

# JUNE NEWSLETTER

## SWOT

SouthWestern Ohio T-owners

MG SERVICES  
Jim Pesta

[www.mgrepairs.com](http://www.mgrepairs.com)  
[autographics@hotmail.com](mailto: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 JULY 16 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. Polite belches are tolerated.

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 513-867-8785 ....JT 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 when 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. If the car is not running, that's okay too.

**Imagine if you will, You are traveling to another dimension. A dimension not only of sight and sound.....but of mind.**

**A journey into a wondrous land whose boundries are that of the imagination**

**There's a signpost up ahead....your next stop?...**

## **THE SWOT ZONE**

Where mature men with odd personalities see the value of fellowship among MG owners and the necessity of wearing dark underwear. Tonight's newsletter is a story of those men and the lessons they learn from breaking bread togetherí ..from experiences with mechanical monsters that hide in their garages under tarps and blankets of dust. British monsters whose appetite for money and attention rivals those same traits found in a New Orleans floozy. Join us as we wrestle this conundrum together.



# ***ELECTRICAL THEORY BY JOSEPH LUCAS***

Contributed by Dan Mortensen

**Positive ground depends on proper circuit functioning, which is the transmission of negative ions by retention of the visible spectral manifestation known as "smoke".**

**Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing.**

**For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions. The logic is elementary and inescapable!**

**The function of the wiring harness is to conduct the smoke from one device to another. When the wiring springs a leak and lets all the smoke out of the system, nothing works afterward.**

**Starter motors were considered unsuitable for British motorcycles for some time largely because they consumed large quantities of smoke, requiring very unsightly large wires.**

**It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defense secrets.**

**Lucas - Inventor of the self-dimming headlamp.**

**The three-position Lucas switch--DIM, FLICKER and OFF. The other three switch settings--SMOKE, SMOLDER and IGNITE.**

**The Original Anti-Theft Device - Lucas Electrics.**

**If Lucas made guns, wars would not start**

**Q: Why do the British drink warm beer?**

**A: Because Lucas makes their refrigerators.**

***Our meeting was held on June 18<sup>th</sup> at Rib City. We had a pretty good turnout for some reason....maybe because it is a good time and it's good to see your friends. We don't know how it happened but all the married people sat one table and all the single guys sat at another. The table where the lone wolves were sitting had the most fun conversation. Bob always has great stories about Germany and the cars he commandeered there....Kurt had some tour bus stories that were painful but fun to listen to as well....When guys lean back in their chairs...this is good body language and it means they are enjoying themselves. Those attending our session included Greg and Cindy G., Peter and Lora J. were there....then there was Tony and Connie C, and Peter and Barb B., Johnny and June C., Jim Williams and Jane Grimm, oh yeah, Mike Phillips and John Libbert always sit at the north end of the table, the enigmatic Jan Johnson was there and Bob Hanseman down from Dayton way, and the Gentleman's Gentleman...Kurt Niemeyer, the well read and well spoken John Ligon and in leopard skin underwear was JT.***

**We did briefly review the Second Street Market Car Show. As the norm, it was a great show this year with good representation of some very nice cars. Those Dayton folks do know how to put on a British Car Show.**

**Greg recently organized a scenic and fun drive for SWOT members and he opened it up to any other hoodlums that wanted to participate. Greg's report suggested all had a great time and enjoyed the company of other enthusiasts.**



**A. STREET  
PREACHER  
SPEAKING WITH  
THE DIRTY  
MASSES?**

**B. GREG  
ORGANIZING  
HIS RECENT  
DRIVE INSIDE  
THE 275  
LOOP?**

**C. AN OUTING FOR  
A SIGN LANGUAGE  
CLASS DOING  
VOLUNTEER WORK**





**WHY COULDN'T WE BUILD CARS LIKE THIS???**



**A DESTOTA , A NASH, AN EDESEL? NAH. SOME OF ENGLAND AND GERMANY'S BEST.**



**Oh My ! Kurt has shared a shot of the winning machine in the British Class at the Ault Park Show....a prestigious and coveted award. It is a 1936 PB owned by Reed and Jan Tarwater of Greenfield, Indiana.**

