.

No one seemed too concerned about the breakdown. They had contingencies for such a repair on the road.

On the Road?!

Broken Half Shaft Cont;

Report Prepared by;

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I heard someone say ñwho brought a spare half shaft and ñthe toolò? Within a minuet or two there were two people standing at the side of the road with two replacement half shafts and one of them also had a 36ò long ¼ô steel rod with his spare half shaft. I later discovered that this was ñthe toolò.

Who are these people?

Lets talk about how the rear wheels are connected to the engine.

As you drive your car, the rear wheels are designed to rotate at different speeds because of conditions encountered while driving. This is accomplished at the rear end of the car inside of the differential.

There is a housing inside of the differential housing, (the carrier), that allows this phenomenon to happen. It has a splined hub inside of the carrier that has a splined housing that the splined end of the half shaft slides into.

This connection completes the final link of the drive train, which causes the wheels to be driven by the engine. Inside of this splined housing is where the broken stub of the half shaft will be found.

There will be photos of this assembly on the following page.

Broken Half Shaft Cont;

Report Prepared by;

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Over 30 years of experience
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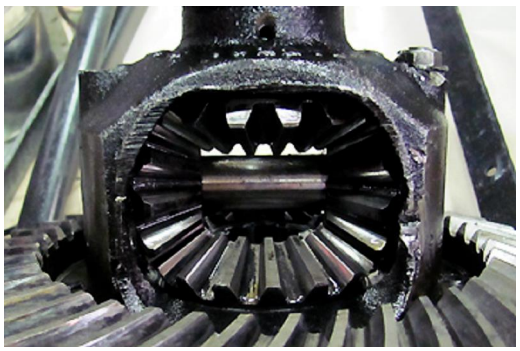
In order to remove the broken pieces of the half shaft while the rear end stays in the car, the first thing we need to do is remove both rear wheels, brake backing plates, and both half shafts. I will guarantee that the left rear is the one that will be broken and when it is removed, the splined part will be still inside of the carrier.

Photo at left shows what it should look like after everything has been removed.



Now let us look at what we will be working with.

The top left photo shows the carrier, which includes the ring gear, bearings, spider gears, and spider shaft. This assembly is what allows the half shafts to rotate at different speeds.

The top right photo shows the carrier rotated about 90 degrees. It shows the end of the spider shaft where it slides through the carrier housing.

This entire assembly in located inside of the rear end housing down a 30ô axle tube.

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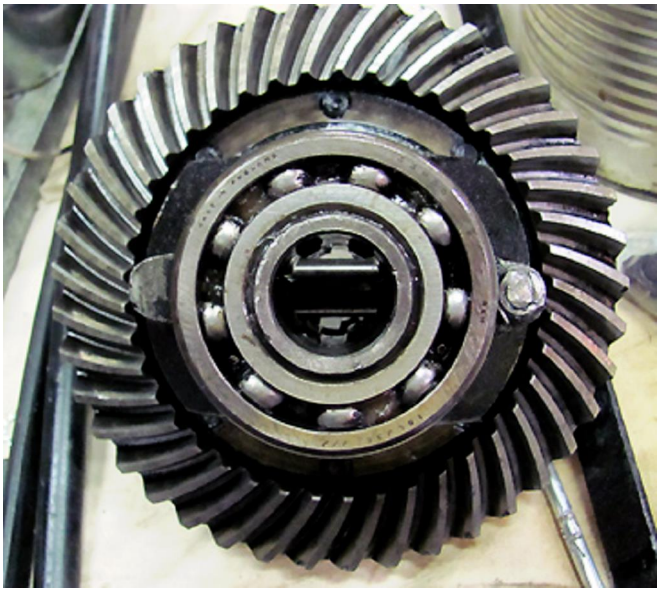
The above photo shows the orientation of the carrier when you look down the axle tube. However, you must realize that opening of the axle tube is only about three inches and this assembly is about 30 inches down that dark tube. With the carrier in the rear end housing, the only thing that you will be able to see when you look down the tube, is the small hole in the middle with the spider shaft passing through it (as seen above).

Now we need to remove the small stub of the half shaft that is still inside of the carrier. It will be located inside of the small splined hole as seen above.



Here is a detail shot of the splined hole. Note that there is a very small area above and below the spider shaft where you can see the splines on the opposite splined housing. When you look down the axle tube you will either see the stub of the half shaft or you will see the spider shaft like the detail photo.

