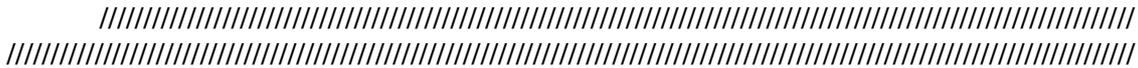


APRIL NEWSLETTER

SWOT

MG SERVICES
Jim Pesta

www.mgrepairs.com
autographics@hotmail.com



We meet monthly at one of two places, unless we have a field trip or a garage crawl....Rib City during the colder weather and at MG Services in the garage during nice weather. There are no dues....no officers....really not much of anything is necessary but your presence. Please make arrangements to join us for a good evening among friends. Any T-car owner will benefit from knowing others with the same interests and knowledge to help you with any problems. We know where you can get parts, get things done, secret machine shops, chroming, the mechanics, as well as improvement and modification details. All T car owners lick an ice cream cone and recite poetry at the same time. If you don't have a T car....just say you do and come out anyhow.

Next meeting is May 21st....at Rib City. It will be a relaxed and good time. Come on out and bring your significant other and join us. We eat at six and the meeting takes up at seven.

Feature Car



THERE ARE NO WORDS FOR WHAT YOU SEE IN THIS PICTURE.

Anyone that would like to have their car and their story be a part of our Feature Car of the Month...you only have to contact Tony or JT. Tony can be reached at 513-867-8785JT can be reached at 513-393-4385. We will need a photograph of you and your car together (preferably) and some history of your purchase and things you have done with it or where you are in putting it on the road. If you are reasonably close to the Cincinnati or Hamilton – Fairfield area, we will come to you for photos.

Our meeting was held on April 16th at Rib City. We filled the room....great turn out and a great meeting with a full agenda. It looked like a Woodstock reunion. Greg laid out events coming our way making this one the best summers for T drivers to date. As you should know, there are no dues and no officers but we do pass the hat from time to time to cover minor expenses. Jim often has wonderful print outs for tech sessions and event organizers sometimes have expenses as well. Greg gave an expense report to our group.

We are reminded that the Bluegrass Bash is approaching quickly, see our events calendar in this newsletter. Past participants all share this as a great event and a fun time for British car owners. You can stay the night in the bluegrass state or show up on Saturday for a full day of events. There is even a bourbon tasting opportunity. There are activities for the ladies as well. You are NOT required to drive a British car to the event.....just bring an interest in the hobby. Greg has lots of information regarding this incredible event and his email and phone number is listed with the events calendar below. Drop him a note with your questions and contributions or give him a call.

Those attending included:

Rick Benhase, Paul Wharton, John Libbert, Jan Johnson, Kurt Niemeyer, Mike Phillips, Dwane Bolls, David Zyp, Pat Zyp, Cindy Garnett, Greg Garnett, Lora Jollis, Peter Jollis, Jane Grimm (I think with new glasses and they looked really nice on a pretty lady), Barb Bailey, Connie Carito, Tony Carito, Jim Williams, Boris Karloff, Pete Bailey, JT, Jim Pesta, Bob Garretson, Bob Hanseman, Jeanne Hanseman, and Jonathan Grinder





Don't know what Rick is describing to Paul and Dwayne but he has their attention. Meanwhile, Mike obviously has a fish story going on with Kurt who listens politely.

John, Jan and Bob entertain Jeanne H. with MG talk.....Jim Pesta demonstrates where and how Wild Bill Hickock should have been sitting the last time he held aces and eights in a card game.



Our lovely waitress can carry the beer and massage Peter Jollis's neck and never spill a drop. Good to see Dave Zyp attending with his wife Pat. Peter raises his hand to talk because the four across from him won't let him say anything. On the port side of the table, we have Dave, Cindy, Lora, Jane, Barb, and Connie.....Starboard, we have Pat, Greg, Peter, Jim W., Pete and Tony. It's not a pretty sight when the food is delivered.



SOMEONE TRIED TO SNEAK A BIRTHDAY PAST THE GROUP. THAT CERTAIN SOMEONE'S WIFE WAS NOT HAVING THAT. TONY AND JT MADE A CAKE FROM SCRATCH TO HONOR THE SPECIAL OCCASION.