**Congrats to those two MG lovers.**

**Ault Park is a beautiful place for a car show. Rumors abound that the park is haunted by “shadow people.” Those rumors are compounded with reports of shadow people ruining photos, grabbing visitor’s rumps, pinching children and breaking wind in the faces of those that sit on benches a moment to enjoy the surrounding beauty.**

**Of course, this is preposterous and silly. There has never been any proof of any haunting and the existence of shadow people lurking in the park. SWOT members would welcome any evidence at all that these dark figures of mischief roam the grounds of our beloved Ault Park.**

**Our meeting continued with information regarding upcoming events in our area. Get yourself a pencil and write on the kitchen wall.....The Cincinnati British Car Show is July 13<sup>th</sup> at Harbin Park.**

**This is always a good time and fun to see folks from the Cincinnati club. Jim Steputis will be there to “Howdy” everybody and see to any needs or concerns that you may have. He is usually on a golf cart making his rounds.**

**Our next Rib City Meeting is July 16<sup>th</sup>.....we eat at six and palaver at seven. I will send you a reminder.**

**SWOT still needs a couple more people to organize and exciting event or drive. If you or your partner have a good idea you have been playing with....bring it to the meeting and we can help you make it happen. Call Greg at 513-523-3720 to discuss it. WE have open dates on July 19<sup>th</sup>, August 16<sup>th</sup>, and Sept. 13<sup>th</sup>.**

**Those needing a get-away.....July 31 – Aug. 3 is the GOF in Chaska, Mn. See Greg.**

**August 2, Dayton British Car Show....the Queen Mother of British Shows in the Midwest.**

**August 25-27 is the Put In Bay Race Reunion....contact Kurt**

**Sept. 26 – 28....Peter and Lora Jollis will host the fall GOF....get outa here...that will be right here in our area...we need good representation and support for Peter and Lora.**

**October 11.....Kurt’s picnic and short drive....this is a very good time and Kurt is an excellent host. Wear long sleeves as Kurt doesn’t always put napkins out. The cars are a sight to see. The grill is open to pretty much anything you wanna put on it. We bring our own grub to this event....pretty much like Hobo Soup.**

**Newsletter Update.....we apologize.....Tony and JT**

**Pete brought us up to date on his carb situation and opened the floor to suggestions. John Libbert will be looking into that problem with Pete and we will have a good write up on all of this. Pete has a TF with a sinus condition and a spot of asthma when you accelerate. Jim P. has shared some good drawings and advice regarding carbs. The carbs are usually the last place on Jim’s list when he is looking for a running problem.**



**Tough winter on some northern Butler County roads in Middletown.**

**While local agencies have attempted temporary repairs, this type of damage will require the type of money that comes from the state.**



**While the mayor's council is required to close the damaged roads until proper repairs can be made, some local law enforcement personnel liken them to efficient speed bumps.**

**Speeders have become a very rare site in this area of the city. British cars would not survive these types of roads at all.**



## **JUST KIDDING!**

**IT WAS TONY'S SICK IDEA TO SHOW THIS KIND OF MOCKERY. HOWEVER, THE DECALS DO SLOW TRAFFIC DOWN ON CANADIAN ROADS.**

**Noticed in car collector catalogue this week that the MGA has surpassed the MGTD in value.....Never thought that would happen.**

**The first T cars produced were the TA's.**

**Spl. versions of the TC were made for the United States. Those chassis plates were designated with EX-U (export/united states) they came with full width bumpers, an MG badge mounted on the rear bumper. Headlights were changed to the smaller 7 inch S.700 type to take the U.S. sealed beam. The front fog lamp was not fitted and its switch placement on the dash was replaced with a headlamp high beam warning light.**

**Marilyn Monroe owned an MG**



**DON'T YOU LIE!!**

**YOU KNOW YOU  
HAVE BEEN  
LOOKING FOR  
THIS STUFF.  
THOSE OF YOU  
THAT HAVE FOUND  
IT HAVE LIKELY  
HIDDEN IT FROM  
YOUR WIFE!**

