

# THE OCTAGON NEWS

Volume XXXIV No.3

January 2001

## HAPPY NEW YEAR

### From the President

Phil Johnson

**A**loha! And, Happy New Year! Greetings from Hawaii. I trust that all of you have had a very Merry Christmas and are looking forward to an exciting if not prosperous New Year.

Shortly after the Christmas party at Skip & Jennifer Peterson's home, Nancy and I left the cold and snowy weather of Ohio for an extended stay in Hawaii. Shortly after our arrival on December 14<sup>th</sup>, we were joined by our two daughters, their husbands and our grandson, who came over to spend the Holidays with us at our rented condo in Kailua-Kona on the "Big Island" of Hawaii.

For Nancy and me, this was a return to one of our favorite places. For our kids and grandson, this was new experience and a first ever warm weather Christmas. The weather here is beautiful, but monotonous, 78-83 degrees and sunny every day with lows of 68 - 72 degrees at night.



Photo By Phil Johnson

## VALENTINE'S DAY PARTY

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WebPage.....	.....http://www.car-list.com/carclub/mgbskip.html
Online Club.....	.....http://clubs.yahoo.com/clubs/mgcarclub



Southwestern Ohio Centre of the MG Car Club

### Club Membership Information

Membership dues of the Southwestern Ohio Centre of the MG Car Club are eighteen (\$18.00) per year, payable during September and October. On January 1st, the names of delinquent members are removed from the roster. See Linda Wolfe for further membership information.

### MG Car Club Monthly Meeting

The Southwestern Ohio Centre of the MG Car Club meets on the fourth Wednesday of each month at the K of C Hall, downtown Dayton, on Bainbridge Street, at 8:00pm. The next meeting will be:

**Wednesday January 24, 2001**

## Inside This Issue

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**Upcoming Events****January 2001**24 **MGCC Meeting** at K of C Hall**February 2001**17 **Valentine Party** at Griblers, 7:00PM28 **MGCC Meeting** at K of C Hall**March 2001**28 **MGCC Meeting** at K of C Hall**April 2001**25 **MGCC Meeting** at K of C Hall**May 2001**19 **Germantown Tour and Cruise-in** (Tentative Date May 19)23 **MGCC Meeting** at K of C Hall**June 2001**27 **MGCC Meeting** at K of C Hall**July 2001**1-4 **MG International Minneapolis Caravan** W/Terry & Carole Looft25 **MGCC Meeting** at K of C Hall**August 2001**4 **BCD 2001**22 **MGCC Meeting** at K of C Hall**September 2001**26 **MGCC Meeting** at K of C Hall**October 2001**24 **MGCC Meeting** at K of C Hall**November 2001**28 **MGCC Meeting** at K of C Hall**December 2001**? **Christmas Party****Pres. (Continued)**

Christmas day was spent at volcanoes National Park, located about 2 ½ hours Southeast of here. We weren't able to observe any current volcanic eruptions, but were assured that there were some active lava flows in some of the more remote parts of the Park. We will be staying here through the end of January before departing "Paradise," for winter in Ohio. Winter will be over and I can start to work on the "TD," in preparation for the 2001 driving season.

On a different note, I found the following article in an "old"

magazine while waiting at the doctor's office last month. The article, entitled, "MJ's Biggest Idea List Ever," was in the June-July, 1999 issue of Men's Journal. The last of 100 "Great ideas." Included as #52, "Restore and an MG." It reads as follows: "MGs are affordable, available and imminently flexible. (ed. Comment: doesn't say anything about reliable). Between 1962 and 1980, MG sold about a quarter of a million of them. Like Mustangs, MGs are cars that people remember. Buying one now reflects a deep seated wish from 20 years ago. Eight or nine thousand dollars will get you a real doll and for a bit less,

you can find a useable, durable car that needs some freshening up and a little mechanical work. You'll have a fun, top down roadster that almost everyone agrees is a sound investment. Ref. Dave Brownell, Tech Editor of Hemmings Motor News." This Great Idea puts us in some pretty good company—right up there with "Running with the Bulls at Pamplona, Spain," which is #55. I'll see you all at the February meeting.

Phil Johnson

## From the Vice President

Terry Looft

W

ell once again our illustrious president is off to another exotic place to get a sun tan.

