

THE OCTAGON NEWS



Volume XL No. 3

January 2012



More New Members!!
Putting Our Cars Away For Winter

From the President

Sam Hodges

MGCC Meeting minutes. The meeting was called to order by our President at 7:29... Oops. Wait a minute. Wrong column. Old habits and all... ANYWAY, I'd like to start off this column by thanking the Loofts' for hosting such a wonderful Holiday party and I have to say, I've been in some actual pubs that weren't as much of a pub as Terry's new basement. Wow! As the current First Lady, Diana is already making plans to redecorate several rooms (*including our bedroom... not sure how that's party related*) so I can see how being President is actually a

rather expensive proposition.

Well gang, it's a new year. I hope that everyone had a happy and safe New Year holiday. 2012 comes with a few new challenges for the MGCC, most notably, NAMGAR GT-37. It's now or



Southwestern Ohio Centre -- MG Car Club
P.O. Box 20032, Dabel Branch
Dayton, OH 45420-0032

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 **Carole Looft** 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 7:30pm. The next meeting will be:

Wed, January 25, 2011

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Upcoming MGCC Events

Jan:

21 – National Hugging Day
25 – Meeting at K of C Hall

Feb:

12 – Charles Darwin's Birthday
22 – Meeting at K of C Hall

Mar:

21 – Meeting at K of C Hall
22 – National Goof-Off Day

See meeting minutes for other area activities!!

never. Well actually it's just now. Word's out, folks. While on a recent trip, I was reading through several vintage car publications that I receive and I noticed in several of the "Upcoming Events" sections that GT-37 is listed among the 2012 events. It's on the radar. I have the utmost confidence in our club that we can make this show a great success. We have vendors lined up, activities for participants to do, and all sorts of other things already in place so that when July comes, the participants will have a great time.

In addition to the new challenges, we've got our old standbys as well. There will of course be BCD as well as the Concours' that we all enjoy so much. There will be other car shows and tours and we can't forget the occasional party (*occasional being defined as at least monthly with this club*).

Oh, as for the trip that I mentioned earlier. As a mid-winter

break, the Hodgriguez family took a seven day trip to the Caribbean on the Royal Caribbean 'Adventure of the Seas'. Great trip! While in port in Curacao, Diana couldn't resist taking the associated picture. She found it to be very 'fitting'...



Welcome New Members

Carole Looft

Chuck and Marcia Irvin are new members to most of us, but years ago they were members of our car club. In 1977 the Irvins bought their British Racing Green 1970 MGB. The car was recently stripped and repainted and the interior has been refurbished. The wire wheels were blasted and repainted by Dayton Wire Wheel and the engine was overhauled, also. I asked 'why' an MG over some other sports car and the answer was it was a sporty car and the price was right.

The Irvins now are retired and they enjoy driving their car on those curvy country back roads. I think Chuck is yearning to get involved in another restoration project. He mentioned an Austin Healey or a Studebaker project, or maybe even helping on some other classic car redo. We welcome Chuck and Marcia back to the club.



Member Featured Car of the Month...

Jim Cooley III's '49' MG TC

Jim Cooley
as interviewed by Ron Parks

I found our 1949 MG TC when looking at a house that was for sale. The house, as it turned out was too small, but the owner had two (2) British sports cars in his garage, a Jaguar XKE and the MG TC, both of which needed work. I stayed in contact with him for two or three years while the cars came through his Father's estate and finally picked up both of them. My son Jimmy has done some work on the XKE and completed restoration of the MG TC to win best of class at British Car Day in Dayton in 2007.



Jim and Jim Cooley with their MG TC

The TC was originally Old English White and had not been restored. When we tore it apart and took it to the blaster we found several things wrong with it, including a broken frame. My son Jimmy set about resolving these issues while completely restoring the TC. We sent our original painted wire wheels to Dayton Wire Wheel for complete restoration. They replaced spokes, tuned the wheels and mounted new tires. We took the dash board to Greg Seabrook up in Northeastern Ohio, who completely restored it. Seat Cover King in Springfield recovered the seats. We had all the chrome

redone at a place in North Dayton. And, we put a new windshield on it. The car is restored authentically and is in mint condition.

Jimmy did such a great job with the restoration of the TC and was so proud of it and still is; that I decided to give him the car. As Jimmy has been deployed with the National Guard, the car has been covered up in storage and has been driven only to British Car Day in Dayton and to a Pub Run last fall. I am pleased that Jimmy will enjoy the car for many years to come.