Peter oversees the cutting of the cake....
Happy Birthday Peter!

THE AFFORDABLE CAR ACT OF 2014

Paul Wharton announced at our meeting that he was selling his 1952 MGTD. It is a right hand drive model and is in running condition. The price is a reasonable \$8500.00. If you are in the market....or if you are a mail delivery person, you owe it to yourself to check this rare beauty out. You can get Paul's information from Tony at 513-867-8785.



Riding the Ridges on the 2014 Spring Driving Tour

by Kurt

The annual Motoring In Focus - Cincy Motorsports Journal spring driving tour added a spectacular splash of color to the encroaching spring in southern Ohio. A relentless winter had classic car drivers salivating to get some "Wheel Time" and get the fun rolling for 2014. The Ohio Valley Region of the Porsche Club of America and the British Car Club of Greater Cincinnati joined regulars from the Southwest Ohio MG Owners and the Drei Staaten Gruppe this year as the tour wound through valleys over hills along fabulous roads rounding an ancient earthwork and an Amish market before ending with fabulous fare at a riverside winery.

An even seventy cars left Milford, Ohio in packs of about a dozen cars: Porsche, Mercedes Benz, Jaguar, BMW, Corvette, Triumph, MG, Austin Healey and Austin Mini pilots and navigators headed east to Serpent Mound in the Ohio Brush Creek Valley near Peebles, Ohio.

The second leg followed the Ohio Brush Creek Valley, traversing the areas most rural and scenic paved roadways to reach Wheat Ridge Road, where a steep but short climb exercised some of the vintage machines vigorously as they topped the ridge to find the sprawling Miller's Amish Market awaiting. The cars were parked amongst the Amish built garages appropriately enough, while the participants enjoyed the delights of the sandwich shop and the bakery, especially the bakery!

The third stage included the Harshaville Covered Bridge and soon became known as the "See America First, Get Lost on a Rallye" leg of the journey. Some of the road signs were "directionally challenging" which resulted in teams choosing divergent routes that all seemed to achieve the goal of ending the tour at Moyer's On the River in Manchester, Ohio for tastings of the varietals and delicious fare.

Kurt's drive through the hills and valleys and glens of Adams County.....was a smashing success. All guard rails are in tact and no debris was left in the road. Unsubstantiated reports have come back that there were nearly 70 cars involved in that event in one way or the other. Reportedly, there were only two breakdowns on the drive. Both cars that developed problems were those little bathtubs made in Germany that begin with a "P." Many folks came to their aid and they made it home okay.

We have said it before....Adams County is the jewel of southern Ohio. A tour of that area in any car is an unforgettable experience. It is rich in Native American culture, the Ohio River, Shawnee Forrest, wildlife, nice folks, all in an Appalachian setting.



A trip to Adams County will yield many remarkable sights...pole barns, eclectic collections of machinery, antiques, progressive projects and innovations. The folks in that area have solved the very problem that has our leaders in Washington so concerned with climate change....bovine flatulence!!

An electronic igniter in the anus will neutralize that deadly gas...ingenious!! Can't easily impose a carbon tax on the creative folks of this area.

Any of Kurt's tours through this county will bring you home with new faith in the abilities of your fellow man and... maybe a little disturbed.

Rod Serling was born near Adams County.

Many Thanks to all that drove along with us and made this another fun day of playing with cars!

Enjoy the sights of a truly enjoyable day in our [event photo gallery](#), captured through the lens of the Motoring In Focus Chief Visual Officer Gary Kessler.

[Links to organizations on this post](#)

[Adams County Visitor's Bureau](#)

[South West Ohio MG T Owners](#)

[Drei Staaten Gruppe vintage Porsche Club](#)

[Ohio Valley Region PCA](#)

[British Car Club of Greater Cincinnati](#)

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Kurt | April 22, 2014 at 4:42 pm | Categories: [Events](#), [MG](#), [Porsche](#), [Road Tour](#) | URL:

<http://wp.me/p2PKru-fK>

[Comment](#) [See all comments](#)

For photos of the Adams Co. drive, Kurt has made a link available to all of us. Double clicking on the link below will take you to a gallery of the cars and people that ran on this tour.

