

NOVEMBER NEWSLETTER

S W O T

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 DEC, 14th, our Christmas Party. It will be a relaxed and good time. Come on out and bring your significant other and join us. More information is coming on the location as well as directions to get you there.



**ANYONE UP FOR
A T PARTY??**

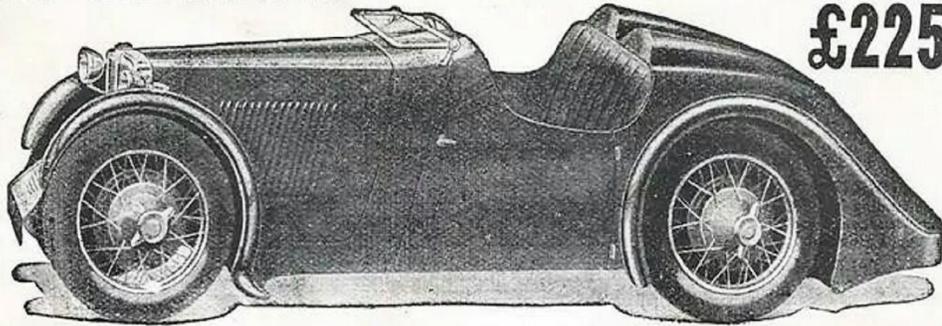
**SUBMITTED BY
MIKE PHILLIPS**

THE **R.E.A.L. "DEMON"** for SPEED—SAFETY—COMFORT
and QUALITY at

M.G. MIDGET

£225

The 1933 DOUBLE
TO BE SEEN AT
OLYMPIA
Stand 182



COACHWORK BY

R.E.A.L. CARRIAGE WORKS LTD., Popes Lane, EALING, W.5

'Phone : 5966

OCTOBER 1932

copyrights retained

ADVERT SUBMITTED BY KURT

OUR MEETING WAS PULLED OFF AT RIB CITY ON THE NINETEENTH THIS MONTH. IT'S ALWAYS GOOD TO ATTEND OUR GROUP GATHERINGS AND TALK ABOUT THE CARS AND THE CHALLENGES WE MAY OR MAY NOT HAVE. WINTER IS THE CHALLENGE FOR MANY OF US...IT'S HARD TO WALK THROUGH THE GARAGE AND SEE THAT MG SITTING THERE.....AND IT'S TOO COLD TO ENJOY IT. JIM PESTA'S GARAGE WAS A FIX FOR MANY OF US...THE TOOLS, THE GARAGE, THE CARS, THE PARTS, THE SMELLS, EVEN SITTING IN CHAIRS THAT LOOKED DANGEROUS. RIB CITY OFFERS A WARMER AND MORE COMFORTABLE PLACE TO GET TOGETHER....ITS' SOMETHING TO LOOK FORWARD TO MONTHLY...IT TOO IS A FIX FOR MANY OF US. WE HOPE YOU WILL JOIN US AS OFTEN AS YOU CAN DURING THE COLDER MONTHS. IT IS A "COME AS YOU ARE" ATMOSPHERE AND THERE IS LOTS OF ROOM. WE HAD A GOOD CROWD FOR OUR NOVEMBER MEETING...THOSE IN ATTENDANCE INCLUDED....

GREG AND CINDY GARNETT, JOHN BELUSHI, JOHN LIPPERT, JOHN LIGON, MIKE PHILLIPS, KURT NIEMEYER, JAN JOHNSON, BOB AND JEAN HANSEMAN, JIM WILLIAMS, JANE GRIMM, JIM PESTA, ORLOFF MILLER,

CONT'D

RICK BEHASE, STEVE WRIGHT, TONY CARITO, AND JT.

WE DO NOT COLLECT DUES, HELL, WE DON'T EVEN LIKE TO PAY OUR DINNER TAB. HOWEVER, WE HAVE PASSED THE HAT IN THE PAST TO COVER PRINTING AND MAILING COSTS. WE MAY HAVE BOUGHT SOME METTS FOR A COOK OUT FOR THE GROUP. ALL THAT TO SAYWE HAVE \$56.00 IN OUR "PASS THE HAT" CONTRIBUTIONS FROM LAST WINTER. WE ARE THRIFTY.

WE DISCUSSED THE MEMBERSHIP LIST AT OUR MEETING LAST NIGHT. A LIST OF 124 PEOPLE WENT OUT TO EVERYONE AT THE END OF OCTOBER. SURPRISINGLY, QUITE A FEW PEOPLE SAID THEY DID NOT GET IT....MANY LOOKED INTO THAT FURTHER AND DISCOVERED THEY DID GET IT AND DIDN'T OPEN IT. WE HEARD BACK FROM SEVEN PEOPLE REPORTING SMALL ERRORS OR PHONE NUMBER CHANGES. A NEW LIST WAS FORMED WITH CORRECTIONS....I THINK YOU CALL THAT A REVISED LISTAND IT WILL BE SENT OUT IMMEDIATELY. ONLY ONE PARTY OPTED OUT OF SHARING THEIR INFORMATION WITH THE REST OF THE GROUP...IMPRESSIVE. YOU SHOULD HAVE THE LIST BEFORE THIS NEWSLETTER...HOPE YOU OPENED IT.

