

# THE OCTAGON NEWS



Volume XLVII No. 9

July 2021



Register Online for BCD  
MG 2021 Story and Pictures

## From Under My Car

Terry Looft

Time is zipping by, and it's almost meeting time again. Is it time to think about elections yet? Just a thought.

About the only one liking the weather right now is the garden, hot and wet. The cars not so much, but we are still able to get in a little MG time here and there. This brings us to BCD. All of you should know by now that it is a 'go' for this year. Let's hope the weather moderates a little bit for us. This year is going to be rather unique for some of us who work in the food concession. We will, for the first time in a decade or two, be able to sit with our cars, view cars, and enjoy the show in general. It should be fun, so get registered if you have not yet.

We have gotten in some driving and a big thanks to Skip and Jennifer, for making that possible. It was a nice drive. We had good food at the Bag of Nails restaurant, and great after dinner drinks and desserts at



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

### Club Membership Information

Membership dues for the Southwestern Ohio Centre of the MG Car Club are **twenty-five (\$25.00)** 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 **Bennett's Pubical Family Sports Grill**, 67 South Main St, Miamisburg 45342, at 7:30pm. The next meeting will be:

**Next meeting July 28<sup>th</sup>**

## MG Car Club Officers

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**NAMGAR POC**.....**Dave and Lois Gribler**

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And special thanks to Ron Parks for proofreading.

### Inside This Issue

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## Upcoming MGCC Events

### Jul:

- 5 – Americana Festival
- 9 – National Sugar Cookie Day
- 28 – Meeting at Bennett’s Pubical

### Aug:

- 7 – British Car Day
- 12 – Middle Child Day
- 22 – Club Picnic
- 25 – Meeting at Bennett’s Pubical

### Sep:

- 4 – National Tailgating Day
- 19 – Concours d’Elegance
- 22 – Meeting at Bennett’s Pubical

*See meeting minutes for other area activities!!*

Dave and Carol’s home. What a nice setting!! Great hosts indeed.

On with a little new business. The club picnic is set up for Aug 22<sup>nd</sup> at Dave and Rachel’s new country home. We are all looking forward to a great time and seeing the new estate. All the details will be coming at the meeting and in the August newsletter.

Also, the club holiday party is set to take place at our meeting site (Bennett’s) on December 4<sup>th</sup>. It will be in the up-stairs room. More details to come as we get closer to December.

There is not much more to report. Planning is pretty much done for the trip to Stowe, VT. Time has about run out if you are interested in going, but it is still doable. It’s an easy and relaxing two and a half day’s drive each way and just a very relaxing show in some very pretty country. Give you cars a chance to get out of town, and enjoy some time on the road in the great North East mountains.

That’s about it, see you at the meeting.

## We Need Your Help for British Car Day

Skip Peterson

**W**hile we aren't hosting the concession stand this year, we still will need volunteers on Friday evening at Eastwood Park to help lay out the show field, to help direct entrants to their rows on Saturday morning. We also need help after the show to retrieve the row markers, orange flags, etc. More hands means less work for all!

## Register for British Car Day 2021

Skip Peterson

**B**ritish Car Day will be returning to Eastwood MetroPark on Saturday, Aug. 7, from 9 am to 4 pm. The website is up and running and we already have many entries. You can register online at [www.britishcardaydayton.com](http://www.britishcardaydayton.com). The park has lifted all restrictions so all we need is sunny skies, 72 degree weather and lots of help on both Friday evening and Saturday.

## Send Us Your Pictures!

Carole Looft

**I**'m sure most of you have explored our club’s website at <http://mgcarclubswohio.com/>. One of the sections for viewing features our members along with their cars. We have quite a few members who are missing from this section. If you would send us a picture of you with your car/cars, we are hoping to update this section with current members and car information. Send to [clooft@earthlink.net](mailto:clooft@earthlink.net) and I will pass it on.

## Our MG 1100s Traveling to Atlantic City

Terry & Carole Looft

**Y**ou have to wonder if senility has set in at our age, or what had possessed us to consider taking three (3) MG 1100s on a road trip from Ohio to the MG International gathering in Atlantic City in June. The cars we were taking were a blue/white 1965, driven by our older son Ryan, a red, 1966 driven by me, and a green 1967 driven by our younger son Torey.