But enough about Clinton! Seems that Phil is doing the same thing while we put up with snow and ice. We couldn't get much farther from MG weather if we tried. I came close to finding just the right kind of weather in San Diego and a nice little British pub as well. I did have this hallucination of Fred and Betty Shaneyfelt walking into the Pub. I must have had too many Bottingtons.

It's not too soon to be thinking about this coming summer's MG drives. The big one is going to be MG 2001 in Minneapolis. If it is anything like Indianapolis it will be a fun show. Remember some 1300 cars at Indy? If at all possible make this one; they only come around every five years and who knows where the next one will be.

Here is a short out-line of the trip. Please plan vacations and lets make this a club event. The more the better, well just as long as the beer trailer is there! This will be a week

long deal with a departure from Dayton Saturday morning June 30th and returning from Minneapolis getting back to Dayton on July 8th, a Sunday.

Check deeper into the newsletter for a more detailed description of the trip.

There is a lot of information online at  
HYPERLINK  
<http://www.mg2001.com>

Terry

## Member Featured Car of the Month

### Things I've Learned about Driving an MG TD

By Steve Markman

A few months ago I purchased my shiny, red, newly restored 1950 TD from Doug Gillen of Franklin. Ernie Streifthau and Phil Johnson had given me immeasurable

advice on what to look for and I felt reasonably confident in my investment. Perhaps, some day I can pay back their kindness by helping another novice. On the day that I drove the car home, I was too embarrassed to tell Doug that I never had driven a TD. He probably was shaking his head as he watched me drive off. The first thing that I learned was not to wear wide athletic shoes.

At first, I kept the car on a few side streets near my house. It took nearly a month for my historic vehicle plates to arrive, and I was driving with Doug's plates on the car. As a result, we missed the last few club functions, pretty much killing my chance to show the car to club members. However, once I had my plates, my wife and I quickly discovered the joy of a ride on sparsely-traveled roads.

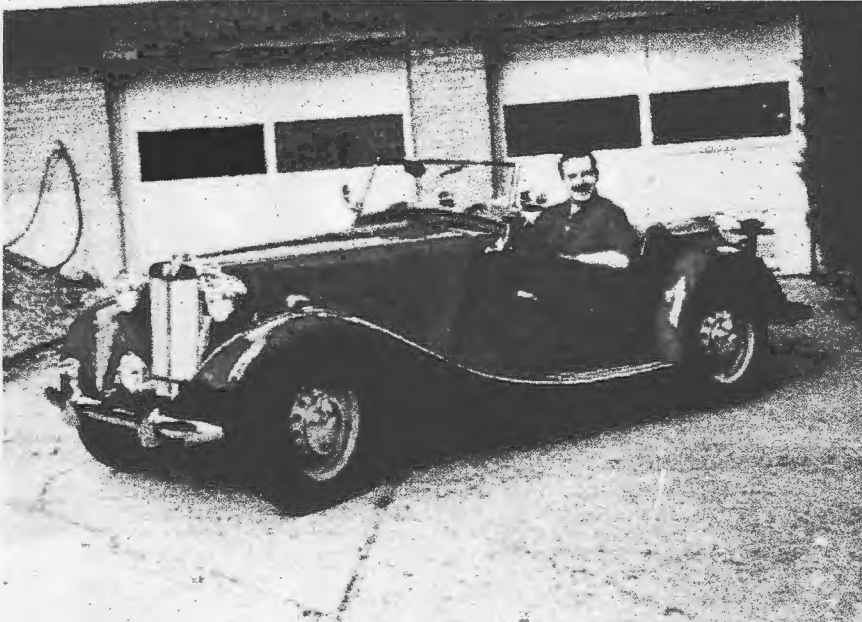
My wife and granddaughter quickly came to love the car. On a clear, warm weekend day, my wife (who never liked wind blowing in her face) would drag me away from my yardwork to go for a ride in the country. Of course, it didn't take much convincing. Whenever my 3-

year-old granddaughter visited, she'd always ask if this was a good MG day.

Doug may have pointed out to me that the choke didn't work, don't remember. The car always started right up and ran fine, so I never used it and didn't worry about it. One of the first people I showed the car to was Ed Mosher at Kettering Automotive. Ed has done all the maintenance on my family cars for years. As it turned out, Bill Smiley, one of his senior mechanics, used to own a TD. He said that he'd love to work on it if I needed anything done (a new experience for him, getting paid to work on a TD).

