

MAY NEWSLETTER

The logo for SouthWestern Ohio T-owners (SWOT) features the letters S, W, O, and T in a bold, blue, sans-serif font. Each letter has a red outline and a white drop shadow, giving it a 3D effect.

SouthWestern Ohio T-owners

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 June 18thí .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.

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.



Unbeknownst to many in our group, Rib City has a special HOT sauce that they don't put on the table. You have to ask for it. You wouldn't want someone to accidentally use it....If a picture is worth a thousand words.....the above depiction might give you some idea how one of our members reacted to the sauce on his ribs.

May Monthly Meeting

Our Wednesday night Rib City Meeting was held on May 21 and we had a good turnout. John Fogerty and his old band, Creedence Clearwater Revival was there but Greg's agenda was so full....they didn't get to perform. The Hansemans and Garnetts attended the Blue Grass Bash this year in Lexington. That's always described as a good time by those that attend it. Those attending our Rib City gathering included John Libbert, Jan, Mike, Conway Twitty, John Ligon, Kurt, John Olman and Allison, Tony, Rick, Steve, Greg, Cindy, Jim P., Jeanne, Bob, Peter B., Peter J., Lora, Barb, and Jim O. and JT. The food was good as always and the company we maintain is excellent.



Our Kurt ordered deep fried Okra....truly a southern dish. He offered to share them with those around him....it became a grab fest. Next month, Kurt will choose his seat carefully. Kurt's TC is a show stopper and he uses it regularly on group drives. He likes Alphas and Porsches as well. There will be a group picnic at his place in October....not to be missed!!

May Monthly Meeting Cont.;



John and Allison have never attended a Rib City meeting. John is an adroit events coordinator and we think Allison is a beautiful spy for the CIA. They both like okra.



Jeanne H. pretends to pay attention to Greg and Bob has seen something disgusting on the floor.

We reviewed the garage crawl at Bob's house. It was a great success and fostered a lot of camaraderie among those attending. It's a what happens in Bob's garage stays in Bob's garage kind of thing. Bob and Greg made it to the Blue Grass Bash....an event more of us should participate in. The May 17th drive was cancelled and rescheduled for June 1. At least 8 people had signed on at the time of this writing. Weather was not good on the 17th and it was kinda cold. If anyone would like to organize a drive or social event for June 7th or July 19th...contact Greg or Cindy at 513-523-3720. Greg presented to the group our choices of events....drives, crawls, or socials....I think we want it all.

May Monthly Meeting Cont.;



Tony and John Ligon share a moment as the group studies handouts of S.U. carburetors

Rick gets like this when his food doesn't get out right away. Rick has an MGA, a TR6, a TR 250, and he just bought an Auburn. He likes British cars.



May Monthly Meeting Cont.;

Tony (yellow shirt) and Bob (white shirt) are caught up in Greg's report. Jim O. is on task as well. Don't know what Greg was discussing at this point but it must have been interesting.



These two gunslingers, John Libbert and Mike Phillips are not showing their cards. John on the left does excellent work when he puts a car back together. Mike, on the right has a garage full of great British Iron.

May Monthly Meeting Cont.;



You will often find people like Jan deep in thought at one of our meetings. Jan has a rare MGTA in his garage looking to be completed and put back on the road. Greg presents a great agenda to a diverse crowd. Greg has a TC with a trailer hitch and he and Cindy are road warriors.

May Monthly Meeting Cont.;



This is the way Bob looks when Jeanne, his wife, is speaking to him. Peter B. brought the carb from his TF that has been giving him fits. It was the subject of our tech session.



Lora and Cindy are always happy when they don't have to cook for Peter and Greg. Fun ladies to have at our meetings.