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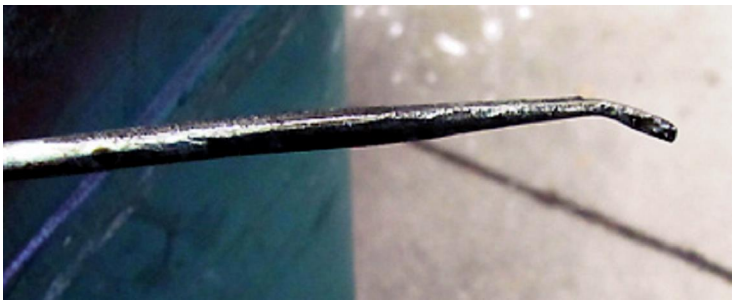
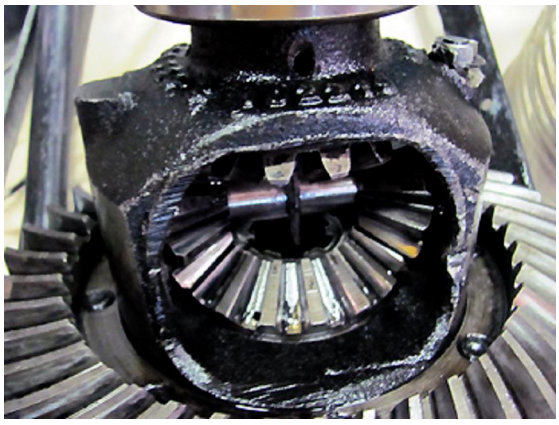
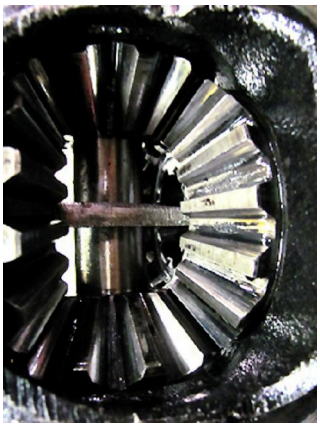
The removal tool must be about 36ò long and be able to pass over the spider shaft and back down to fit inside of the splines on the other side of the carrier.

This sounds complicated but, in reality, is quite simple. Any hardware store should have ¼ò dia. solid steel rods 36ò long. That will be the basis of our tool. One end of it will need to be ground in a manner to accomplish the issues mentioned above. It will be ground a little thinner than the original rod and be bent as seen in the photo below.







These two photos show the tool passing over the spider shaft into the opposite splines.

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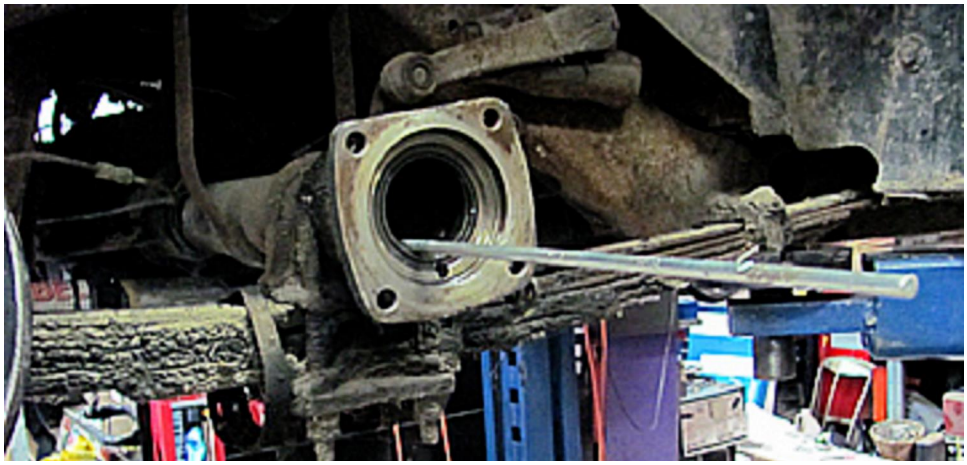
Broken Half Shaft Cont;

Now comes the fun part. You need to insert the tool into the axle tube opposite the broken shaft. (See below)



This is what it should look like. At this point, it takes finesse and patience to accomplish your goal. First, place the bent end of the tool inside of the axle tube and place it against the spider shaft. Put a mark the tool so that you know where the end of the tool is. Next decide whether you want too go over or under the spider shaft. After deciding; orientate the tool to pass over (under) the spider shaft. Finesse the tool until the mark is about 1ò further down the axle tube. You should be able to feel the tool slide into its place. At that point, the tool should be against the back of the stub of the half shaft. Take a breath, look towards the heavens before you take the next step.