After a month, I decided to bring the car in for Ed and Bill to check the oil pressure. It only was reading 20 - 25 psi and the book said that it should read 40. I needed to know if the problem was the pump or the gauge. Ed called me a few days later, recommending that they rebuild the carburetors. They found that the oil had been diluted badly by gasoline (it had more of a gasoline smell than an oil smell), which caused the low pressure. An oil change restored most of the pressure. The real problem was that the carburetors were stuck in the ultra rich position. Unvaporized and unburned gas was going through the engine (the exhaust also had a distinct raw gasoline smell), and was seeping past the rings and getting into the oil.

It took Bill a few weeks to find the parts. Steve Miller at MG Automotive was an old friend of Ed and Bill. He helped locate the needed parts and provided lots of free advice. Upon disassembling the carburetors, Bill found that, basically, everything was frozen stiff. It took three days in the parts cleaner bath to clean off all the deposits. Never had



he soaked one for more than a day. His conclusion was that the carburetors probably had never been opened up before.

When I finally picked up the car on the day before Thanksgiving, it was a crystal-clear but cold day. I pulled the choke, started the car, then pushed the choke back in and drove off. A few hundred yards down the road the engine started sputtering. I let up on the gas and it smoothed out. I started up a hill a mile or so further down the road, and the sputtering started again.

When I got home, I called Ed to complain about what he did to my car, "After all that work, it ran better before you touched it." Ed responded in his classic style: "Now that the choke works, you have to use it properly." Ed explained that the choke has to stay out until the engine is good and warm. Previously, the car always ran rich, so of course it never sputtered. On the day that I picked it up, the temperature probably was twenty degrees colder than any other day on which I had driven the car. Also it had been sitting outside for a few hours before I picked it up so the engine was good and cold. It really needed the full rich setting for a few miles while the engine warmed up.

That was the second lesson that I learned. Or, maybe it was the fifth or sixth, I've lost count. While driving my MGTD is fun, it definitely is a lot of work. I have to keep focused on a lot of things that I never give a second thought to in my family car. No wonder they didn't put radios in them. Who needs to be distracted. One thing is for sure, it's not like driving a modern car.



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## Christmas Party 2000

By Ron Parks

A big thank you goes to Skip & Jennifer Peterson for hosting a fun holiday gathering for the club. Their home was all decked out with Holiday decorations with a tasteful mix of automotive photography. I noticed the photo of Skip's "B" has progressed to the living room. How did you do that Skip? A good time was had by all who attended, as reflected in the photos. There was the usual array of valuable gifts, the most



prized of which was the hat shown on several heads herein. Thank you Skip & Jennifer!  
Photos By Ron Paks

## TECH. TIPS & TRICKS

### Exhaust Manifold Removal

Encounter problems in disconnecting the split exhaust pipe from the exhaust manifold studs. The problem is that there is a lot of extremely high temperatures around there from the exhaust gases. Thelf the engine hasn't been out of your chrome bumper MGB for several years, you may six 1/2" nuts tend to 'freeze up', and it's very easy to break off studs when trying to turn them. If a stud breaks you'll probably have to carry the cast-iron manifold to the shop to be drilled out and re-threaded, in addition to ordering a new stud.

Sometimes it may be easier to avoid the whole problem by simply leaving the exhaust manifold attached to the exhaust pipe and just disconnect the manifold from the engine. This can be easily accomplished by backing out the two outside exhaust manifold studs in the cylinder head (by tightening two nuts against each other to facilitate their removal), then removing the intake manifold. The

exhaust manifold and exhaust system can then be pushed aside to allow you to get the head off. Remember to place a new manifold gasket onto the remaining manifold studs before the head is placed back on the car.

Also remember to use solid brass nuts, which are less prone to seize, when reinstalling the manifold. I've not broken any studs since switching to brass nuts, and a recent clutch change was made much easier than previously due to this one simple change.

### Blown Head Gaskets

Head gaskets blowing on MGBs are well-known to many owners with the familiar bubbles showing between the second and third spark plugs. On my own car, every 12,000 miles, I was forced to replace the head gasket, surface the head and check the block deck for distortion, especially near the head bolts.