**JAN BROUGHT  
THIS IN TO SHARE.**



**A CLASSIC  
SIGN.....SAYS IT  
ALL.**

**MAYBE IT  
SHOULD BE  
PLACED  
OUTSIDE OF MG  
REPAIRS.**



**A KODAK  
MOMENT?**

**CINDY SUSPECTS  
LORA IS  
HORKING  
BISCUITS OFF  
HER PLATE.**



**GREAT MINDS .  
IT APPEARS  
THAT JOHN IS  
ABOUT SAY  
SOMETHING  
PROLIFIC.**



**PETER WOULD BE A GOOD PRESIDENTIAL CANDIDATE. HE HAD A GREAT CAREER AS AN ENGINEER. HE THINKS LIKE ONE.**



**A NEFARIOUS CLOUD HANGS OVER KURT AND BOB WHEN THEY GET TOGETHER.... BETTER COUNT YOUR FRENCH FRIES WHEN THEY ARE FIRST PUT BEFORE YOU. WHEN KURT LAUGHS LIKE THAT....BE AFRAID.**



**GREG REVIEWS THE DRIVE HE CONDUCTED WITH OTHER MAL-CONTENTS DRIVING THEM FUNNY LITTLE CARS.**

**GREG ALSO REVIEWED SOME EXCITING UPCOMING EVENTS YOU WANT TO HAVE ON YOUR CALENDAR. SEE OUR EVENTS CALENDAR IN THIS NEWSLETTER.**



**PETER OFTEN WONDERS WHAT HE HAS GOTTEN HIMSELF INTO WHEN HE LOOKS LIKE THIS. PETER ALONG WITH HIS WIFE, LORA, WILL HOST THE FALL G.O.F. HERE IN OUR NECK OF THE WOODS.**



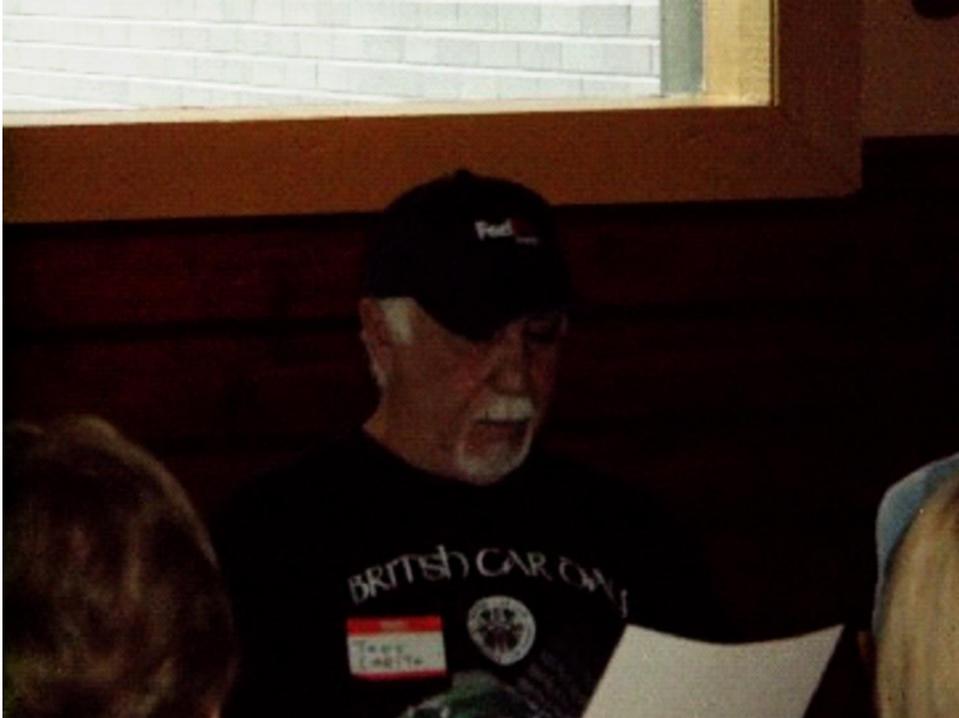
**THE TABLE WHERE ALL THE COUPLES SET TOGETHER...THE OTHER TABLE IS WHERE THOSE FLYING SOLO OR SINGLE OWNERS TAKE UP. THOSE AT THE SINGLES TABLE DO NOT HAVE THE DISCIPLINE TO SIT AT THIS TABLE. THEY WANNA TALK ABOUT CARS ALL THE TIME.**