<http://kesslerphotography.photoshelter.com/gallery/2014-Adams-County-MIF-Drive/G0000KGMw3WTIzic>

GARAGE VISIT AT BOB AND JEANNE HANSEMAN'S HOME

SWOT members and some Dayton folks gathered at Bob's garage for an excellent time on an excellent day. We had two lovely TD's sitting in the barn. Bob's Old English White TD was there for a leak down test and Steve's beautiful red TD was set for valve stem seal replacement without removing the head....such sorcery!!



The grille was fired up and those T people there ate well. So what... if Bob entertains from a Barber's chair on his gazebo. Kinda reminds me of Captain Kirk on the bridge of the Starship Enterprise. “:Make it so Mr. Sulu and Scotty.....I'm gonna need more power from those XPAG engines.”

There were two gorgeous TD's sitting in Bob's garage.....one red one that was a show stopper and driven by Steve Markham and an Old English White TD purchased in Munich, Germany and driven over many miles in Europe by Bob Hanseman when he was a spy and worked for the CIA. Bob brought the car home with him and is part of the family now.

Steve Markham stands in front of “The Lady in Red” as Peter and Greg begin removing the valve cover for Jim. No, that is not Keith Oberman reporting in the foreground.....it’s Steve Wright ready to help out with the valve seals. The hood was easily removed to gain access to all sides of the engine. Kinda bugs ya don’t it TF owners....Bob hung all the chairs up in the ceiling so there would be no slouchers sitting around while some others did all the work.





Bob and Jim go to work on Bob's cool white TD. Jim did a leak down test on Bob's car and he meticulously records all information as he methodically goes through all the steps. If you could give an MG a physical....you are seeing it here. Jim injected compressed air into the cylinder via a spark plug hole and kept an air pressure gauge in the spark plug hole next to it. A bad head gasket would be indicated with a bleed off of pressure on the gauge. Unfortunately, between cylinders 2 and 3, Jim saw numbers that were indicative of a head gasket giving way. It was such a small leak or at least early in the stage of giving way that Bob didn't notice any problems when he drove the car. The way the water jackets in the head are designed, the area between number three and four cylinders is a hot spot in the engine.

d Compression,		#1	#2	#3	#4
Compression,		#1	#2	#3	#4
Breakdown					
#1	0%	5	#2	0%	41%
Ex.	0%		Ex.	0%	10
Int.	0%		Int.	0%	5
Rings	0%	100	Rings	0%	20
					65%
				#3	0%
				Ex.	0%
				Int.	0%
				Rings	0%
					17
					5
					5
					75
					Head Gas
<u>Std. 66.5 mm, 2.618"</u>		Current Bore +10, +20, +30, +40			
<u>Std. 52mm 2.047"</u>		Current Dia. -10. -20. -30. -40			
<u>8mm 2.007</u>					

Jim makes note of all data collected and furnishes this to anyone that seeks his services. The information collected is an excellent way to make a diagnosis should it become necessary. It is also a way to verify that the engine is in great shape. See the complete assessment later in the newsletter.

Jim and Bob use a dial gauge mounted on a magnetic stand to measure the rise of the valve guides as Bob rotates the engine with a hand crank. Each guides apex is measured and this in-turn determines the condition of the lobes on the cam. You want all of these readings to be similar....yes you do!

One member of the group wanted me to make sure I got a shot of Jim's new haircut. It does look nice and makes him more aerodynamic for a swim team....if he were on one. The new tee shirt along with his trim cause him to approach debonair in his appearance.



Below is another view of the dial gauge reading the rise the guides and checking the cam lobes for wear.