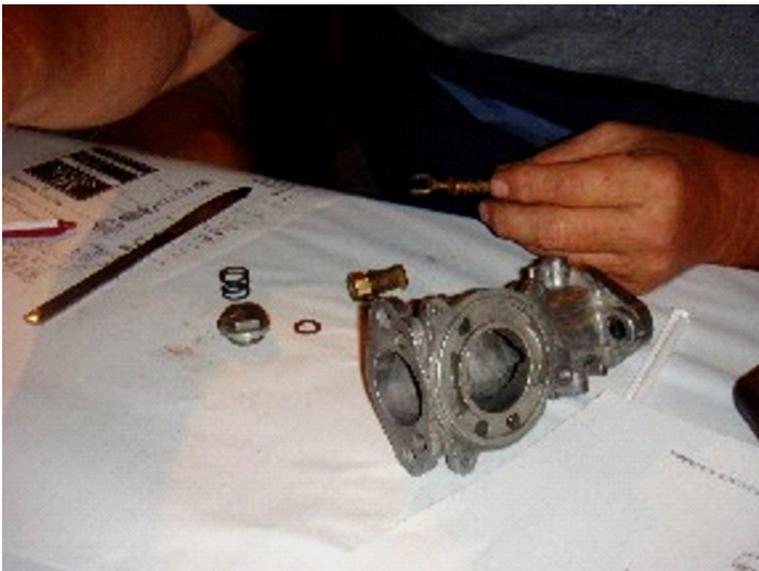
TECH SESSION WITH PETER B. AND JIM P. REGARDING S.U. CARBS



Most any group member knows that your dishwashing liquid can make a huge difference in the appearance and softness of your hands. These are the hands you want your proctologist to have.....although, those knuckles might be a little large. Mr. Softhands holds a jet assembly from an SU set up. Each S.U. can have 13 or 14 parts. They just have to be installed in the correct order in the correct way. We have a print of that....every attendee got a copy.



The jet locking nut must be tight after the assembly is installed.



Jim P assembles the carb assembly in the correct order. The gland packing washer is cupped and must be installed with the concave surface away from the gland spring.

Carb. Tech Session Cont.;



Innards are disassembled and laid out for questions before the new pieces go back in. Tech sessions are always informative and helpful to any T owner.



Ready to go back on the car.....run the adjuster nut up tight and back it off six flats and the car will start....then, you can start synchronizing the two carbs to work in concert.



When you have a twitchy trigger finger like Doc Holiday....and you have a camera in yer hand....you might get a picture like this. Does anyone know who this crotch belongs to?

Feature Car

Featured Car;



This TD has been in the family for over 40 years.

Paul Witcliff, who, in 1974, settled in New Jersey as a retired Army Coronel, purchased it from its second owner. He had severed as a helicopter pilot during the Vietnam Conflict.

Back in the states, the TD was stripped, major repairs done, repainted, and enjoyed for about 18 years.

Then, in 1991 there was a norøaster that went through and the TD succumbed to flood damage.

There it languished until Phil Adams, Paulø's son in law, brought the car back to Michigan where he is now in the process of bringing it back to life.

Phil had called MG Services to find someone willing to repair/rebuild his gearbox.

Featured Car Cont:



That is not Phil in the above photo; it is cousin Karl who has been helping out with the project.

The car is being unloaded from the trailer into the basement garage of Phil's house.

Phil is planning to have the car in its first car show for quite a few years in Cadillac, Mich. the second week of June.

Phil's father in law, Mr. Witcliff will be visiting the summer and Phil can't wait to let him take the car out for a spin after all of those years.

This spirit embodies how these little cars can effect us, and what memories we attach to them.

Congratulations Phil and good luck completing your project.

Keep us posted with up to date photos letting us know about your progress.

THE SECOND STREET MARKET SHOW

Any lover of British Cars would enjoy this show. It's not a huge show but the cars and the setting are always special. We had a special red TD there that was at Bob's Garage Crawl.

TD s always draw a crowd....and it happened again at this show. Ya just have to be there to understand it. The show happens in the brick lot next to an old train depot. Often, the cars that show up are some of the best of the marque. You look at an owner funny and he is ready to share his story. It's always a nice bunch of folks.



Best Of Showin legs

Jim P. sits in a provocative pose near the TD....at first you think the ladies are interested in the MG. A pair of fishnet stockings and all bets are off for him making it home at a decent hour.



It's always good to see our friend Don Bixler. Don travels from Decator, Indiana in that phenomenal Bug Eye of his.