THE SWOT GROUP DECIDED THAT CHRISTMAS WOULD BE ON THE 25TH OF DECEMBER THIS YEAR.

OUR CHRISTMAS GATHERING IS THE 14TH OF DECEMBER. JIM WILLIAMS AND JANE GRIMM WILL BE HOSTING USTHANK YOU JANE AND JIM.....INFORMATION ON THAT IS COMING IN NOTICE VERY SOON. THE 14TH WILL BE OUR DECEMBER MEETING FOR THE GROUP. WE WILL NOT MEET AT RIB CITY AGAIN UNTIL JANUARY 21ST.

TONY, KEENLY AWARE THAT FEBRUARY IS A SUCKY MONTH WITH LOW TEMPS AND DIRTY SLUSHY SNOW AND GRAY CLOUDS, MADE A PROPOSAL FOR A GROUP EVENT. IT IS IN THE PLANNING STAGES AT THIS TIME. TONY IS CHECKING INTO HOUSTON WOODS STATE LODGE AS A MEETING PLACE. HE IS ACTIVELY PURSUING REDUCED ROOM FEES FOR AN OVERNIGHTER FOR THIS MOTLEY GROUP. THE LODGE WAS AT ONE TIMECONT'D



SAME LANGUAGE...DIFFERENT WORD

IN CINCINNATI, WE SAY.... IN BLACKPOOL, THEY SAY....

- | | |
|--------------------------|----------------|
| 1. JELLY | JAM |
| 2. HAM | GAMMON |
| 3. CLAMS | COCKLES |
| 4. BABY STROLLER | PRAM |
| 5. PROPERTY TAXES | RATES |
| 6. STATION WAGONS | ESTATES |
| 7. FRIENDS | MATES |
| 8. FAIRS | FETES |
| 9. BATHROOM | LOO |
| 10. LINE | QUEUE |
| 11. CARPET | RUG |
| 12. BUGS | INSECTS |
| 13. HATS | CAPS |
| 14. APARTMENTS | FLATS |

14. SAUSAGE
15. BARS
16. GIRL
17. GIRLFRIEND
18. GAS
19. MOM
20. REAR
21. TV
22. RAINBOOTS

BANGERS
PUBS
LASS
BIRD
PETROL
MUM
BUM
TELLY
WELLIES

IF ANYONE WOULD LIKE TO HOST A GARAGE CRAWL, PLEASE CONTACT GREG. A LOT OF T-OWNERS IN THIS GROUP WOULD BE HAPPY TO STOP BY ON A SATURDAY TO GIVE YOU A HAND WITH YOUR CAR.

THE LARGEST A-FRAME CONSTRUCTION IN THE UNITED STATES. IT IS BEAUTIFUL AND RICH WITH OHIO HISTORY. PLANS ARE BEING CONSIDERED TO MEET THERE ON A SATURDAY AND ENJOY SOME GET AWAY TIME, SOME GAMES AND ACTIVITIES, HAVE PIZZA DELIVERED OR THE LODGE HAS A GREAT RESTAURANT, AN INDOOR POOL IF THAT BLOWS YOUR SKIRT UP, LARGE FIRE PLACES, AND INCREDIBLE VIEWS OF THE LAKE. IT WILL BE RESTORATIVE AT A CRITICAL TIME OF THE YEAR AND VERY REWARDING. OUR ATTENTION IS DIRECTED TOWARD KEEPING THIS OUTING A BARGAIN. A SHOW OF INTEREST WAS ASKED FOR AT THE MEEING....AND NEARLY EVERY HAND WENT UP. WE WOULD HAVE TO ASSUME THAT THERE ARE OTHERS NOT IN ATTENDANCE THAT WOULD LIKE TO PARTICIPATE. WE WOULD LIKE TO HAVE AT LEAST FIFTEEN COUPLES IN ATTENDANCE. HOWEVER, WE WON'T BE DRIVING OUR MGs, MORE INFORMATION WILL BE COMING IN REGARDS TO THIS EVENT. WE WILL AVOID MIAMI GAMES, SUPER BOWL, AND THREE DAY WEEKENDS.



**IMAGE FROM THE GRASSY KNOLL, NOVEMBER 21, 1963?
IS THAT A TD BEHIND # 21?
*THANKS MIKE PHILLIPS FOR THE PHOTO***

VITAL STATISTICS

	TD	TD	TF	TF
	IMPERIAL	METRIC	IMPERIAL	METRIC
LENGTH	12 FT. 1IN	3.68 M	12FT.3 IN.	3.73 M
WIDTH	4FT. 10 ½ IN.	1.48 M	4 FT. 1 ¾ IN.	1.52M
HEIGHT (HOOD UP)	4FT. 5 IN.	1.35M	4 FT. F ½ IN.	1.33M
WEIGHT	18CWT	914 KG	18 ½ CWT	939 KG
FUEL TANK	12 1/2 UK GALLONS		12 UK GALLONS	54 LITRES
SUMP	9 UK PINTS	5.1 LITRES	10 ½ UK PINTS	6.0 LITRES
GEARBOX	1.25 UK PINTS	.7 LITRES	1.25 PINTS	.7 LITRES
REAR AXLE	2.25 UK PINTS	1.3 LITRES	2.25 PINTS	1.3 LIETRES