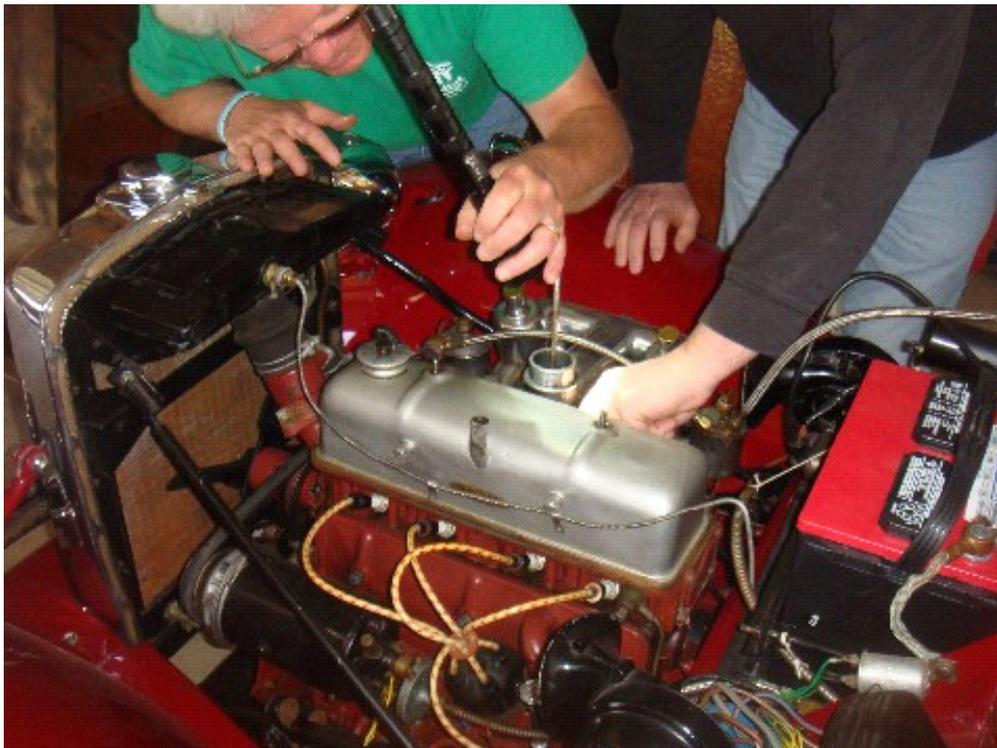


MOVING TO STEVE'S CAR...THE VALVE ASSEMBLY IS PREPPED FOR JIM.

JIM WILL USE A PIECE OF ROPE ABOUT 18" IN LENGTH TO PERFORM HIS NEXT FEAT. MOST OF THE ROPE WILL BE PUSHED DOWN A SPARK PLUG HOLE AND THE ENGINE WILL BE ROTATED BY HAND TO BRING THE PISTON TO THE TOP OF ITS STROKE. THIS COILED ROPE WILL PUSH UP ON THE VALVE AND KEEP THE VALVE FROM FALLING INTO THE COMBUSTION CHAMBER AS NEW SEALS ARE INTSTALLED. JIM CAN PERFORM THIS OPERATION WITHOUT REMOVING THE HEAD.



**CLEAN ENGINE.....EH?
Greg removes the bolts that
hold on the rocker shaft.**



**RICK AND PETER LOOK FOR DIRT AND FIND
LITTLE....THE VALVE COVER GASKET HAD
ADHESIVE ON THE TOP OF THE GASKET AS WELL AS
THE BOTTOM.....SEALER SHOULD ONLY BE USED ON
THE BOTTOM**



STEVE, GREG, AND RICK LOOK ON AS JIM WORKS ON THE ENGINE. ANYONE ELSE NOTICE A LARGE FAN HANGING IN MID-AIR??

We did replace the worn valve seals in Steve's engine and He called on Monday to report that he no longer has any blue/white smoke coming out of his engine at start up.

I would say it was quite a productive

**BREAK
TIME.....
TOO
MUCH
BENDING
OVER**



**HEY....
WHAT
EVER GETS
THE JOB
DONE!!
BUT DON'T
I HAVE A
VALVE
LIKE THAT
BEHIND MY
TOILET AT
HOME?**

The British Car in Columbus, Ohio this year will feature the T Car.....don't miss this. It's a fun show and an easy one to get to. Just got word that the Columbus Show is scheduled for May 18th.

June 29thwe are invited to participate in a very special car show and charity event at the Joe Nuxhall Field in Fairfield. It is a car show for all cars but the T cars can/will be given their own spot to set up. Now you know....they steal the show. Please see Tony for more information about this show. The original James Bond Aston Martin used in the movie will be at the show.