**JOHN KNEW WHO SHOT J.R. BEFORE ANY OF THE REST OF US DID. HE HAS GOOD KNOWLEDGE OF AN XPAG ENGINE TOO.**



**MIKE NEVER MISSES A MEETING AND ALWAYS HAS A STORY....HE WOULD BE GLAD TO SHARE ONE WITH YOU IF COME TO THE NEXT MEETING.**



**HANDSOME TONY WEARS A NAME TAG.....FOR SOME REASON. TONY COULD RUN FOR MAYOR AND NEVER CAMPAIGN WITH HIS NAME RECOGNITION. HE COULD PET AN ANGRY PIT BULL.**



**JANE AND JIM O. SELDOM MISS A MEETING. NICE FOLKS.**



**MIKE, CONNIE, AND JIM O.....EVERYONE LOOKS LIKE THEY ARE PAYING ATTENTION AND HANGING ON EVERY WORD OF THE SPEAKER. I JUST DON'T REMEMBER IT THAT WAY.**



**ROBERT  
OPPENHIEMER  
WOULD HAVE  
HIRED THESE TWO  
FOR WORK ON  
THE MANHATTEN  
PROJECT. ...COOL,  
CALM AND  
STUDIOUS THEY  
ARE.**

# June's Featured Car



The, Morgan Green, TF featured this month belongs to Mr. and Ms. David Deuel of Montgomery, Ohio.

David's oldest son found the car for him in New York. He called .. talked .. thought about it .. bought it, sight unseen, and had it shipped here.

His first MG.

The purchase of the car was all about 17 years ago.

David's first British car was a TR4A ..a sweet ride by most people's standards but as usual, those folks that drive MG knockoffs always come home to the real thing ..MG. The car gets driven mostly in the summer and fall months. The farthest it has been is West Chester, Ohio. The most fun thing David has found about the car is just driving it and the attention it gets on the road.

There are no modifications and the car is pretty much original. The only major thing done to the car was a new transmission installation. Jim Pesta recently worked on it to get it running after sitting all winter. It still needs a complete tune up, but should be a fine runner for the season. (see details in the Member's Questions section of this newsletter)

David said it runs fine now. I'm hoping he will change his mind but as far as future plans for the car, he thinks he might sell it next year. To all the readers of the newsletter .. make a mental note of that. It would be a great chance to find a local TF that runs and behaves very well.

## June Member's Questions;

### Sportscar Vintage Racing Association (SVRA);

A few weeks ago my friend Tom Baumgartner (Another T owner) called and asked if I was doing anything on the first weekend in June.

Tom races a vintage MGA and I have been his crew at race tacks all over the Midwest; Mid Ohio in Lexington, Ohio, Put-in-Bay on South Bass Island, Ohio, Watkins Glen in New York, Schenley Park in Pittsburgh, Pa., Gratton in Michigan, etc. You get the picture.

It turns out that he was going to participate in the first ever vintage race at the new road course that was built inside of the famous Indy 500 oval and he was looking for extra crew for this weekend.

I told him that I would check the schedule and get back to him.

As the time grew near, I had been fighting with my machine shop about their delivery times, so I was squeezing in other work. It was very hectic and unorganized, so, I just needed a week end to get away, perfect timing!

When I called back Tom informed me that he did not have any accommodations for me and I would have to fend for myself, but he needed me there early (7:30 AM) Friday morning.



Tom's MGA 1500 on the false grid at Indianapolis

Report Prepared by;

# MG SERVICES

A full-service MG garage  
Specializing in T-series and MGA's

**Jim Pesta**  
chief mechanic/proprietor

Jim@mgrepairs.com Phone: (513) 532-1795 www.mgrepairs.com

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**Cincinnati, Ohio 45238-5762**

**Sportscar Vintage Racing  
Association (SVRA);**



At the track this weekend there were two TDs, a J2, a NA Magnette special, and a few of Sprites/midgets racing.

Unfortunately, I did not get a chance to see them run. It was quite hot that weekend and we got very busy Friday afternoon and I had to leave early to get to Columbus to pickup a TC engine block.

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Both of the photos on this page show Tom Baumgartner's #254 MGA on the false grid. They are either at practice or at a qualifying session at the Indy 500 track.

If you look closely you can see Chris Newcomer's (SWOT member) green sprite behind us in each photo.