PRODUCTION NUMBERS FOR TD AND TF CARS

TD 29, 664 INCLUDING 1710 OF THE MARK II

TF 9600 INCLUDING 3400 TF 1500s

CHASSIS NUMBERS (TD)

TD CHASSIS NUMBERS ARE STAMPED INTO THE LEFT CHASSIS DUMB-IRON (HIDDEN BY THE FRONT WING) THE SAME NUMBER APPEARS ON A BRASS IDENTITY PLATE ATTACHED TO THE TOOL BOX. TD CHASSIS NUMBERS START AT TD / 0251 AND ENDED AT TD / 29915 THE COMPETITION MODELS HAD AN ADDITIONAL "C" PREFIX. THE FIRST ONE WAS TD/C/1123. EXPORT CARS HAD EXTRA INFORMATION STAMPED BELOW THE CHASSIS NUMBER. THIS BEGAN WITH EX....FOLLOWED BY VARIOUS CODES (L FOR LEFT HAND DRIVE, RHD WAS RIGHT HAND DRIVE, U OR NA WAS FOR NORTH AMERICA, K WAS FOR KPH SPEEDOMETER) EXAMPLE.....EX-L-U

CHASSIS NUMBERS (TF AND TF 1500)
THERE WERE TWO PROTOTYPE TFs (TF0250 AND TF0251)
AND PRODUCTION NUMBERS RAN FROM TF0501 TO TF
10100. THE TF 1500 WAS INTRODUCED AT TF6501 BUT
TWO MORE BATCHES OF 1250CC TFs WERE MADE AFTER
THAT. ON THE TF, YOU'LL FIND THE CHASSIS NUMBER
STAMPED INTO THE CHASSIS, PREFIXED WITH THE
LETTERS TF. THE SAME NUMBER WILL BE STAMPED
INTO THE DATA PLATE ABOVE THE FUSE BOX, BUT
WITH A DIFFERENT PREFIX, SUCH AS SUCH AS HDC16.

EXAMPLE: TF 2345 = HDC16/2345

H = MG

D = BODY TYPE

D-SPORTS (TWO SEATER)

K-ROLLING CHASSIS

C= COLOR

A-BLACK

B-LIGHT GREY

C-DARK RED

E-MID GREEN

H-PRIMER

P-IVORY

1= MARKET TYPE

1. RHD UK

2. RHD EXPORT

3. LHD

4. NORTH AMERICA INCL. AMERICA/MEXICO

5. CKD RHD

6. CKD LHD

6= PAINT TYPE

3=CELULOSE

6=CELLULOSE BODY WITH SYNTHETIC
WINGS (NORMAL FOR ALL EXCEPT
GREEN CARS)

2345 = EXAMPLE OF CHASSIS NUMBER, UNIQUE
FOR THIS VEHICLE

ENGINE NUMBERS

ALL THE FOLLOWING ENGINES WILL FIT INTO ANY TD OR TF

PREFIX	ORIGINALLY FITTED TO
XPAG (FOLLOWED BY NUMBER)	MG TB OR TC
XPAG / TD	MG TD (EARLY)
XPAG / TD 2	MGTD (LATE)
XPAG / TD3	MGTD MARK II COMPETITION
XPAG / TF	MG TF (1250 CC)
XPEG	MG TF 1500
XPAM	MORRIS 10 / 4
XAPAG / SC	MG Y-TYPE SALOON
XPAW	WOLSELEY 4 / 44

EARLY TD ENGINE NUMBERS BEGAN AS ZPAG /TD/501 AND ENDED AT XPAG / TD / 9407

X = ENGINE SERIES

P = PUSHROD

A = 66.5MM BORE

G = MG

ENGINE NUMBERS WERE NOT ALLOCATED STRICTLY IN CHASSIS NUMBER SEQUENCE : BATCHES OF ENGINES WERE FITTED IN RANDOM SEQUENCE.

FROM JULY 1951, TD ENGINE NUMBERS HAD A DIFFERENT PREFIX, STARTING AT XPAG / TD9408. THESE ENGINES ARE OFTEN REFERRED TO AS TD 2 ENGINES, THE MAJOR DIFFERENCE BEING THAT THEY HAD A LARGER CLUTCH. THIS SHOULD NOT BE CONFUSED WITH THE COMPETITION MODEL, WHICH WAS SOMETIMES REFERRED TO AS THE TD MARK II.



DOES ANYONE ELSE REMEMBER THESE PERVERTED AND SANCTIMONIOUS DO GOODERS IN GRADE SCHOOL? SEE DICK RUN. SEE SPOT CRAP IN THE LIVING ROOM FLOOR...SEE SALLY STEP IN IT. SEE JANE PUKE.