Finally, in desperation I replaced the head bolts (Moss #328-950 & #328-940) and the nuts (#310-280), and knock on English burl walnut-I've had no further problems after 50,000 miles!

Reprinted with permission of Moss Motors Ltd. Web-Site

### Quality Oil Filter 4 B

Looking for a quality spin-on oil filter for B's? I stumbled onto a filter that fits and is one of the best quality. A Mann W-917. I have been buying Mann filters for years for my 2 Volvo's. It is the same German filter that Volvo puts their name on. I ordered them 10 at a time from an after market catalog store in Oregon. Later, I read about them on the MG bulletin board in the UK. Someone did some research and found that the only difference, spec wise, is the W917 relief valve will



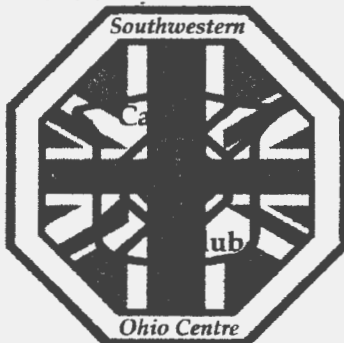
open a couple of pounds earlier than is specified for the B. Now, Mike Barton stocks some at MG Automotive at a reasonable price so I don't have to order a case at a time anymore. I just pop down to Kettering to pick up one or two and, of course, check out what kind of British hardware Steve is harboring.

Submitted by Tom Davis

## Valentine Party at Gribler's

By Lois Gribler

As I said last year—For you new members who may not know, it is a requirement for club membership that you attend this party. You can check the by-laws. Well, don't do that, but do come to the party! That said, here's the deal. We supply the soft drinks meat and lasagna. You bring an appetizer, salad, covered dish, snack item or dessert and alcoholic beverage if you'd like. Since it is a dinner party we will begin around 7:00pm. That would be on Saturday, February 17, 2001 at our house, 2228 Settlers Trail, Vandalia, Ohio, phone 898-9928. Check out the maps. Hope to see you here on the 17<sup>th</sup>! Happy Valentine's Day!



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## MG 2001 Minneapolis

By Terry Looft

MG 2001 is coming fast, and plans need to be made now. Here is a rough outline of how the trip would go. We would leave Dayton area Saturday morning on June 30th with two days of 6 hours driving (not counting stops for food, potty and of course J. Lucas) and on Monday 4 hours. It would be the same on the way back from Minneapolis with the first two days of 6 hours. This could be done in two days if everyone wanted to. But for now it is planned for "T" speeds.

With faster cars it could be done on more 4-lane roads. If you follow the directions on the Street Atlas USA map I have attached you will see this will be one fun drive with a lot to see. And driving at an easy pace. Think of it as 6 spring tours in a row.

Please take a good look at this trip and make a commitment to make this a club event. After all I will have all the tools and parts!

I am still fine tuning the route and checking out the overnights so the route could change but you can get the idea of what we are looking at.

And if you are not up to a 796mile drive each way anyone in the club always has the use of our MG trailer to carry their car to Minneapolis and back. (First come first....) Did someone say wimp?

Please, any input on how you would like to do this trip, drop me a note. Bring your ideas to the meeting and let's lay the groundwork.

Terry

## From the Editor

Ron Parks

Now I've gone and done it. I've found the funds for the Victoria British interior kit. When I tear into that, I may not know when to stop. If this spills over under the hood, I may not have my B back on the road for BCD-2001? More likely Fall tour? Let the adventure begin!

Remember any and all contributions to the newsletter are always welcome. You can mail them to me at 4101 Grossepoint Street, Springfield, OH 45502. Or if you prefer the information super highway, my E-Mail address is: [MGDRIVER@prodigy.net](mailto:MGDRIVER@prodigy.net). Either of those methods will work fine or you can call me at (322-0717) and we can arrange to meet and transfer materials or conduct an interview.