We did very minimal extensive preparation to the three cars prior to leaving, but all the basics were checked and the cars seemed ready for the adventure. Our caravan consisted of a total of eleven cars that would be making the trip. After we all gathered, we headed East. We were still in Ohio when we pulled into our first rest stop. This would be our first hiccup. Ryan's car, the blue/white was oozing oil. He needed 3 quarts to top it off and it seemed that the aftermarket oil gauge was not sealing, and oil was shooting everywhere. After a 'make shift' repair, we were back on the road.

The next snafu came as we ran into rain in West Virginia. Torey's green car had accumulated moisture in the distributor cap and stalled in a busy construction area where we had been reduced to one lane traffic. We were able to push it off to the side, diagnose the problem, and were back on the road. Oh, we aren't there yet!



Our next incident happened just shy of our night's stay in Cumberland, MD. The green car was showing signs of generator problems, so much so, it was all hands on the car for a bump start. Arriving at the hotel, and checking voltage, we knew that the generator needed to be replaced. Luckily, we had a spare in the trailer, and we did the swap easily in the parking lot. We were problem free for the rest of our drive to Atlantic City. We made it the 650 miles from Ohio. Now all we would have to worry about is the 650 miles to get us home.

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We left Atlantic City early Friday morning without incident. The drive was going well. We had planned our stop for the night again in Cumberland, MD. Somewhere through the mountains Terry and the red car became separated from the group. A phone call would tell us that he had blown a radiator hose and had rolled off the Interstate and was in the process of replacing the hose. The only problem, he was not carrying the water, it was in one of the other cars, which was far ahead of him by now. The group waited at a gas station while the water was driven back. Once back together we were finally on our way again.



We were probably 40 miles from the hotel when the exhaust on Ryan's car rusted away from the header and was now dragging on the ground. He limped that poor little 1100 into the parking lot and the task of figuring out what to do was now upon all of us. The plan was to get a flex pipe from a parts store and join it to the two separated parts. The 'down' pipe was a bit too long, which would need to be cut. Needing a hack saw, the closest place to find one was at a Harbor Freight several miles away. I won't elaborate, but I think that hack saw is still in the bushes at that hotel parking lot. We did the best repair we could, under those circumstances, and hoped for the best.

The next day would be our final leg of the trip. Only 320 miles to go. Again, the day started out uneventful. Things were going okay until the call on the radio from Ryan letting us know that the fix on his exhaust had let go and he was dragging the pipes again. We were approaching Washington, PA and using the GPS, we located a Monroe Muffler shop. The guys at the shop stopped what they were doing and were able to weld the pipe. He was out the door in twenty minutes. Those guys did not charge us for their work. Super guys at that Monroe Muffler shop!



The last 200 miles went without a hitch. All in all, we probably put about 1500 miles on each one of the MG 1100s. Would we do it again? I'd like to say 'probably not', but we do enjoy driving these little cars, so, I'm sure there will be another adventure in the coming years. I know they aren't as sporty as some of the other MG's, but after all, the MG 1100 is called the "Sports Sedan".

# Pictures From Atlantic City

Photos by Ron Parks



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## How Clutches Work

Steve Markman

**Y**ou probably don't give your clutch much thought except for when it goes bad. I'll try to explain a bit about how it works and what it does. A clutch simply is a device that takes the power from one rotating shaft and transfers it to another rotating shaft. Many pieces of heavy equipment and tools have clutches. In a car, the clutch is needed to transfers power from the engine, which is spinning at one speed, and gradually bring the transmission and drive wheels up to speed. Then, in order for a car to stop without killing the engine, the transmission needs to be disconnected from the engine as the car slows to a stop. (We've all forgotten at least once to push in the clutch pedal as we slow to a stop, to be reminded by a sudden shaking, haven we?) The clutch allows us to engage the spinning engine to a non-spinning transmission smoothly by controlling the slippage between them.