Take a small hammer and just tap the outside end of the tool. Do not knock the crap out of it. Think of the amount of force you have used getting the ketchup out of the ketchup bottle with your hand.

If the stub falls into the axle tube, just go over to the other side of the axle and use ñthe toolò to fish out the stub and start to re-install all of the parts that you took off.

If you don not hear the stub fall into the axle tube, strike it again just a little harder. If that doesnôt work, you are not through the carrier on the backside of the stub.

Pull out the tool and put it back in and try again.

Broken Half Shaft Cont:

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In conclusion;

There have been times when I could not get this method to work. You must then loosen the rear housing and split it to fish out the stub.
I would say that this method works about 90% of the time.

Now that might be a risk that you might not want to take, but if it works you can do this whole repair in about two to three hours at the side of the road.

Iôm sure that this is not what you wanted to do when you woke up that morning, but the money you save will allow you to sleep much better that night.

One more thing, if you are carrying a spare half shaft; press a new bearing onto it and put a new nut on the shaft. Getting the old bearing off and back on without damaging it on the side of the road can be tricky. And you can never go wrong with an extra axle nut.

Don't be afraid; Be prepared

If you are a member of an MG club that would like to have these technical reports sent to your newsletter editor.

Please contact Jim at; **MG Services**
513-532-1795,
WWW.MG Repairs.com

I ran across an interesting article in Hemmings by Daniel Strohl. The article was simply statedé .òHow Exactly Does Road Salt Cause Cars To Rust? This is a subject that always interested me since it is an on going problem.

The name of the article stated a questioné ..

ñHow Exactly Does Road Salt Cause Cars To Rustò

I suppose that question or subject is about as interesting as toe jam to most peopleé however, I wanna know. Itôs more important to me than Kardashians and Michelle turning fifty. Iôve known for some time that rust is simply defined as the loss of electronsé .you know the atomic structure and all. Protons, neutrons, and electrons in their respective place and orbits. Two of those components have an electrical chargeé one of them is neutral and so é .we call ité .uhé neutron. Electrons are negatively chargedé and I will let you guess what protons are. The flow or movement of electrons is called electricityé .but thatôs another day.

Rust is the result of an electrochemical reaction combining iron and oxygen to form iron oxide. The iron gives it a reddish tint. Seems like I read that centuries ago, a person could brew strong tea (tannic acid) and place pieces of metal in it for a few days while a chemical reaction took place. The mixture turned very dark and had microscopic pieces of iron in it to make ink. The iron gave up its electrons and went into solution with the tea. Manuscripts a plenty were written with this type of ink. Old copies preserved today reveal that the writings have a slight reddish tint to themé ..iron oxide leaching out onto the paper. Steel and iron like to give up their electronsé they like it a whole lot. Other structures like to receive or collect electronsé .they like that a lot too. Oxygen will steal your electrons right in front of you. Itôs difficult to keep these two away from each other. Iron and oxygen really like to get together in chemical reactions: The former readily gives up its electrons while the latter will take on electrons all day long. Thatôs why you rarely see naturally occurring pure iron ï the oxygen in air will eventually latch on to it and cause it to corrode, even in the driest of climates. When water enters the picture, it steps up the process, in part by bringing more oxygen and carbon dioxide in contact with the metal, and in part by acting as an electrolyte ï that is, an agent for electrolysisé .again, here we are talking about electrons flowing away from the iron or steel. However, pure water ï straight H2O ï doesnôt function all that well as an electrolyte; it just doesnôt have that many ions floating around in it to facilitate electrolysis (which is why you should use distilled water rather than tap water in your engineôs cooling system. Itôs pretty affordable at Krogerôs by the gallon.) What water really needs to get the iron oxide party started are some impurities, especially some with a few free-floating ions. Ions are a charged particleé .an atom that has lost or gained an electron/s. Electrons coming out of their orbits isnôt a big problem. When there are two objects and one has more electrons than the otheré .they attract. You have rubbed a balloon on your head é .you have seen magnetsé north and south poles attracting one another. Thatôs called a difference of potentialé .and a balance really needs to occur. The best example of this is a lightening strike. The difference of potential between a cloud and the earth can be great and they will seek to neutralize the difference in potential. Lightening is a flow of electrons seeking to neutralize a difference in potential. Lightening can strike from above down or it can strike from the ground up to a cloud. Nuff of that. Letôs get back to salt and classic cars.