NEW INFORMATION....

It was recently announced that the Cincinnati Show at Harbin Park is scheduled for July 13...watch our Events Calendar as Greg will be keeping that updated as information becomes available.

Also, an International Car Show is planned for the day after Labor Day at Jungle Jim's in Fairfield. All makes are invited to participate.

EVENTS CALENDAR

Local events sponsored by SWOTs

**May 17 A short drive finishing at Quaker Steak and Lube,
Hosts Greg and Cindy Garnett**

June 7 or 14? A drive or tech session is in the works. More to come.

July 19? A drive is in the works. More to come.

August 16? A drive is in the works. More to come.

Sept. 13? A drive is in the works. More to come.

Sept. 26-28 Ohio MG-T Fall GOF, Cincinnati. Hosted by Peter and Lora Jollis

Oct. 11 Fall short drive and picnic. Host Kurt Niemeyer

The Local Events need 3-4 more volunteers to be a coordinator for the above events.

Other events of interest to MG-T owners.

May 2-4 Blue Grass Bash / Lexington Kentucky

Info at: <http://www.sterlingbritishmotoringsociety.org>

May 24 Second Street Market Show, Dayton, Oh

June 20-22 Ohio Spring GOF in Athens, Ohio. Forms at www.ohiogof.com

Sponsor is the Ohio Chapter of the New England MG-T Register

July 13 Cincinnati British Car Show

July 31-Aug 3 GOF Central, Chaska, Mn. Forms at www.mnmgtr.org

Sponsors are the 8 MG-T state chapters of the central US.

August 3 Dayton British Car Show

August 25-27 Put in Bay Race Reunion. Contact Kurt Niemeyer

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

The following pages contain the engine assessment report from our day at Bob's garage.

If you are in need fro an engine assessment report for your car, please call MG Services to make an appointment.

Bob Handesman

Engine Assessment;

We all arrived at Bob's house on a beautiful, sunny, and warm, Saturday. When most had arrived we strated with the assessment.

Before any work was started, we had Bob talk about how he uses his car.

How many miles does he drive every year?

What kind of miles?

What problems has he had with the car?

Are there any issues that the car has that he does not understand?

What would he like to do with his car that he has not been able to do?

Even though these questions seem arbitrary, they give us an idea of what the car needs to be able to do for its owner.

The cars can be set up to support how its owner needs it to perform.

I was quite busy during this event and therefore I did not get to photograph what we encountered. There were others there with cameras so I went on with the technical business and did not document the work done.

I asked Bob if it was OK to remove the bonnet so that everyone could see what we were doing. He gave his consent and the hood was gone.

It was quite obvious that the fuel lines and the carb. bowls were wrapped in foil to reflect the heat away from the fuel system.

Upon further discussion, Bob stated that he has had a vapor lock issue for some time and no matter what he does, he cannot solve the problem.

I have been talking about this leak down test but have not explained how it helps us in diagnosing any unseen problems with the engine.

Here is how it works. We pump in a known amount of air pressure into the combustion chamber and monitor how much air pressure it will retain. It is quite simple.

While the air is being pumped into the cylinder, one can check to see where the escaping air is going.

Report Prepared by;



MG Services
349 Glenroy Ave.
Cincinnati, Ohio 45238-5762

Engine Assessment Cont;

What areas open to the cylinders?
Let's see, the intake and exhaust valves are obvious. Of course the piston rings also open to the cylinders. Is that everything?

Those are the only things the attendees could think of. We will discuss this further later on.

It took us a few minutes to make sure Bob's air fittings were compatible with the leak down tools brought to work on his car.

At each cylinder, we allowed three or four people to put on the stethoscope and listen to the areas where they might hear the air escaping.

We started by removing the spark plugs and valve cover. Luckily, all of the openings were aligned properly so that the hand crank fit all the way to the front crank bolt, which made the small adjustments needed easier than any other method.

In order to get accurate readings, we had to bring the number one piston to top dead center.

In the configuration of this engine, the crankshaft has both one and four pistons at top dead center at the same time. Similarly pistons two and three are also at top dead center at the same time.

Even though the pistons are both at top dead center one would be at the beginning of the power stroke and the other would be at the beginning of the intake stroke.