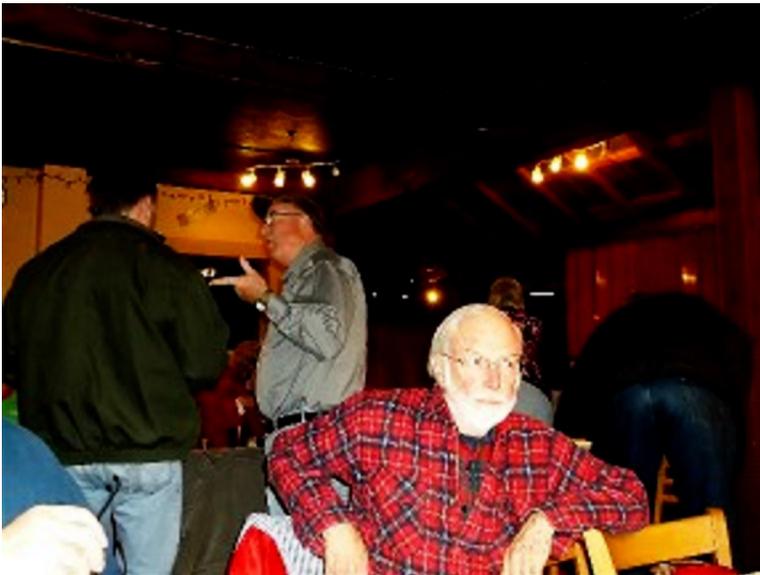
THE FOLLOWING CHART MIGHT BRING ABOUT A NEW USE FOR THE STANDARD YARD STICK LEANED IN THE CORNER SOMEWHERE THAT BECOMES INVISIBLE WHEN YOU ARE LOOKING FOR IT.

MG TD Fuel Dipstick

U.S Gallons		Litres		Imperial Gallons	
U.S. Gal	Inches	Litres	Centimetres	Imp. Gal	Centimetres
1	1 3/4	5	6	1	6
2	2 3/4	10	9	2	9
3	3 7/8	15	12	3	12
4	4 7/8	20	16	4	16
5	6 1/16	25	20	5	19
6	7 3/16	30	24	6	23
7	8 5/16	35	28	7	26
8	9 1/2	40	32	8	30
9	10 5/8	45	37	9	34
10	12	50	41	10	38
11	13 1/4	55	46	11	42
12	14 9/16	57	48	12	46
13	15 13/16			12.5	48
14	17 3/8				
15	18 7/8				



**I AM MISSING
FIVE FRENCH
FRIES
BOYS...THERE
WERE 12 ON MY
PLATE BEFORE
MY WEEDLE
BREAK. THERE IS
AN EARRING IN
MY BEANS.**



**STEVE POINTS
THE FINGER AT
RICK....WHO
HAS TAKEN
FOOD FROM
OTHER
PEOPLE'S
PLATES AT PAST
MEETINGS.**



TONY QUESTIONS JOHN ABOUT THE MISSING FRIES. JOHN WANTS A DEAL IF HE TELLS WHAT HE KNOWS....

**BUILDING A HIGH-PRESSURE OIL GUN FROM
A
LEVER ACTION GREASE GUN**
By **DEAN GULLBERRY**
(NAME PRONOUNCED AS ONE WORD)

The MG T Series cars have several grease fittings which are really to have oil injected, not grease. The following article describes the conversion of a standard grease gun to an oil gun. This adaptation was created for oiling metal working machinery.

First you will need to buy a good, low-priced lever action grease gun that would use 14 ounce cartridges. The author used a PLEWS model 30-445 available at Canadian Tire for under \$20. The gun does not need an air bleed screw in the head assembly (something that usually costs extra). Look inside the tube before you buy the grease gun and check out the plunger. The oil gun described here requires a good large rubber plunger to help seal the hole the plunger rod goes through in the end of the gun (**See Figure 1**). A grease gun with a rubber washer where the body tube screws into the head assembly is recommended.

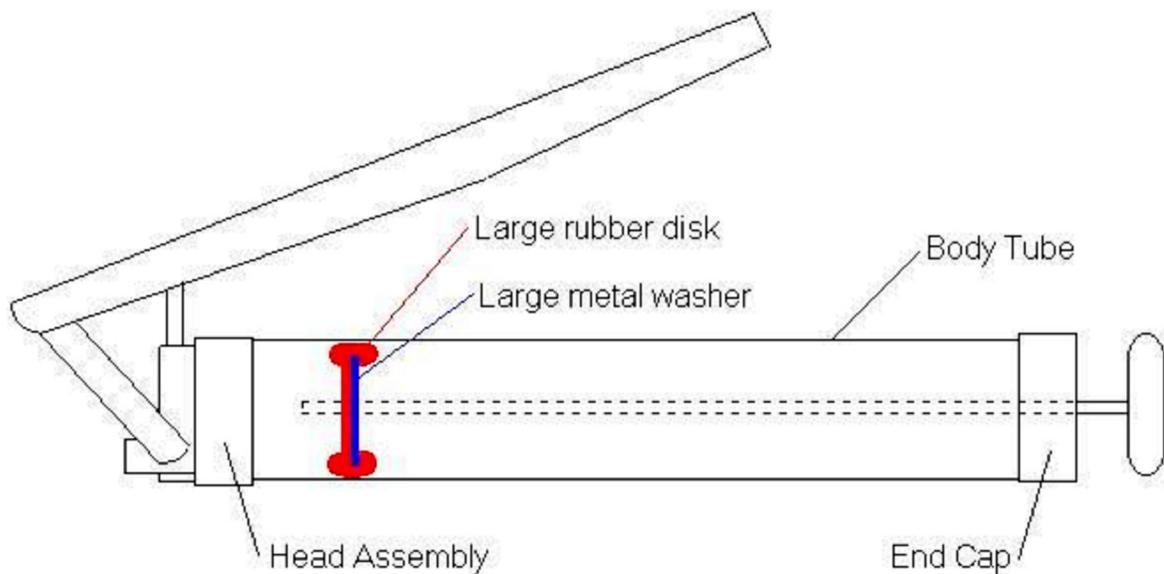


Figure 1.