Last Chance to Submit Grand Kid Photos

With so many of us being grandparents or even great grandparents, we'll run a photo feature of grandkids in the February issue. Ground rules are that the photo should show you, your MG, and your grandkids. No pets, please, even if it is your child's pet. Please e-mail your photo to srmarkman@att.net, or mail it to me. Exceptions to the ground rules will be made in extenuating circumstances (like if your grandkids are a thousand miles away and you won't see them until next summer).

Putting Our Cars Away for Winter...

Minnesota Style

Dave Braun
Tech Coordinator Minnesota MG Group

Storing cars, boats, planes and power equipment over the years has taught me a bit about what works and what doesn't, sometimes by bitter experience and sometimes by dumb luck. I've used cold and warm storage locations, experienced the changes in fuel and brake fluid formulations and have had plenty of opportunities to refine my processes.

We've talked before about cars' three natural enemies: moisture, acids and dirt and the deleterious effect they have on all parts of our cars. Just keep in mind that almost every item suggested below is aimed at one of these three enemies.

The first question that usually comes up is warm or cold storage. Keeping a car in a clean, heated warehouse may be preferable to a cold garage or barn, but each environment requires some special thought. A warm environment (about 40°F or above) will prevent damage due to freezing, is easier on aged plastics and vinyl and will make visiting or even working on your LBC more comfortable and productive. A cold environment is usually less expensive, requires some extra thought regarding fluid protection and may make it impossible to work on your car for more than a few minutes during the coldest part of the winter. Most storage facilities have policies against working on a car placed in storage.

Engine Coolant (Alternating Years)

Flush the coolant from the engine and radiator using a flushing kit. The active ingredient in antifreeze never wears out, but the anti-corrosion package does. Check your service manual for the appropriate volume of coolant and either drain and then premix that amount after flushing. Or, you can add half the system volume of 100% antifreeze, allowing the pure flushing water to be displaced out the flushing tee, but honestly I do like to pre-mix using de-ionized water. I'm very careful of antifreeze spills because of Abbey, our golden retriever. Ethylene Glycol is poisonous but tastes sweet and it can be deadly to a pet. Right now I recommend using the green (old style) in our copper and brass cooling systems, not the newer orange (organic acids) products, unless you have installed an aluminum radiator core in yourMGA.

Brake Fluid (Alternating Years) Except for DOT 5 Silicone fluid that can stay in place indefinitely, change the DOT 3 or DOT 4 glycol fluid in the years you don't change the coolant. Suction out the fluid in the reservoir and open a fresh container and top off the reservoir. Then, starting with the brake farthest from the master cylinder (right rear on a single system) work to the left front bleeding one brake at a time until the fluid is clear amber. On a dual system, you may have to recenter the brake failure switch after bleeding. Keep the reservoir topped off during bleeding. You should do the same with the hydraulic clutch as it also uses brake fluid to transmit the pedal force to the throw out bearing.

Take the Car for a Drive

This may be the most enjoyable part of winterizing your car. We want to assure that the brakes are firm or that we don't have air trapped in the coolant. We also want to heat up the driveline and engine, so go ahead and cover the oil cooler if the day is cool. Also, add STA-BIL to your gas tank to preserve the gas for spring. Doing so now will distribute stabilized fuel through the carburetors and fuel lines. Have some fun and enjoy the last drive of the season.

Change the Oil

The object here is to remove contaminants and moisture from the engine and driveline. The oil will flow best hot, so it is a good thing we covered the oil cooler, even on thermostatically controlled aftermarket coolers. Drain the cooler if you like, but it holds a negligible amount. Change your oil filter and mark the date and mileage of the oil change on it if you use a disposable filter. With a few extra drain containers you can drain the gearbox and rear axle fluids too. All of our rear axles use hypoid gear oil, but the factory recommended engine oil in the gearbox on the MGBs. You can use the same multi-grade you put in our engine.. On most older MGs a synthetic, no sulphur gear oil is preferable.

Wash Your Car

Remove dirt from the interior, clean the exterior and wipe up excess dirt and grime from the engine compartment. Wax the exterior if you like, and lube the door locks and strikers. Clean the vinyl top and tonneau and treat with a vinyl preservative. Brush and clean Stayfast weather equipment with mild detergent and treat with a preservative. Do the same with your interior, adding a leather conditioner if you have leather.