If the timing chain is set in the correct position, then you can use the timing marks on the crank pulley to get to top dead center.

Even though, in both cases, at TDC both valves are closed on each of the two cylinders. I personally like to make the test at the top of the power stroke.

The easiest way to determine on which stroke each cylinder is moving; is to take off the distributor cap and see which cylinder is about to receive a spark. It will be either number one or number four cylinder.

In our case, the distributor was in the position to fire number four cylinder.

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349 Glenroy Ave.
Cincinnati, Ohio 45238-5762

Engine Assessment Cont;

It was decided that it would be less confusing if we started the test with number one cylinder. We rotated the engine with the distributor cap off to watch the rotor's position. When it came up to fire number one cylinder at TDC we stopped to do the test

Just prior to putting the air into the cylinder we discussed what we were doing and how it helped us determine what was going on with the car.

With this test we should be able to determine if all systems were working properly.

I attached the leak down tool to number one cylinder and turned on the air pressure. I use a stethoscope to listen to hear the flow of air escaping from the combustion chamber.

While the group was looking at the setup, I quickly did my checks and then handed over the stethoscope to the others for them to hear the air pressure escaping.

The others saw me put the stethoscope into the oil filler cap and oil dipstick tube to listen to the air escaping past the piston rings, into the throat of the carbs to see if any air was coming from the intake valves, and into the exhaust pipe to see if it is leaking past the exhaust valves.

The folks did not see me check the plughole next to tested cylinder or that I listened to the sound when I moved the scope over the radiator filler cap.

Now why would I check at those places?

Because the head gasket is another area where the air can escape.

I heard no air so I did not mention it.

We talked about how we measure the amount of air.

We marked down what we found on number one cylinder and filled out our assessment form and then we went on to the next cylinder that is ready to fire, (number 3 cylinder).

I listened to the valves and rings on number 3 cylinder and handed over the scope to the others for them to check. When we finished with number 3, the others moved on to number 4 where they checked the valves and rings. I checked the head gasket on number 4 when they were not watching, still nothing.

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349 Glenroy Ave.
Cincinnati, Ohio 45238-5762

Engine Assessment Cont;

When the others went to the last cylinder (2), they checked the valves and rings. They found an exorbitant amount of leak down (41%).

The percentages were the same as the other cylinders and we needed to find out what was happening.

When I double-checked it I checked the head gasket and found that the head gasket is where the additional leakage was going.

That is when we discussed the head gasket and since they had not checked the head gasket on any other cylinders, we went back to each cylinder and checked them. Below are the complete results of the leak down test.

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MG Services
349 Glenroy Ave.
Cincinnati, Ohio 45238-5762

Below are the complete findings of the leak down and cam lobe tests.

Cold Leak Down

#1	5%	#2	41%	#3	17%	#4	15%
Ex.	0%	Ex.	10%	Ex.	5%	Ex.	2%
Int.	0%	Int.	5%	Int.	5%	Int.	2%
Rings	100%	Rings	20%	Rings	15%	Rings	40%
Head Gasket	0%	HG	65%	HG	75%	HG	56%

Current Cam lobe measurements

#1		#2		#3		#4	
ex	in	in	ex	in	ex	in	ex
.212"	.212"	.197"	.207"	.210"	.210"	.218"	.216"

Notice that both cam lobes on number two cylinder are worn the most. Does that have anything to do with the blown head gasket? Maybe! That cylinder has been running very hot for sometime.

Engine Assessment Cont;

Report Prepared by;



In conclusion;

MG Services
349 Glenroy Ave.
Cincinnati, Ohio 45238-5762

If you add up all of the leaking air in the test; you'll find 78% leakage.

So what does that mean?

That means that you are losing 78% of the power that the engine is producing.

With a rating of only 52 HP, a loss off 78% equals 11.44 HP.

If you think that your TD is under powered at 52 HP;

what do you think about driving around with only 11.44 HP?

With this problem, it is not too far a stretch to connect the vapor lock issue with the straining engine that is so down on power.

If I were to guess, then I would predict that the vapor lock issue will disappear when the head gasket is fixed.

Unfortunately the cam lobes will not grow back to their correct height.