Salt both melts the ice and snow and prevents it from refreezing. Sodium chloride, the most common form of road salt, does so by dissolving into its constituent parts ï one atom of sodium for every atom of chlorine, or, actually, one ion of sodium and one ion of chloride. The free-floating ions work to reduce the freezing point of water ï in sodium chlorideôs case, down to about 15 degrees Fahrenheit in real-world conditions. So when road salt does its job, itôs introducing a lot of free floating ions into melting water on the road, just waiting for your tires to come along and kick up some ion-filled road spray into your medal wheel wells and other moisture-trapping crevicesé .in and on your frame and inside fender wells.

As a side note, sodium chloride isnôt the only road salt available, nor is it the most effective; itôs simply one of the cheapest. When you buy it at Wal Marté it looks like sodium chloride mixed with regular road salt to me. Other road salts, like calcium chloride and magnesium chloride, involve more complex molecules that distribute more ions when they dissolve in water, further lowering the freezing point of water. In turn, theyôd also create more effective electrolytes than sodium chloride and thus prove even more devastating to your vehicleôs sheet metal. Rememberé rusting is the willingness of steel to give up its electronsé .an electrolyte solution is a soup that acts as a catalyst to speed up this process. Calcium chloride is easily purchased at box storesé .just make sure it says calcium chloride on the container. You can put a little calcium chloride in a sandwich bag and add a little coffee or cokeé and set off an interesting exothermic reaction. I had some students once that did this in class and recorded temperatures near 130 degrees F. You have a wonderful hand or foot warmer at your disposal. We found that the liquid introduced didnôt really matteré it all reacted with the calcium chloride.

A few other things happen along the way. Even without the salt-dissolved ions helping things along, the hydrogen set free in the initial rusting process actually creates a mild acid, which dissolves in the water and attacks the metal. Stray battery currents ï as well as dissimilar metals ï help along the electrolysis process, and plenty of other contaminants and impurities get into the salt slurry to further acidify it.

Then once the rust starts, it works quickly. Iron oxide molecules take up more space than iron atoms, so they start to expand. Carbon dioxide in the water combines with the iron to create iron hydroxide, another form of rust that easily separates from the base metal. None of these processes stop unless all the corrosion is removed and the base metal is protected by some form of barrier. Barrier being the operative word here.

If youôre still with meé .the question begs to be askedé .how do we stop this ugly process. My my myé .now there is a debate over coffee for you. The best answer might beé keep these two separatedé .steel and water. We have under coatingsé some of us might remember a coating called Ziebart. The U.S. Navy uses sacrificial anodes attached to ships moored in a briny solution é .a metal that gives up its electrons faster than steel. The rusting process attacks the anode quicker than the painted steel. The most common place for this example is in your water heater. There is a large usually round medal pipe made from or coated heavily with zinc that runs down the center of your water heater on the inside. All the nasty reaction occurs with the zinc anode and keeps your water heater working rust free for years hopefully. Here are specialized anodic paintsé LOCTITE makes one called ñExtend.ò I have used it and it does what it says it will do. It stops rust in its place when applied as instructed. You can purchase it at AutoZone or Advance. (part number LB2Jab7173)