Storage

Move your car into position at home, or off-site. Tubs of shaved Irish Spring soap seem to repel rodents who might want to winter in your upholstery or munch on your electrical system. Place a few in your interior, under the bonnet and boot, and around the car. Cover the car with a quality car cove to protect from dust and garage rash. You won't be starting the car during its hibernation. Doing so, even running for "20 minutes", results in a heating and cooling cycle that draws moisture into the system and will likely cause corrosion. There isn't any need to put the car on jack stands. A season of storage won't square up your tires, and the suspension is happier not dangling for months.

A Word About Batteries

A fully charged battery will not freeze at any temperature we will see anywhere in the United States including Alaska! Without recharging, storing a battery in a warm environment will actually result in more degradation than storing it in a cold environment. I usually disconnect the battery if the car is in a cold environment or remove it to a cold garage if the car is stored in a warm environment. I fully charge it in November, January and just prior to starting the car in the spring. There are several battery minders on the market that are getting good reviews for keeping the battery topped off which seem to negate the need for disconnecting or removing the battery.

Those 'other' British cars...

London Taxis

Geoff Wheatley
Submitted by Larry McCart

When you think of British cars such names as Jaguar or Rolls Royce come to mind. The image of an English sports car usually starts with such names as MG or Triumph, Morgan or Healey. Sad to say these are names from the past; the once flourishing British Motor Industry is now just a memory. However, there is one vehicle that continues to flourish and prosper. When you visit London as a tourist or for business you certainly see and often use this facility. In total there are over 24,000 located in the British capital in use every day, three hundred and sixty five days a year. I am referring to the popular London Taxi service better known as a "Hackney Cab", a name dating back at



A London Taxi. Traditionally black, but not always.

least three hundred years. Each vehicle is unique to its requirements. The floor cannot be more than fifteen inches off the ground and must now be wheelchair accessible.

The license to drive a London cab is granted by the Public Carriage Office known as the "PCO." They are responsible for the 22,000 licensed drivers who have to complete a total of three years training before being granted the authority to drive a hackney cab. The first year is spent learning every location of 26,000 streets within the London area, and that's only related to a six mile radius from Charring Cross station considered the center of central London excluding the city

and the greater suburbs. Now add the location of hospitals, hotels, theaters, Churches and of course central London hotels -- all 1,800 of them! This knowledge is obtained by getting each would-be driver to spend a year on a motor scooter, rain or shine, memorizing these required locations. One in five applicants manage to complete this first one year training period. The next two years are spent as an assistant to an experienced driver which in real terms means that you watch and learn. If you are successful after this you get the desired prize the converted green badge that every London cabbie wears with pride on the left side of his or her jacket. Yes, women are now able to apply and pass the training.

The cabs are specially made but change their design every few years. They are not a cheap item to purchase -- the average price is around \$45,000 and they are subject to an annual inspection by the Driving Authorities. At the same time there are plain clothes inspectors who will hail a cab and observe the way that the vehicle is driven, parked etc., also how the driver relates to the passengers. That green badge that took so long to achieve can be suspended for a given period should it be decided that the driver is not up to the required standards. If any cabbie is found to be overcharging passengers, he or she can lose their license for as long as a year which means that their cab can remain idle in company with the driver's income.

During WWII London cabs were used to direct fire services and to take injured people to the hospitals when the ambulance services were overloaded. They also assisted in transports requirements regardless of the circumstances such as an air raid etc. Over three dozen London cabbies were decorated for their service during this period and a few were killed on duty. I like to sit in the back of a London cab with space to stretch out and gaze out the large windows to see the passing world. However there is one aspect of such travel that I do find disturbing -- watching those numbers flick by on the pay meter. I often wish they were on the reverse side so that I was not subjected to this irritation, but the law is firm on this matter. The passenger must always be able to see the meter from start to finish of the journey. The term Taxi derives from the inventor of this device in 1907, a German named "Von Thurn Taxis!" The highest collection of London cabs at any time is at Heathrow airport during the allowed flying hours. Over three thousand cabs service passengers during this period seven days a week, three hundred and sixty five days a year.

Luxury Sports Car Crash in Japan

(aren't you glad MG drivers are more careful when we drive together?)

TOKYO (AP) — An outing of luxury sportscar enthusiasts in Japan ended in an expensive freeway pileup — smashing a stunning eight Ferraris, a Lamborghini and two Mercedes likely worth more than \$1 million together.

Police say they believe the accident Sunday was touched off when the driver of one of the Ferraris tried to change lanes and hit the median barrier. He spun across the freeway, and the other cars collided while trying to avoid hitting his car. Video of the crash aired by NTV, a major national network, showed several smashed, bright red Ferraris cluttering the freeway.