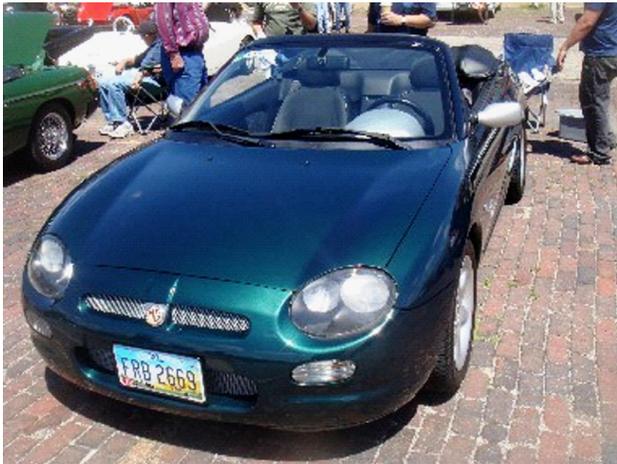
The Sprite has a five speed Datsun transmission tied to the engine and it has no trouble on the roads keeping up with modern cars.

Don is very pleased with the modification and he is quick to tell you so. You quickly notice how clean he keeps the car...and then you notice that.... Don is pretty clean too.....always in nice dress pants and a proper shirt.

THE SECOND STREET MARKET SHOW Cont.;



Likem or not....that is one clean B....nice wheels...good paint and a simple roll bar cause this to be a real looker....the way they should be presented.



TA DA.....the infamous MGF. This car was so popular in England, there were waiting lists for them. Difficult to work on and timid timing belts and head gasket problems never impeded their popularity. The word isthey scoot! Jim Pesta had the opportunity to drive one.



This Morgan rivals the E-type Jag in beauty and English charisma. The Japanese may build some of the best cars ever made but they can't capture the classic styling of the English.

THE SECOND STREET MARKET SHOW Cont.;



The familiar Y type that Jim P drives.....this particular MG rivals a Toyota Corolla for dependability, tenacity, and the ability to get you there.



Odd looking TR3 with a chopped windshield, black wires, bumperless, and chrome tipped exhaust tips in front of the rear wheels. Interesting....but it is hard to improve on original looks. Hope he kept the original windshield.

THE SECOND STREET MARKET SHOW Cont.;



**Steve Markham's
TD always drew
gawkers....women
like MGTDs.**

**TWO PRIZE
MGAs.....actually,
they
were stunning
automobiles looking
better than when
they left the factory**



THE SECOND STREET MARKET SHOW Cont.;



BEST TEE SHIRT OF THE DAY.....

LUCAS SWITCH.....

- **DIM**
- **FLICKER**
- **OFF**

Wilbur Shaw Tells Why A Lot of Guys Love the MG



It's hard, cramped, low-powered—everything Americans are supposed to hate—yet its sales are booming.

REPORT FROM THE



DRIVER'S SEAT...

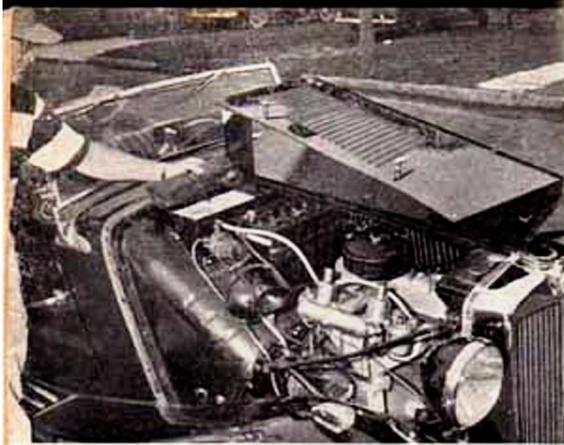
By Wilbur Shaw

THE MG, advertised by the manufacturer as the world's fastest small car, is more than a car. It's a cult. Driving it is like eating kumquats for breakfast. You have to know the rites.

This month I'm going to try to explain the MG cult—but I honestly wonder how far I'll get. The MG is far and away the most popu-

The MG cult has no age limits. On the right is my son Bill who insisted on riding in this car.



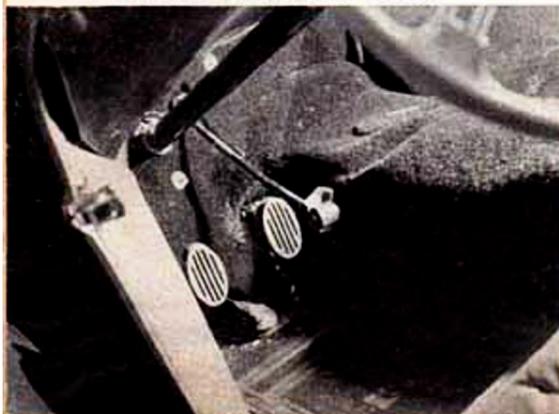


The under-hood toolbox measures 22 by 13½ inches. The manufacturer pays outstanding attention to mechanical detail. The two carburetors, for instance, have sleeve-type throttles instead of butterflies. The workmanship would be prohibitively costly on U. S. cars.