Unscrew the end cap from the tube body. Use a hack saw and cut the plunger rod in half to remove it from the grease gun. The rubber disk should slide easily off the rod.

The next step is to attach the rubber disk to this end cap with a bolt, lock washer, washer and nut to seal the hole in the end cap. This may take a little ingenuity on your part, depending on the shape and make-up of the rubber disk in your grease gun. The Plews grease gun has a large metal washer on one side of the rubber disk and some sort of metal cone on the other side of the disk. Discard the metal cone but retain the metal washer. If your grease gun does not have a large metal washer, you will need to furnish one. You are going to put a bolt through the rubber disk from the metal washer side and then slip the bolt through the hole in the end cap so that the bolt sticks through where the plunger used to. Use the largest bolt that will fit through both the rubber disk and the end cap hole. Slip a washer, lock washer and nut on the end of the bolt, but do not tighten it down snug yet (**See Figure 2**). Next, put plumber's tape around the threads on the tube body and screw the end cap back on, getting as tight as you can with your hands. You should

not need to use a pipe wrench. Once the end cap is back on the tube, tighten the nut down so that the rubber disk is compressed up inside the end cap. The compressed rubber disk should seal around the bolt and the hole in the end cap. It will also help to seal the seam between the tube body and the end cap. Do not over tighten the nut or you will destroy the rubber disk. Remember, the oil will not be under any pressure inside the tube (the piston in the head assembly generates the pressure needed to force out the oil).

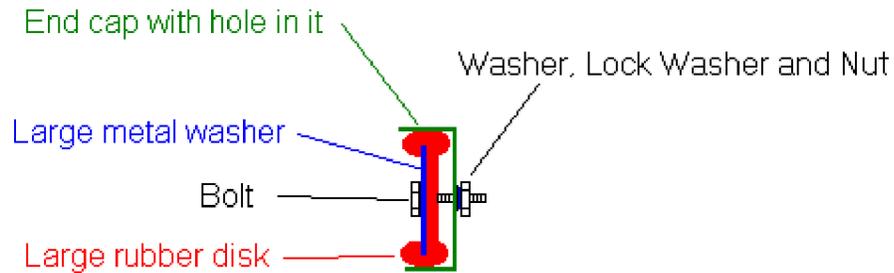


Figure 2.

To finish up the conversion, remove the delivery tube and nozzle from the end of the head assembly portion of the grease gun. Then wrap plumber's tape around all the threads and re-assemble the delivery tube and nozzle. The author replaced the metal delivery tube with a flexible tube on his oil gun. Now you are ready to fill and use.

Hold the tube body capped-end down and fill the tube with the appropriate oil. Screw the piston head assembly back. You will need to hold the oil gun so that the oil flows downward toward the piston assembly located in the head when you use it. Store the oil gun with the nozzle end up.

ADDENDUM

I own one of the little pistol grease guns that takes the 6 inch grease cartridges. I never was happy with it as a grease gun so I converted it to an oil gun. The above instructions are totally applicable except that the bottom doesn't unscrew. It's an excellent size for my

ADDENDUM #2

I have replaced the metal delivery tube with a 12" flexible t



WE ALWAYS GET LUCKY WITH THE WAITRESSES ASSIGNED TO OUR MEETING ROOM. PATTY, OUR NOVEMBER WAITRESS MADE REASONABLY SURE THAT OUR ORDERS WERE CORRECT AND REALLY TRIED TO KEEP HER THUMB OUT OF OUR FOOD AS SHE SAT THE PLATE BEFORE EVERY T-OWNER IN THE PLACE. WHEN IT CAME TIME FOR A BREAK.....SHE JOINED OUR LITTLE RAG TAG GROUP AND PARTICIPATED IN OUR DISCUSSION AS SHE TOOK PART IN HER BEVERAGE AND A QUICK SMOKE. NOT HAVING PAINTED HER TOE NAILS WAS A FAUX PAS....BUT WE ARE A GENTLEMANLY GROUP AND WOULD NOT POINT IT OUT TO HER.



Tips for Car Club Survival

Written by [Keith Martin](#)

I've been thinking about what it takes for a club to survive in the 21st century. I belong to a fair number of automotive marque clubs, and I regularly attend meetings for other clubs as a guest. Here are my tips for making a club a more effective organization.

Make it Appealing

Car clubs have to offer enthusiasts more reasons to attend meetings and events than simply "Gosh, we all own MGs!"