### \* Classified \*

1976 Tahiti Blue Midget  
 Reduced Price \$3,700  
 Passed Ohio E-check!  
 34K. no rust. New tires.

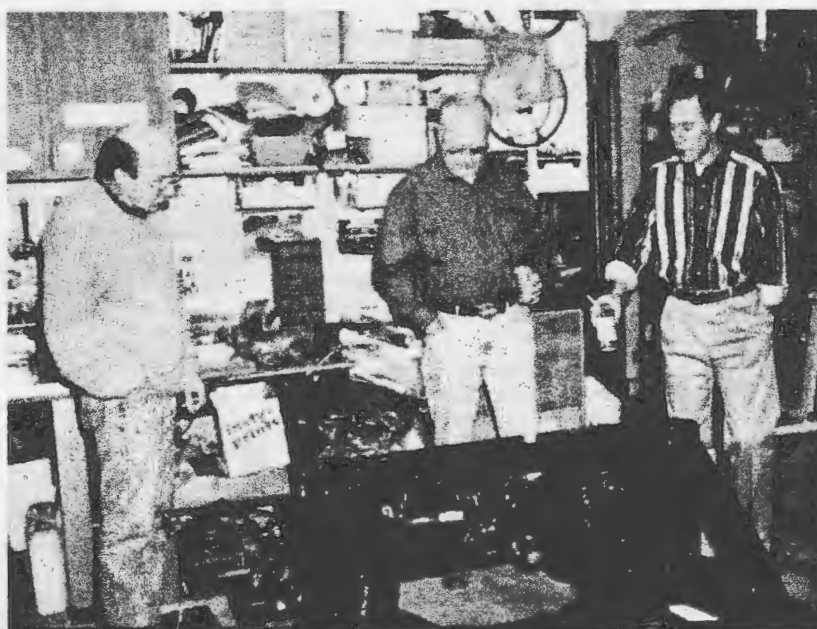
MG Midget, '76 Beautiful Tahiti Blue Conv. 34K, runs great, must sell, \$3,700 /obo (513) 522-8599

"53 TD" All body parts except the tub and frame have been dipped, zinc chromated and primed. This is a complete car not a basket case!! I drove it home from Illinois where I purchased it. Price: \$8,500. Call me, Mark Maretka, for more details: (248) 641-7615 or email [msquared@flash.net](mailto:msquared@flash.net) I have owned 3 TDs and this one is well on its way to being a very nice one!!

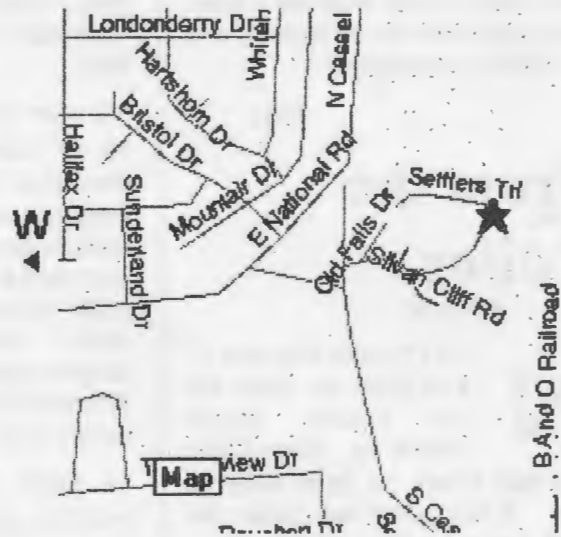
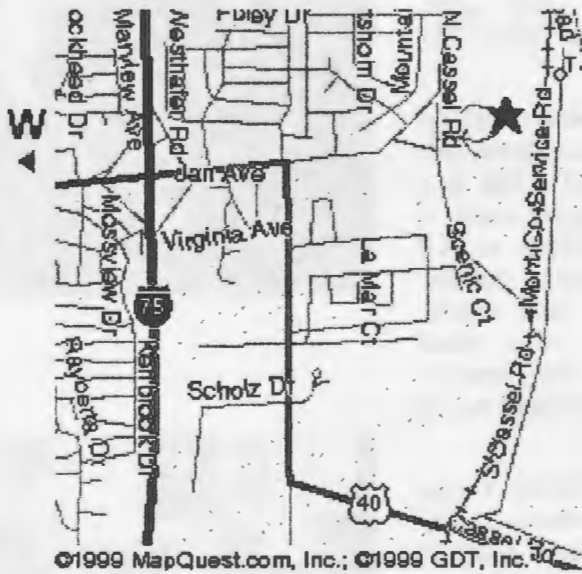
73 MGB, British Racing Green, overdrive, two sets of wheels - knock-off mini-lite's and painted wire. A very nice car! Reasonably priced at

\$5,500. Call Tom Davis (937) 882-9606 email [tkdavis@glasscity.net](mailto:tkdavis@glasscity.net)

**MGB Parts For Sale** I've sold my "67" MGB and have a number of spare parts remaining around the house. Included are 2 fuel pumps, a master cylinder, a distributor (nice!) and an alternator. Call Paul Ewing at 897-1865.