To understand how a clutch works, it helps to know a little bit about friction, which is a measure of how hard it is to slide one surface over another. Friction is caused by the minute peaks and valleys that are part of every surface -- even very smooth surfaces still have microscopic peaks and valleys. The larger these peaks and valleys, the harder it is to slide the object. A clutch works because of friction between the clutch plate and the flywheel. The actual amount of force generated by the friction is a function of the characteristics of the two materials rubbing against each other (called the coefficient of friction between those two particular materials) and the force with which the two materials are pushed against each other.

In a car's drive train, a flywheel connects to the engine and a clutch plate connects to the transmission. When your foot is off the clutch pedal, springs push the clutch disc against the flywheel. This causes

them to build up to the same speed as you gradually release pressure on the clutch pedal. The friction force between the clutch and flywheel works the same as a brake shoe against a brake drum or a brake pad against a rotor (for you folks with modern cars).

Normally, a spring keeps the clutch plate pressing against the flywheel. When the clutch pedal is pressed, this releases the clutch from the spinning engine. Note the springs in the clutch plate. These springs help to isolate the transmission from the shock of the clutch engaging.



This design usually works pretty well, but it does have a few drawbacks. The most common problem with clutches is that the friction material on the disc wears out eventually. The friction material on a clutch disc is very similar to the friction material on the pads of a disc brake or the shoes of a drum brake -- after a while, it wears away. When most or all of the friction material is gone, the clutch will start to slip, limiting the amount of power it can transmit from the engine to the wheels.

The clutch only wears while the clutch disc and the flywheel are spinning at different speeds while engaging. When they are locked together, the friction material is held tightly against the flywheel, and there should be no wear. It's only when the clutch disc is slipping against the flywheel that wearing occurs. So, if you ride the clutch a lot, you'll wear out your clutchplate a lot faster.

Sometimes the problem is not with slipping, but with sticking. If your clutch won't release properly, it will continue to turn the input shaft. This can cause grinding, or completely prevent your car from going into gear. Some common reasons a clutch may stick are a broken or stretched clutch cable, a misadjusted linkage, or improper clutch components.

A "hard" clutch is also a common problem. All clutches require some amount of force to depress fully. If you have to press way too hard on the pedal, there may be something wrong. Sticking or binding in the pedal linkage, cable, cross shaft, or pivot ball are common causes.

I'm sure there is a lot more to know about clutches. I borrowed extensively for this article on the write-up by Karim Nice and Charles Bryant that I found at: <https://auto.howstuffworks.com/clutch.htm>

## Classifieds

**Help Needed:** Someone with the equipment and experience to pray paint lacquer on my TD's fender. What started out as fixing a few scratches is turning into a major mess to my car's paint. Steve Markman, [smarkman@att.net](mailto:smarkman@att.net), 937-886-9566. (6/21)

**For Sale:** MG-TD new body timbers: 1) Front latch pillars, left & right, Moss part no. 450-820 & 450-825. 2) Hinge pillars, left & right, part no. 450-830 & 450-835. 3) Under door rails, left & right, part no. 450-840 & 450-845. Half off the Moss price & includes free shipping. Danny Mortensen, 859-384-7821 or [agsdanny@aol.com](mailto:agsdanny@aol.com) (5/21)



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**For Sale:** 1970 MGB. It is a restoration project and I just don't have the time to give to it. It has a hard top and a soft top and chrome bumpers. It has been stored in my garage for the past 7 years. If interested we can send pictures. Asking \$3,000. Valerie Powell, [clpowell428@gmail.com](mailto:clpowell428@gmail.com). (4/21)

**For Sale:** 1950 MGA project car. Vehicle has new cam shaft bushings; crank was ground (-.330 down) and stored correctly; missing carbs and manifolds. My dad was an MG enthusiast, and this was his last project before he passed away a year ago. We want to see it go to a good home to complete the restoration. Asking \$2500 or best offer. Located in Plain City, Ohio. Please contact Krista Precourt for more information at [kprecourt10@gmail.com](mailto:kprecourt10@gmail.com), or 805-427-5334. (4/21)

**For Sale:** Honeycomb grill (1973 & 1974), good condition. Asking \$75. Reasonable offers accepted. Ron Parks, H 937-322-0717, C 937-207-9009, or [MGdriver@woh.rr.com](mailto:MGdriver@woh.rr.com). (3/21)

**For Sale:** 1979 MGB. New Stayfast Acrylic top, new top frame, new tires (as of summer 2020), working AC, new wiring harness, trailer hitch with wiring, twin Su's, Fiero seats. Asking \$7500. Call Larry Youngblood at 937-689-6995. (1/21).