The local Alfa Club, [Alfa Romeo Owners of Oregon](#), has a tried-and-true formula that I enjoy. They meet once a month on a weeknight at a local pub where they have a private room set aside. Having a separate room is very important, as it allows club members to visit with each other in a specific area. Sometimes this costs clubs a few dollars, and I have heard people complaining about the \$50 or \$100 charge.

My response to them is to get real. Everything costs money, and allocating the funds for a private meeting space is money well spent.

Every meeting should have an agenda, no matter how casual.

The first half of the Alfa Club meeting deals with housekeeping items: minutes from past meetings, notices of upcoming events, talks about club politics, etc.

Then there is a 20-minute break, where during good weather we can go out to the parking lot and kick tires, admiring what people have driven to the meeting.

The second half of the meeting consists of a program, generally with a guest speaker. I have given talks on collecting, others have given slide-show presentations of their trips to Goodwood and the like, and still others give talks about detailing your car.

These last about 30 minutes, and then there is a question-and-answer session, following by everyone going home.

Perhaps this is just a matter of personal preference, but I'm not fond of meetings on weekends, and I'm not excited by get-togethers where there is no program or presentation.

.

On the Road

A critical part of any vibrant club is the driving activities. The local Porsche Club ([The Oregon Region Porsche Club of America](#)) has a %Saturday dash+during the good-driving months. Cars arrive at a starting point, instructions are handed out, and 100 or so miles and a couple of hours later, the event ends at a decent lunch place.

I've never liked "cars and coffee" events very much, as I spend enough time wandering around looking at cars without giving up my Saturday mornings for more lollygagging. I much prefer to spend a half a Saturday on a spirited drive with friends.

Further, a half-day drive allows you to entice your significant other and/or children, without having them commit to an entire day.

Longer tours are important as well. During the past few months, I've been on overnight tours hosted by the Alfa Club of Oregon, the Oregon Porsche Club and the [Pacific Coast Rover Club](#). Accommodations ranged from [primitive camping](#) to [luxury hotels](#), and good wine enhanced all the experiences.

Special events that occur on an annual basis are also a good thing. The Rover Club hosts an annual Holiday Run that ends up with a potluck dinner at a member's home. I've been going for nearly a decade now. You don't have to go on the %run+(what Rover members call the driving part) to come to the dinner, and I see a lot of friends that day and night.

The Alfa Club and the Porsche Club both have annual Holiday (they used to be called Christmas) dinners as well.

The Big Events

It is also important to have one or two multi-day tours during the year for the owners who really want to get out and enjoy their cars. The [Monte Shelton NW Classic](#) is one of the oldest events of its kind, and it provides a competitive TSD event for those so inclined. It happens under the auspices of the Oregon Alfa Club.

[Northwest Passage](#) is the Porsche-club related event that is three nights in length, and always goes through scenic areas, often off the beaten path.

I'm sure there are many events hosted by other clubs as well. These just happen to be the ones I am familiar with.

The Magic Mixture

So as a basis, I would like to see car clubs have meetings with some organization to them, and held in a private room.

I would encourage them to have monthly half-day driving events that give people a chance to take their cars out for long enough to get them really warmed up.

Annual events, like holiday parties, are a good thing.

And finally, two- or three-night tours give those really interested in putting several-hundred miles on their cars a chance to do just that, in the company of like-minded people.

As I have said before, cars are just an excuse for people to get together. These various activities, which require a commitment level of very low to very high, provide a menu that will keep people engaged with their cars and with their clubs

HERE IN LIES SOME VERY GOOD POINTERS FOR OUR GROUP. THANKS TO GREG AND KURT FOR MAKING THIS SOMETHING WE COULD PUT INTO THIS NEWSLETTER. IF YOU HAVE ANYTHING TO ADD OR ANYTHING THAT WOULD ENHANCE SOME OF THESE POINTS....PLEASE DROP ME A NOTE....WE WANNA KNOW HOW TO MAKE THIS GROUP BETTER.....AND MORE ACCOMODATING TO THE NEEDS OF T-OWNERS.

PLEASE SEND YOUR PITHY COMMENTS TO

GREG [í í .. ggarnett@miamioh.edu](mailto:ggarnett@miamioh.edu)

Or

JT [í í í í . mgbjt@zoomtown.com](mailto:mgbjt@zoomtown.com)

OR

KURT [í í .. ktrg65@gmail.com](mailto:ktrg65@gmail.com)



**JOHN REFUSES
TONY'S DEAL.....HE
WANTS MORE TIME
TO THINK ABOUT IT.**



**ORLOFF SWEARS
HE HAS AN
AVERSION TO
POTATOES
UNLESS THEY
ARE IN A GERMAN
POTATO SALAD.**



BOB CHECKS HIS NOTES FOR THE ACTIONS AND WHEREABOUTS OF EVERYONE WHILE JIM WAS RELIEVING HIMSELF.



STEVE IS CONVINCED THAT RICK TOOK THEM AND NO ONE WANTS TO LISTEN TO HIS REASONS WHY THE TALL FELLOW IN JEANS IS A KNOWN FOOD HORKER.



RICK FEELS LOWER THAN A SNAKE AFTER HIS FRIEND STEVE RATTLED ON HIM.