Skip's A frame was conversation piece at Christmas Party. Photo By Ron Parks



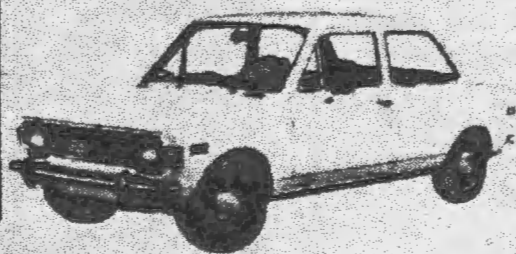
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Valentine's Day party at Dave & Lois Gribler's, 2228 Settlers Trail, Vandalia, OH 45377  
 Phone (937) 898-9928, Saturday February 17, 2001, 7:00 PM

Ad submitted by Dick Goodman appeared in Skywriter, Wright Patterson Air Force Base newspaper on February 23, 1973



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TODAY'S USED CAR SPECIALS

IMPORTS

1972 MGB, mags, R&H .....	\$3295	1972 FIAT 124 Spider .....	\$3295
1972 MG Midget, mags .....	\$2495	1970 FIAT Spider, R&H .....	\$1995
1971 MGB, green, wires .....	\$2795	1970 FIAT 124 Coupe, sharp .....	\$AVE
1970 JAGUAR XKE, 9,900 mi. ....	\$AVE	1970 FIAT 124 Wagon, air .....	\$1595
1971 FIAT Spider, 7,000 mi. ....	\$AVE	1972 FIAT 128 Wagon .....	\$2195
1972 FIAT 124 Sedan, 9,900 mi. ....	\$AVE	1969 AUSTIN HEALEY .....	\$1195