**For Sale:** Hayden Electric Fan, used, excellent shape. Listed in the current Moss catalog, MGT-154 on p. A27. \$35 includes shipping. Dan Mortensen, [agsdanny@aol.com](mailto:agsdanny@aol.com) or 859-384-7821. (1/21)

*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. [srmarkman@att.net](mailto:srmarkman@att.net) or 937-886-9566.*

## Minutes from June Club Meeting

Diana Hodges

President Terry Looft called the meeting to order at exactly 7:30.

There were 36 in attendance (eventually).

President Terry Looft, "Beer break! Steve (Markman) welcome back. I'm almost nervous out being up here. I guess we'll start off with the show in Atlantic City. Okay, so what's next. I still have bruises from the drive. Turnout was pretty low. I think it was the location. Not the best show we've been to. The roads were very complicated. The MGC was absolutely no trouble on the trip mainly because it didn't make it. The day before we were going to leave, I was trying to start the car and the fuel pump jet tube decided it was going to leak. It's 45-minutes to an hour just getting to the carbs so, since the car had only 10 miles, we decided to drive Carole's B. We ended up with 11 cars in the caravan. We drove approximately 1,500 miles round trip.

Breakdowns were numerous. This could take a while. Ryan developed a massive oil leak and by the time we discovered it, he had lost about 3 quarts. We discovered a leaking oil line at the first rest stop. As we continued, we noticed that compared to the other two 1100's his was down on power. A little later on we went through a frog-strangler rainstorm and Torrey's 1100 died in a single lane construction zone. Turned out with the engine right there so out front, the distributor got flooded from the rain. At the last fuel stop, Torrey's car wouldn't crank. That turned out to be the generator, which was toast. We had a spare on the parts trailer so that wasn't as bad as it could have been. Leeann had her car die and when everyone stopped to help, her car decided to restart but then Carole's car wouldn't start. Carole's

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AC/alternator belt ate itself but she had enough power to get back to the hotel, which was 30-miles away.

On the trip home, about 20 miles from the hotel, Ryan's car became a stock car. His header rusted off and he was dragging his exhaust. We got some flex pipe and a Harbor Freight hacksaw. About that hacksaw, if you can find it in the bush where I threw it, you might be able to get the \$5.99 back. That repair lasted about 100 miles. We then found a Monroe Muffler shop. Turns out we didn't do a bad job at our repair. They were happy to help and they were able to TIG weld the whole repair and that made it all the way home. The car is still sitting there with that setup.

Going up a long hill, right as I crested the top, I heard a loud bang. Turns out that the radiator hose blew. I was able to coast 3-miles down the hill and made it to the exit. I had a replacement hose and clamps, but no water. Ryan came back and had the water and after that, we had no more issues and made it all the way home."

Lois Gribler, "We weren't with them, but coming out of Atlantic City, I was going slow trying to miss the potholes when I hit a bump. It knocked off my turn signal lens and then I ran over it and crushed it." Dave Gribler, "Also, we noticed the ignition light was on. When I looked for the reason why, turned out the field wire had come off the ignition. We stopped and put it back together before any damage was done."

Dave McCann, Sr., "Just think, in a couple years, you're going to have two more grandkids tagging along." Terry, "We spent so much time on Carole's MGC, her fault, that the 1100s are really unknown commodities. The best running one ran great because everything is new on it. I was talking to Steve Miller before we left and he said, 'I wouldn't worry about that MGC, I'd worry about those 1100s'."

Skip Peterson, "Can I ask Lois & Dave, did you drive straight through?" Lois, "Of course." Skip, "How long did it take?" Dave Gribler, "About 12 hours."