TONY, OUR METICULOUS LIST KEEPER, MAKES A LIST OF ALL FOOD ITEMS MISSING AFTER FOLKS COME BACK FROM THE LOO.



**KURT IS
DEVASTATED TO
FIND HE IS
MISSING ONE
GREEN AND ONE
BLACK OLIVE
FROM HIS
SALAD.
MESSING WITH
KURT'S OLIVES
IS A DEATH
WISH.**

A TOUCHING EVENT

Time is like a river. You cannot touch the water twice, because the flow that has passed will never pass again. Enjoy every moment of life. As a bagpiper, I play many gigs. Recently I was asked by a funeral

director to play at a graveside service for a homeless man. He had no family or friends, so the service was to be at a pauper's cemetery in the Nova Scotia back country.

As I was not familiar with the backwoods, I got lost and, being a typical man, I didn't stop for directions.

I finally arrived an hour late and saw the funeral guy had evidently gone and the hearse was nowhere in sight. There were only the diggers and crew left and they were eating lunch. I felt badly and apologized to the men for being late.

I went to the side of the grave and looked down and the vault lid was already in place. I didn't know what else to do, so I started to play.

The workers put down their lunches and began to gather around. I played out my heart and soul for this man with no family and friends.

I played like I've never played before for this homeless man.

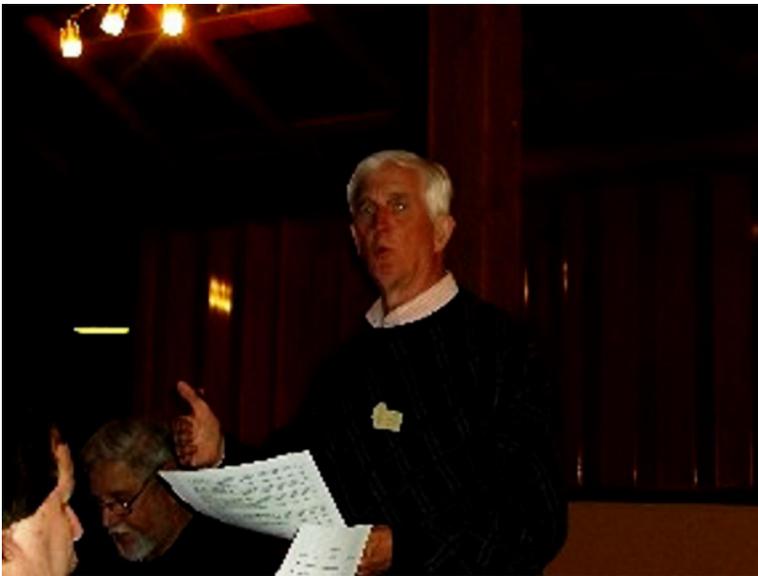
And as I played "Amazing Grace", the workers began to weep. They wept, I wept, we all wept together. When I finished, I packed up my bagpipes and started for my car. Though my head was hung low, my heart was full.

As I opened the door to my car, I heard one of the workers say, "I never seen anything like that before, and I've been putting in septic tanks for twenty years."

Apparently, I'm still lost.



JAN IS VISIBLY UPSET AT THIS POINT, HE FINDS HIS TOMATO AND ONION IS MISSING FROM HIS CHEESEBURGER. HE REFUSES TO EAT ANY MORE UNTILL THIS IS SETTLED.



GREG, A SKILLED FACILITATOR, ATTEMPTS TO BREAK THE TENSION BY LEADING US IN A SONG BY ONE HIS FAVORITE GROUPS, HERMAN'S HERMITS. A GOOD ROUND OF "I'M HENRY THE EIGHTH I AM" SEEMS TO BE IN ORDER.



GREG'S PLOY SEEMS TO WORK.....JAN CALLS MIKE OUT ON THE DANCE FLOOR "HENRY THE EIGHTH" IS A REAL TOE TAPPER FOR THESE TWO.



**JOHN SMELLS A RAT
AT THE MOMENT HE
MAKES HIS FINAL
DEDUCTIONS.**



**JIM WARNS RICK
THAT FOOD
HORKING WILL NOT
GO ON AT HIS
HOUSE WHEN WE
GATHER FOR THE
CHRISTMAS PARTY
ON THE 14TH. RICK
FEELS HELPLESS.
JANE SNICKERS AS
RICK COMES UNDER
FIRE.**



ORLOFF JUST HAPPENED TO HAVE A FINGERPRINT KIT IN HIS SHIRT POCKET. IT WAS GETTING SERIOUS.



A SUSPICIOUS GREG EYES CINDY....KNOWING SHE HAS OFTEN TAKEN THINGS FROM HIS PLATE AT HOME. HE ASKS HER IF SHE WORE EARRINGS TONIGHT.



**CINDY IGNORES
GREG'S QUESTIONS
AND FINDS
COMFORT IN JANE'S
COMPANY.**



**TONY REPORTS OUT
ON THE EVIDENCE HE
AS ASSEMBLED. BY
WAY OF LOGICAL
DEDCUCTION AND
INTERVIEWS HE DID
WITH PEOPLE IN THE
ROOM.....HE
MAKES AN
ANNOUNCEMENT OF
HIS FINDINGS!! THE
CULPRIT
IS.....**



JEANNE!!!