In conclusioné ..The Loctite product can be painted over with an oil based paint. It takes 24 hours to cure. I have the unique ability to take the lid off any paint product and have it all over the driveway, the car, my neighborôs dog and me within five minutes. You donôt want to get this Loctite on your handsé .it turns black and your hands right along with it. Thanks to Danielôs article for getting me startedé I only hoped I could break it down for some us that have been out of school for decades. In reading about the rust process I had to laugh at some of the comments I saw. One fellow stated that Pennsylvania uses a spray on the turnpike that the locals call ñCar-be-Gone.òé .itôs devastating to steel and wiring. Another talked about people in Minnesota (where they use some serious ice melters) buying a car just for winter called a ñRat.ò They donôt care what it looks like and some even wear the rust like a badge of honor. I saw statements about British cars rusting so quickly and thoroughly. One fellow said his leaked so much oil it acted as a rust inhibitor. I nearly fell out of my chair when another fellow was convinced his TR 4 was dragged in the water behind the ship with a rope when they brought it over. One guy suggested his two triumphs came pre-rusted at no extra charge. This may have been a ñplanned obsolescenceò from the British manufacturersé ..you werenôt supposed to keep your car too many years. It is the opinion of many that a complete water/moisture/ and oxygen barrier between steel and elements is the best approach to rust prevention.

Tony and JT

2014 Driving / Social Events Calendar

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

Greg laid out six months in 2014 for eventsé ..May thru October. Greg is the Jimmy Swaggert of MGT events for the SWOT group and orchestrates them with thought and care. Last year, Kurt, Greg, Jim P. John O., and Joe P. out did themselves with great tours of Southern Ohio. Jim P. mentioned that we traveled collectively, about 11,000 miles with only a few minor breakdowns. That is a phenomenal statement and fact. The more you enjoy them, the more dependable and road worthy they are. So far, Bob from Dayton, Kurt, Greg, and Jim P. have volunteered to put some driving events together for the entire group. Greg shared the following dates to put on your calendaré ..

May 2 - 4 **The Bluegrass Bash in Lexington Kentuckyé** all British
May…TBA **The Second Street Market Show** in Dayton
June 20-22 **The GOF (Gathering of the Faithful, I had to ask too)** Athens, Ohio
July sumpin **Cincinnati British Car Show**
July 31- Aug. 3 **GOF Central**, Chaska, Mn.
August…sometime earlyé .**Dayton British Car Showé** TBAé best show around.
August 25 –27 **Put-In-Bay Race Reunion**
Sept. sumpin **Ohio GOF**, Cincinnati, Ohioé .hosted by Laura and Peter Jollis.
Peter said it would be great!

Jim Pesta shared some news on the web site he is putting together for MG Services. This is gonna be good. There will be tech articles, photos, events, how-to videos to neuter a stubborn dog, club stuff and SWOT information. There is talk of establishing a link to this newsletter on that site as well. The site is still under construction but has a footprint on the web at **www.mgrepairs.com** .

Jim can be reached at 513-532-1795.

Members' Views/Questions;

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

I know that we ask every month if anyone has any questions, but until we received one we hadnôt 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

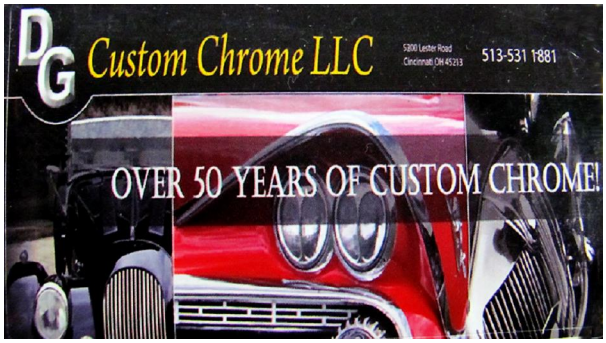
We at MG Services would hope that you remember us when you have a problem that you just cannot be resolved easily.

Jim Pesta MG Services

Local Suppliers

I know how hard it is to find a good supplier for many services. Chroming is one of the hardest. There is a custom chrome shop here in Cincinnati that has done a very good job for me on my own cars. The quality more than satisfies my needs.

It is DG Custom Chrome LLC
5200 Lester Road
Pleasant Ridge, Ohio
www.dgcustomchrome.com
513-531-1881
Ask for Al
Treat them right, they'll treat you right
Tell them MG Services sent you



The owner, Al, volunteered to host a walking tour of his shop for our group some time ago, so I recently spoke with Al to take him up on his offer.

Unfortunately, at this time they are undergoing a remodel and reset of their facility, so the tour cannot be done for a couple months.

In Conclusion;

Next monthly meeting é .Rib City. Feb. 19th.
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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 betteré é please email those inquiries. Names are withheld from discussion unless you want to share.

Safety Fast!