I've pulled up the hand brake here and have my fingers on the midget-size shift lever. The instrument panel has a tachometer and lights to indicate battery discharge and fuel shortage. The windshield wipers are electrical.

The pedals are tiny, measuring only 1¾ by 2¾ inches. The roller-type accelerator, snugged up against the transmission tunnel, is easy to miss with your right foot. I had a time finding a place to rest my clutch foot.



lar sports car in the United States. It is also one of the most uncomfortable vehicles on four wheels. It rides hard. It's underpowered. It's cramped. (That, members of the cult tell me perversely, is why they like it!)

Small but Economical

For export, it is being Americanized. The "dip switch" (light dimmer) is being transferred from the instrument panel to the toeboard. Of course, it's a left-hand drive.

Here's what I said on my recorder:

Some people don't mind long trips in one of these things . . . but . . . there's no place to rest my clutch foot . . . the seat's snug, even for a medium-sized man . . . There's good steering-wheel clearance over my lap, though. The sun's hot . . . this is a solarium on wheels.

I fired up. This involves pulling a button on the dash, or facia, as the British call it. The saucy little engine spoke up. The engine is economical, let's admit it. Depending on a driver's personal habits, he can get from 24 to 28 miles to the gallon in everyday motoring. If he's satisfied with 50 miles an hour on the open road, he can get as high as 30 miles to a gallon. If he's consistently heavy-footed, he will get 20 miles a gallon.



The low horsepower in the MG's engine is reflected in the gear ratios. The over-all ratio in first gear (counting in the rear-axle ratio) is 17.9 to 1. That compares with 9 to 1 for a Plymouth, 12 to 1 for a Chevrolet and 10.8 to 1 for a Ford. Here are the figures on second gear: MG 10.6 to 1, Plymouth 7.1 to 1, Chevrolet 6.9 to 1 and Ford 6.2 to 1. The MG's third gear, more comparable to our second gear, is 7 to 1. Its high is 5.125 to 1, compared with Plymouth's and Ford's 3.9 to 1 and Chevrolet's 4.11 to 1.

At 1,000 revolutions a minute the MG produces only 11 horsepower, at 4,000 only 47 horsepower, and it doesn't reach its maximum of 54.4 horsepower until 5,200 r.p.m.

You have to keep driving this car . . . don't let your attention wander . . . the steering is extra-fast (the over-all steering

ratio is 13.75 to 1; U.S. steering goes as high as 26 to 1) . . . acceleration requires a lot of shifting. You have to avoid bumps . . . every bump is a kick in the pants, the springing is that stiff.

I found an open stretch of road and mashed the accelerator. It took a full mile and a half to get an absolute top-speed reading—82 miles an hour. That was without speedometer correction, but I had to admit it was pretty good for the horsepower.

My son Bill and I started for the beach, my wife tooling along behind us in the big convertible.

I'll concede one thing . . . this car does get around . . . it can slip in and out of traffic like a greased eel . . . and the acceleration isn't bad. But, on the other hand, you feel every road shock in the wheel . . . that's due to rack-and-pinion steering instead of worm gears or rollers or cams . . .

"Can't see mother," announced Bill.

The MG, darting in and out of the traffic, had brought us out on the open highway. My wife and the big car were caught some-

where back there on the highway. I parked.

"What do these cars sell for?" a voice suddenly questioned behind my shoulder.

I squared around. The expression on the face of my questioner was unmistakable: he was ready to buy the car on the spot. Before



I could reply that it sold for around \$2,000, three or four other people appeared from nowhere and began to ask questions. They nosed around the instrument panel. One man opened and closed a door. Another one was down on his knees looking at the car's underpinnings.

Okay, you explain it.