**IT WASN'T UNTIL
JEANNE WAS
DISCOVERED USING
HER HAND TO HIDE
HER EAR THAT HAD
AN EARRING IN IT
WHEN SHE
ARRIVED.....
SUDDENLY, TONY
POINTED AN
ACCUSING FINGER
AT HER. JOHN
LIBBERT
REMEMBERED
SEEING HER
CRAWLING UNDER
THE TABLES.**



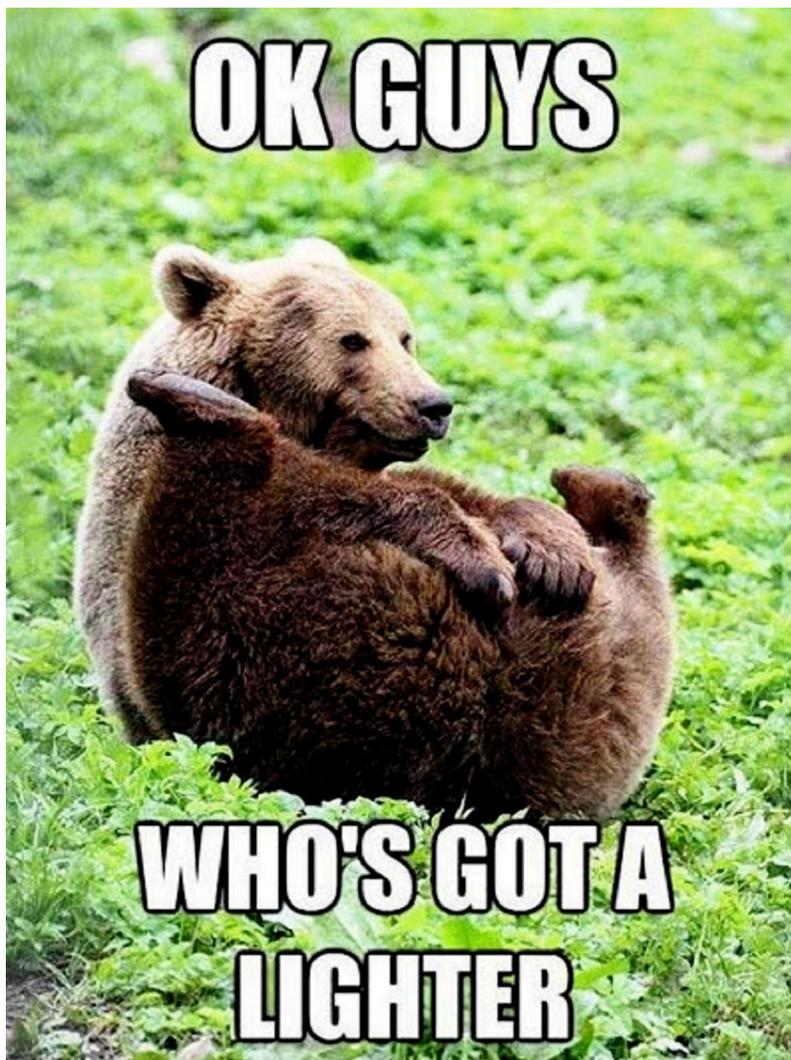
**JIM WEARS HIS HEART
ON HIS SLEEVE AS
JEANNE CONFESSES TO
A PROCLIVITY FOR
TAKING FOOD FROM
OTHER PEOPLE'S
PLATES WHEN THEY
ARE NOT IN
ATTENDANCE. HE
ASKED FIVE GROUP
MEMEBERS TO
DONATE ONE FRY
EACH TO HIS DINNER
PLATE. THAT WAS
NOT RECEIVED WELL.**

EVERYONE THAT HAS ATTENDED THE NATTER AND NOGGIN IN MT. VERNON SEEMS TO ENJOY IT. HOPE YOU ARE CONSIDERING IT. CONTACT GREG FOR DETAILS.

ANYONE THAT WISHES TO CONTRIBUTE AN ARTICLE OR STORY TO THE NEWSLETTER.....CONTACT TONY OR JT.

HOPE TO SEE YOU AT THE PARTY AT JIM WILLIAMS AND JANE GRIMM'S HOME ON THE 14TH. A NOTICE IS COMING WITH ALL THE DETAILS VERY SOON.

BE CAREFUL AND STAY WARM...DRINK LOTS OF FERMENTED LIQUIDS ON THESE COLD NIGHTS.



EVENTS CALENDAR

Local events sponsored by SWOTs

NOV. RIB CITY MEETING.
DEC. 13 CINCINNATI CLUB CHRISTMAS PARTY
\Dec. 14 Christmas get together.....Jane will announce details soon.

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

Monthly Tech Report

Report Prepared by;



MG Services
8360 Curzon Avenue
Cincinnati, Ohio 45216
513-532-1795

The tech report will return next month when things get a little less hectic.

**Winter hours are filling fast,
so if you need to be scheduled,
Call Soon!**

Happy Thanksgiving