Even a used Ferrari in Japan can fetch \$100,000 or more, meaning the total damage may be \$1 million or more. Police declined to comment on the total amount of damage, but said some of the vehicles were beyond repair. NTV quoted the driver of one of the tow trucks brought in to clear the scene as saying it was the most expensive crash site he had ever seen.

No one was seriously injured, but police in Yamaguchi prefecture said 10 people were treated for bruises and cuts. Police say 14 cars were involved altogether. The luxury cars were all in one place because they were being driven by a group of automobile enthusiasts on their way to nearby Hiroshima.



Police officers investigate damaged luxury cars at the site of a traffic accident on the Chugoku Expressway in Shimonoseki, southwestern Japan, Sunday, Dec. 4, 2011. Thirteen sports cars, including eight Ferraris, a Lamborghini and two Mercedes-Benz, were involved in the accident, slightly injuring 10 people. (AP Photo/Kyodo News)

Classifieds

Free classified policy: We are happy to run your auto-related ad for three months free of charge, but may cut older and non-MG related ads as space requires. Please contact the editor when your item sells or if you wish to continue the ad for an additional three months.

For Sale: 4 wire wheel rims, 14" 60 spoke, silver color. Call Tom, (937) 235-0952. (1/12)

Wanted: "Good used radiator for a 1975 MGB." Also looking for an MGB parts car. Greg Isaacs. .937-456-1989 (1/12)

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For Sale: Full set of tires, hubcaps, and wheels for 1960 MGA 1600. Mounted and balanced on steel disc wheels. Wheels and hubcaps are perfect. Tires are four (4) Dunlop SP20 and one (1) SP4. One tire is unused (the spare). Also, spare set of lugnuts. Tire age unknown. Parts located in Ann Arbor Michigan. You can pickup or I will ship (buyer covers shipping). Best offer will be accepted. Contact Andy, 617-285-0920, ajhoff@umich.edu. (1/12)

For Sale: Austin Healy Sprite driver's handbook. BMC factory publication mk3 with mk2 supplement. Used condition. Came with the car new. 5.5 by 8.5 inches packed with must know information on the Sprite. Same as the MG of this vintage. \$20.00 plus postage. Racing poster from the Glen for Indy car racing. There were MGs in the parking lot. Measures 6 foot by 3.5 foot with eyelets. Hang in the garage and tell large tales of your days racing Mario, \$60.00 plus shipping. MG TC Maintenance Instruction booklet. This is a factory publication dated Dec. 1947 that came with a new TC. 4.5 by 8 inches 18 pages plus covers. Not bad condition for this old. I have never seen another. \$450.00 plus shipping. Bob Gressard 330.626.1835 robert.gressard@att.net (1/12)

For Sale: MG TC steering box and shaft, MGA transmission, MGA early driveshaft, MG TC luggage rack, MG TF luggage rack, 15 inch wire wheels, MGB disc wheels, T series valve and side covers, rebuildable T series water pump and starter. Buy all as a package or separately. Steve Powel, 937-667-5390 or 937-470-8962. (1/12)

Wanted: Parts for restoration of my 1959 MGA Twin Cam. Need the following items: 1) MGA Twin Cam engine complete with manifolds and carbs. 2) Twin Cam Oil Cooler system. 3) Twin Cam cooling system including the radiator, overflow tank, fan and any pipes need. 4) Twin Cam exhaust system. 5) Twin Cam deluxe seats or frames. Ralph Vrana, MGRalph@vrana.us, 216-401-6594. (1/12)

For Sale: Factory dealer sign for MG Austin Healey. It measures 2 foot square, lighted, metal frame, double sided. Make an offer. Bob Gressard, robert.gressard@att.net, 330.626.1835 (1/12)

For Sale: 77 Midget at. The paint was recently refreshed, but overall this is an original and rust-free car. It has never been in an accident nor patched or repaired. It is all original steel. The interior is original as well and shows its age, but is in very good condition. Excellent mechanical condition and is a strong daily driver. 44,000 original miles. The car currently is located in Charleston, WV, but can easily be moved to Dayton for inspection. \$7200. Stephen Ramsey 937-238-8002. (1/12)

For Sale: 1965 MGB. All original. Operates beautifully. Has the pull handles before they were phased out. Great shape. Only 37K miles, and this car was purchased from the original owner's son. Asking \$7,900 firm. Located Beaver Creek, Ohio. Chad (937) 902-7846, chad.glaser@gmail.com. (1/12)

MG Car Club Minutes, November 16th Meeting

Kathy Goodman

Meeting called to order by President Sam Hodges at 7:32

President's Report:

Someone stole my podium.