At the beach I drove the MG down on the sand. My big car stayed on the road. It

[Continued on page 228]

How to Understand English



If you use the trafficators¹ on your saloon² conscientiously, handle the dip switch³ with good manners and sport undented wings,⁴ you are very possibly an expert driver. If you make a petrol⁵ stop in the drophead⁶ model and want to add air to the spare tyre, you must of course know whether to raise the bonnet,⁷ hood,⁸ boot⁹ or screen.¹⁰

That's how the British motorist sometimes talks about cars. Sometimes he calls the dash a fascia board, the hub caps nave plates and the defroster a demister. A radiator cover is a muff and the transmission is a gearbox.

If he mentions a strangler, it's not a Scotland Yard case but only the engine choke. Whereas if he says choke, he really means the venturi throat of a carburetor—oops, carburetter.

The English mechanic fastens a collar on a shaft with a grub screw¹¹ and turns a spigot¹² on a piece to fit a socket. Naturally he uses a spanner¹³ to tighten the sparking plugs¹⁴ and is at times careful to leave one piece a few thousandths proud of¹⁵ another.

If you have defined 10 of these 15 keyed terms correctly, you have something to be proud of yourself.

1. Turn indicators; 2. sedan; 3. dimmer switch; 4. fenders; 5. gasoline; 6. convertible; 7. hood; 8. top; 9. trunk; 10. windshield; 11. setscrew; 12. tenon; 13. wrench; 14. spark plug; 15. protruding from.

A Lot of Guys Love the MG

[Continued from page 157]

would have bogged down. But not the MG. It will go anywhere, roads or no roads.

Evidently that's one of the things that warms the hearts of owners, including those in the MG Car Club. Yes, that's the nub of the cult. Of the 17,000-odd MGs roaming the U.S. highways today, 1,400 have owners belonging to the Car Club.



More are joining every day. The 600 MG dealers in this country encourage it.

The dealer-owner relationship is one for the book. Damon and Pythias couldn't be closer despite the fact that service on MGs—members of the cult tell me—hasn't been good. It's getting better, but it has some distance to go. Parts are hard to get.

Close to the water, the sand on the beach was fairly hard-packed, and I tried out the acceleration.

There's 30 miles an hour on the stop watch in six seconds . . . now, again, . . . there's 30 in 5.9 seconds . . . now . . . there's 50 in 14.7 seconds . . .

Like any long-stroke engine, the MG's has a high "thermal efficiency"—it takes full advantage of the fuel used but pays a penalty in a lower mechanical efficiency.

I think I can beat the manufacturer's specification to 60 miles an hour . . . off we

go . . . 25 . . . 35 . . . 45 . . . and 60 in exactly 18.7 seconds.

That was almost six seconds better than the book said. The speedometer calibrated out just over 56 miles an hour at an indicated 60.

Stops Fast, Too

As we started for home, I picked a deserted stretch of pavement near the beach, rolled the MG to an indicated 60, and jammed on the brakes. The result was surprisingly good—the car stopped dead in 132 feet.

Out on the highway, I again lost my wife, who had commandeered an unwilling Bill for the return trip. The MG felt rubbery. All sports cars do, compared to racing cars. They contain a lot of rubber insulation. If they didn't, they'd beat you to death with their hard springing. The springing is hard, of course, so that they will take the turns rigidly in road racing.

As I parked in front of the house, Pem Cornelius of Indianapolis, an old friend, came sauntering out.

It had begun to sprinkle, and I started wrestling with the top and side curtains.

"I wonder," remarked Pem, giving me a hand on the top, "whether I could get into this thing."

"You're not figuring on buying one!"

He rubbed his chin. "I might," he mused, "it's quite a car."

I don't know. I guess that you don't explain cults. You just accept them. It could be great fun. END

FACTS ON '52 MG

Model: Midget series TD two-passenger convertible.

Engine: 4-cyl. valve-in-head; 54.4 hp. at 5,200 r.p.m.; bore and stroke, 2 39/64" by 3 35/64"; compression ratio, 7.25:1; piston displacement, 76.28 cu. in.; piston travel (in feet per car mile at 20 m.p.h.), 2,458; crankshaft bearing surface, 23.31 sq. in.; torque, 63.9 lb.-ft. at 2,600 r.p.m.

Weight: 1,904 lb. (without load); per hp., 35 lb.

Transmission: four-speed manual shift; rear-axle ratio, 5.125:1.

Steering ratio: 13.75:1; radius of turning circle, 15' 7 1/2".

Effective brake-lining area: 105 sq. in.