I think that Chris's son drives the car.

I did run into Chris on Friday during a lunch break.

## Member's Questions;

From the phone conversation while I was at the track, I knew that he had replaced the starter awhile back so we knew that it was good.

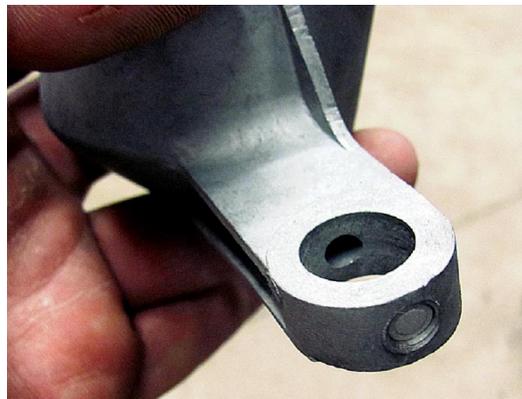
As always, I started with the basics;  
**is it getting spark, fuel, and  
is there enough compression?**

Since this was a spur of the moment house call, I did not have a camera to document the session. **Sorry.**

The first thing I did was take off the distributor cap, turned on the ignition key and pulled the starter to see if there was spark when the rotor turned; It had a strong spark.

I then went over to the carb. side to check to see if it was getting fuel. I removed the float bowls to check the float levels. One of the floats was a little heavier than the other, it had "stuff" inside of it causing it to have a different float level than the other. The weight was not significantly different, but different none the less. The adjustment were correct without compensating for the heavier float, Again not enough difference to not allow it to start.

However, when I looked down inside of the empty float bowl, I discovered the problem.



Before we discuss what I found, I thought that it would be a good idea to show you what a clean float bowl should look like. These are photos from a different carb.

Notice the small opening to the left in the bottom of the float bowl, (see detail on next page) and the other end of that opening on the mounting arm of the float bowl.

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## Member's Questions Cont.;



In this photo you cannot determine how far the opening is from the bottom of the bowl. It is about  $3/8\phi$  to  $1/2\phi$  from the bottom. This opening is how the fuel gets delivered to the carb. body.

### Now, back to the problem.

Quite a few years ago, I was driving my TF back from an event somewhere in New York, the TF was having an intermediate miss. Yes, it was annoying, but we were on our way home and I could check it out after I got back, at least that is what I thought.

After about a fifteen minuet rest stop, the car would not start. The problem I had then is what Dave's issue has now.

What was happening was there was enough very fine sediment that got through all the filters to settle in the bottom of the float bowl, it was restricting the fuel inlet to the carb body which, in turn, caused fuel starvation at the carbs.. and this is what I saw in Dave's TF.

There was about 1/2 " of sediment in the bottom of the float bowl. Ounce I cleaned out the sediment, the car started right up.

I would say that during the yearly tune up everyone should remove their floats and clean out the float bowls.

Now the car still needs to have a complete tune up and the brakes need to be thoroughly checked out in order for the car to be deemed totally roadworthy. If Dave just drives around the neighborhood, the brakes should be sufficient at this time.

Since the car started, I did not have to check the compression.

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Here is a close up view of the  
opening at the bottom of the float bowl.

**Report Prepared by;**

## **In Conclusion;**

It seems that every time I write one of these reports, I say the same thing. All problems can be found quicker if you use a standard process of testing.

It does not have to be the same process that I use, it just has to be thorough and complete. Use the same process every time and things will be a lot less stressful or frustrating.

In addition, your yearly tune up is where most issues are encountered before they become problems later during the driving season, when you might not be at home or anywhere close.

**No matter how many times I say it,**

**It is always better to fix a problem in your garage than out in the middle of nowhere on a blistering hot summer day, or better yet on a dark rainy night, miles, from anywhere.**

Trust me when I say, I have experienced both and neither one is any fun. And if you are traveling with your girl friend or wife, it may be the last time they will want to experience the fun of riding in your prized, MG. If you do believe me ask me sometime how I know.

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**

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# EVENTS CALENDAR

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Local events sponsored by SWOTs

**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.

**June 20-22 Ohio Spring GOF in Athens, Ohio. Forms at [www.ohiogof.com](http://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](http://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](mailto:ggarnett@miamioh.edu)**