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Upon leaving the pub run in Yellow Springs, I encountered a group of “locals” in the parking lot who were seriously fascinated by the windshield wipers on my B. They could not get over the fact that there were 3 of them. When I turned them on I think they could have spent the rest of the afternoon watching the three wipers go back and forth. But then we were in Yellow Springs.

I met a gentleman about 6 months ago who has since become a friend. It turns out that he is husband of John Lucente’s niece. They have been to many BCD’s. It really is a small world after all.

Vice President’s Report – nothing to report.

Minutes – Motion to approve Jennifer Peterson, Second – Dave Gribler. Motion approved

Treasure’s Report – Final balance \$2,637.58 in main account, \$379.35 in savings. A check for our share of BCD money was presented by Dave Gribler. We are now \$1,425 richer than the balance stated earlier in this report. Motion to approve Skip Peterson, second Linda Wolfe. Motion approved

Membership - We have 94 members already. Great round of applause. New members Chuck and Marsha Irvin are present. Welcome to the club. Lois Gribler notes “These numbers are very positive going into GT37”.

Sunshine – Rueben Wasserman was in the hospital last week. He is now home and doing well.

Activities:

Holiday Party is December 10 at the Looft’s. The bar and new game room will be open at around 5pm. Come whenever you like and bring a gag gift for each person and a dish to pass.

Eddie Hill will be looking for activities in Florida for our snow birds. He hopes to have a list for the January Octogan News.

Hotels in Dillard, GA (MGB annual meet) are now accepting reservations. As time gets closer we will finalize plans for a caravan. The show is June 6th through June 10th. We will probably do the drive down in two days, leaving on the 5th and arriving on 6th. Rooms are limited so reserve early. The hotel will accept cancellations up to 30 days before show.

Newsletter: Don’t forget - for Feb issue we will be featuring pictures of member’s grandkids. We would love to have them featured with you and your car but, if that is not possible, any picture will be great.

Web Master - If any one has any events or activities for January or February get them to John and he will be sure to include them on the calendar featured on the web site.

Old Business:

Shirt issue. A show of hands confirms that members prefer polo shirts or golf shirts instead of t-shirts. We are speaking of the club shirts we inventory and offer to members to purchase. Skip Peterson reminds us that you can always have any clothing item you wish embroidered with the club logo. This raises the issue of do you want silk screening on golf shirt. General consensus is that they should be

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embroidered. T-shirts are not expensive and they can be silk screened. If we go with a more expensive shirt and have them embroidered how many can we sell? Carole Looft confirms that we currently have a very low inventory of shirts and the ones we have are in sizes that are basically unsaleable. Should we take orders or stock an inventory? At January meeting Skip Peterson will have pricing and a color selection. We will have to go 1 color to keep costs reasonable. Dick Goodman, citing concerns of sun exposure and the risk of skin cancer, requests that we include a long sleeve shirt also? Issue is tabled until January.

Beer break – 7:55

Reconvene – 8:14

New Business:

Please note – El Presidente, Sam Hodges's, phone number is incorrect on the newsletter masthead. The correct number is 331-8476.

Larry Youngblood would like any extra copies of the Safety Fast issue (Oct 2011) featuring his car. Graham Cooper is going to England and will bring him back copies but, if anyone else has one they do not want, Larry would appreciate it.

We presented a gift certificate to Jim (our bartender at KofC) in appreciation of all his hard work on our behalf. And he enters bearing pitchers of beer. Does he know us or what?

Glenn reminds us that this time of year we normally make charitable donations to local charities. Last year we donated \$250 to the Salvation Army and \$250 to the Valley Food Bank. Bill Hammond makes a motion to donate \$250 each to the same charities this year. Second by Jennifer Peterson. Motion is approved.

GT37 – Highlights of Dave Gribler's report.

Lois Gribler has secured the clocks which will be used for the favors.

The logo has been approved by NAMGAR

The web site has been updated with new logo and a rough schedule.

For the first time registration will be offered to non NAMGAR members for an additional \$20 fee. They will not need to become a NAMGAR member to register.

Tech tips: None

However, a question was raised concerning the Dyno testing we did a couple of years ago. Rueben Wasserman set that testing up so if you have questions contact him and he should be able to provide you with any information you need.

For Sale: nothing

Reminder – There will be no December meeting.

Gum ball – Steve Veris- \$5.00

Motion to adjourn Joe Hooker, second Kathy Goodman. Motion approved.

Adjourned 8:47

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