Springs: front, coil; rear, semi-elliptic.

Outside dimensions: height (no load), 53" to top of windshield; over-all length with bumpers and guards, 145"; width, 58 1/2"; wheelbase, 94"; overhang, front 20", rear 34"; tread, front 47 1/2", rear 50".

Inside dimensions: seat-cushion widths, 17 1/2" each, divided seat; leg room, 48 1/2"; headroom with top up, 36"; seat height, 8"; vertical distance, steering wheel to seat cushion with seat in mid-position, 6 1/2"; seat adjustment, horizontal 4 1/2", vertical none.

Tire size: 5.50 by 15.

May Tech page;

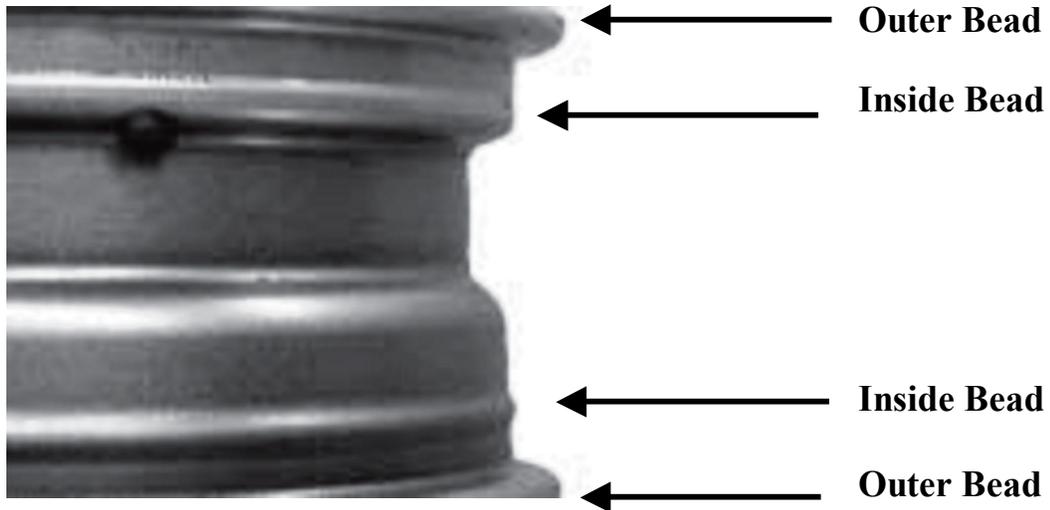
MGTD Safety rims;

Since our cars were manufactured prior to 1964 the rims on our car were not safety rims. Below is a photo of an early safety rim and how it was different from the earlier rims.

Report Prepared by;



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



If you are not running with inner tubes and are going aggressively into a corner causing an excessive amount of side load pushing on the tire, the tire can possibly distort enough to loose its seal and allow all of the air to instantly escape, causing a flat tire. Let's remember where we are, and what the consequences of the situation would be. You are in the middle of a turn, on the edge of control, at speed, and you have no air in one tire. In nine times out of ten, the front tire is where most of the load occurs. If a front tire goes down, you have effectively lost 1/2 of your steering capacity. The next thing that you would see is sky, ground, sky, ground, sky, etc. and that is only if you stay in the car.

I have always run tubes in my tires so this has never happened to me but I have heard some terrifying stories.

May Tech page;

MGTD Safety rims;

In Conclusion;

Report Prepared by;



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

Inner tubes are a very inexpensive safety feature we all should have on our cars.

If you are running without tubes please put them in the next time you buy new tires.

Chances are that the tire store will not have tubes or they will say that you don't need them. As an aside, the techs, (tire busters) who are doing the labor on your tires probably have never installed a tube in a tire and might not even know that there was a time when there were tubes in tires.

When the tube is put into the tire it should be inflated, then all of the air should be let out and the tube can then be inflated again for the final time. This intermediate step allows the tube to set itself inside of the tire without having any folds or crimps.

If your tire store is reluctant to do these things, take it somewhere else.

We at MG Services have the tubes and we have techs that will do what we want.

We have the tubes at \$20.00 each. Which includes the nylon anti chafing stem collars.

We also have the correct tires for our cars.

EVENTS CALENDAR

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Local events sponsored by SWOT

June 7 or 14? 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. Hosted by 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.

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 513-304-1177

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