Directions

Street Atlas USA® 5.0

	Road	Dir	Near	Exit #	Time	Dist	Mi
	START - Dayton Mall, OH						
1	SR 725 (Miamisbrg Centervle	W			0:00	0.0	18
2	SR 122 (East St)	NW	Gratis OH		0:27	17.6	8.8
3	US 35 (SR 122 E Main St)	NW	Eaton OH		0:39	26.4	10
4	I-70 (CR 41)	W			0:52	36.7	1.7
5	I-70 (US 35)	NW	State Border		0:54	38.4	7.2
6	US 35 (SR 38 Williamsburg P	NW			1:02	45.6	20
7	US 36	W	Losantville IN		1:26	65.4	29
8	SR 38 (E State St)	W	Pendleton IN		2:01	94.8	27
9	SR 47 (E 236th St)	W	Sheridan IN		2:37	122.1	16
10	I-65	NW			2:56	138.4	56
11	US 24 (US 231)	W			4:03	193.9	23
12	US 52	NW	Sheldon IL		4:35	217.4	22
13	US 45 (CR 2600 N)	W			5:01	239.0	4.6
14	SR 116 (CR 2600 CR 2600 N)	W	Ashkum IL		5:06	243.6	25
15	SR 47	N	Saunemin IL		5:36	268.6	8.0
16	CR 1	W			5:46	276.6	12
17	SSR 170	S			6:00	288.5	1.2
18	SR 23	NW			6:02	289.6	21
	STOP - Stop						
19	SR 23	N			6:28	310.2	3.4
20	CR 5 (N 18th Rd)	W			6:35	313.6	7.5
21	CR 44	W	Leonore IL		6:44	321.1	5.3
22	SR 178 (CR 44 E 8th Rd)	N			6:50	326.3	8.5
23	I-80	W			7:01	334.8	2.6
24	I-39 (US 51)	N			7:04	337.4	24
25	CR 10 (Chicago Rd)	W			7:32	360.9	3.3
26	SR 251	NE	Compton IL		7:36	364.2	3.8
27	US 30	W	Bresson Arpt IL		7:40	368.0	13
28	US 52	NW			7:55	380.6	18
29	CR 36 (S Cavanaugh Rd)	S			8:21	398.8	0.10
30	Pilgrim Rd (W South County	W			8:22	399.8	4.5
31	CR 9 (Pilgrim Rd)	W			8:27	404.2	3.0
32	SR 40 (Pilgrim Rd)	NW			8:31	407.2	23
33	SR 78 (N Clay St)	N	Mt Carroll IL		8:59	430.2	3.3
34	CR 10 (Elizabeth Route)	NW			9:05	433.4	8.6
35	CR 5 (E Massbach Rd)	NW			9:15	442.0	3.4
36	CR 7	N			9:19	445.5	8.0
37	US 20	NW			9:29	453.5	31
38	US 20 (Julien Dubuque Bridg	W	State Border		10:10	484.7	0.5
39	US 52 (US 61 US 151 Locust	NW	Dubuque IA		10:11	485.1	6.1
40	CR C9Y	NW	John Deere Dubuque Works Arpt IA		10:23	491.3	0.8
41	Sherrill Rd	NW			10:24	492.1	3.7
42	Haberkorn Rd	NW	Sherrill IA		10:28	495.8	4.7
43	Balltown Rd	W			10:34	500.5	0.9
44	Ridge Rd	NW			10:35	501.4	0.6
45	CR C63 (Ridge Rd)	W			10:35	502.0	1.7
46	N Buena Vista Rd	NW			10:37	503.7	0.7
47	CR C9Y (Great River Rd)	NW			10:38	504.4	13
48	US 52 (Great River Rd Sceni	N	Millville IA		10:54	517.5	7.1
49	Hayden St	SE	Guttenberg IA		11:04	524.5	0.0
50	N 5th St	N	Guttenberg IA		11:04	524.6	0.4
51	Kosciusko St	W	Gaa Private Arpt IA		11:05	525.0	0.1
52	N Bluff St	N	Gaa Private Arpt IA		11:06	525.1	0.10
53	CR X56 (Great River Rd)	N	Gaa Private Arpt IA		11:08	526.0	5.2
54	Great River Rd	NW			11:14	531.2	1.9
55	CR C17 (Great River Rd)	N			11:16	533.2	1.0
56	CR X56 (Great River Rd)	N			11:17	534.2	6.6
57	SR 340 (Great River Rd)	N			11:25	540.7	1.9
58	SR 76 (Main St Great River	NW	McGregor IA		11:27	542.6	25
59	SR 9 (SR 76)	N			11:57	567.6	2.0
60	E Main St (CR A52)	E			12:00	569.6	0.0

	Road	Dir	Near	Exit #	Time	Dist	Mi
61	Clinton St STOP - Stop	S			12:00	569.7	0.0
62	Clinton St	N			12:00	569.7	0.0
63	E Main St (CR A52)	W			12:00	569.8	0.0
64	SR 9 (SR 76 Rossville Rd)	W	Waukon IA		12:00	569.8	20
65	US 52	N			12:24	590.0	16
66	US 52	NW	State Border		12:43	605.8	3.6
67	CR 23	N	Canton MN		12:48	609.5	9.3
68	CR 12	W			12:59	618.8	6.6
69	US 52 (CR 12)	NW			13:07	625.4	38
70	US 14 (US 52 17th St SW)	N			14:03	663.5	1.7
71	US 52 (Highway 52 N)	NW			14:05	665.3	75
72	I-94 (US 10 US 12 US 52)	W	St Paul MN	St Paul	15:43	740.3	11
73	I-394 (Wayzata Blvd)	E	Minneapolis MN	Minneap	15:56	751.6	0.6
74	SR 55 (N 10th St N)	SE	Minneapolis MN	Minneap	15:57	752.2	0.7
75	2Nd Ave S	SW			15:59	752.8	0.2
76	S 12Th St S	W			15:59	753.0	0.1
77	Marquette Ave FINISH - Minneapolis, MN	S			16:00	753.0	0.0

Total Distance: 753 Mi, Total Time: 16:00

You might be an MG driver if:

..you look at the Victoria British catalog before the Victoria's Secret catalog if they both come the same day.

.. your parts car is in the garage and your spouse's car is in the driveway.

.. you wait until the car's running to fasten your seatbelt.

.. you pull the hood latch, before you try the key.

.. you have more than 20 boxes in your garage labeled "spare parts".