President Terry continued, "2022 will be at the site of the very first MG Meet in Peterborough, Canada. Leeann Looft, "I looked at it and it looks like it should be a good trip." Terry L., "2023 will be in Calgary. We're really looking forward to that one." Skip, "You gonna leave in May? It takes a long time to fly there." Lois Gribler, "The MGA meet is coming up in Colorado Springs. Plan accordingly."

President Looft, "Ryan was the Tour Leader for this trip. He memorizes roads and got us there and back with only 1 wrong turn. There were several car show award winners. Dar won, Carole got a 1st place, Ryan got a 1st place, Torrey got an award. The grandkids took 1 & 2 in the valve cover races. The typical MGCCSWOC showing. Emerson is a map guru. He was watching the route on the iPhone. There was one spot where he said that if Ryan took a right, they could save 4-miles. When Ryan didn't go right, Emerson was not pleased with the decision making."

Vice President's Report. Jim's not here. Carole, "He was having surgery on his knee so we'll save him for the Sunshine Committee report."

Minutes were next on the agenda. As usual, no changes... *I SAID NO CHANGES!* were requested. Eddie Hill motioned to accept the Minutes as reported. Lois Gribler seconded. MGCC voted. Minutes approved.

Treasurer's Report. Terry, "Did you enjoy Atlantic City on the MGCC money?" Bob Farrell, "We saw a red MGB GT for sale in Pennsylvania for \$7,800." Cherri Farrell, "So we bought it with the Club money." Skip P., Whose name is it registered in? Is it registered to the MGCC? We could use a Club

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car?” Ron Parks, “It can pull the beer trailer. This might work.” Treasurer Bob Farrell, “The MGCC had gains of: Membership Dues (\$55.00) in income for a total gain to the MGCC of \$55.00. We had total expenses of: Tune-Up Clinic coffee & donuts (\$30.11) + Postage (\$2.80) + May Gumball (\$10.00) + MGCC Donation in the name of Tim Lewis (\$100.00) for a total expense to the MGCC of \$142.91. Monthly total gains when subtracted from the losses means a loss of \$87.91 to the MGCC. When subtracted from our beginning balance of \$3,801.76, leaves the MGCC with an ending balance of \$3,713.85 in the primary checking account. The Savings account now has \$381.75. With Cash-on-Hand of \$40. Total ending balance of all accounts was \$4,135.60.” Dave McCann, Sr. motioned to accept the Treasurer’s Report as presented. Lois Gribler seconded. MGCC voted and approved of having money.

Membership was next. Membership Chair Carole Looft, “Last month we had 68 members. New member Mike Harmon owner of a 1975 MGB is in attendance tonight. New members also in attendance are Kim & Dave Vandecar from Grove City with their daughter. They own a 1971 MG Midget.” Dave McCann, Jr., “Did they drive the Midget? Carole continued, “We now have 69 members.”

June Birthdays: Tony Shoviak, Steve Veris, Eileen Wolf, Diana Hodges, Kathy Goodman, and Cherri Farrell.

Activities with Eddie. Eddie Hill, “There’s a Pub Run set for Sunday (*you missed it*). We’re meeting at MG Automotive and leaving at 2:00. Come with a full tank of gas. It’s a little over an hour down to Old Bag-O-Nails in Mason. Afterwards, Dave & Carole Estell are inviting us back to their house for desert (*you missed that too*.)” Skip Peterson, “Watch your email for directions. Bring your 2-way radios.” Eddie, “July is a pretty quiet month. All I see is the Americana Festival in Centerville. Cincinnati British Car Day is scheduled for September 12th this year.” Terry Looft, “Stowe, VT is that same weekend.” Eddie, “There’s a Biscuits & Tea scheduled for this Saturday (*Wow! You missed a lot!*)

Sunshine Committee. Carole Loft, “Jim Carson had knee surgery. I haven’t heard much but I assume no news is good news and everything went well. Steve Powell is also doing fine after his surgery. He’s at home having a physical therapist come in. Otherwise, everyone’s good.” Ron Parks, “I saw Tony Shoviak at the Perrysburg show. He was limping but he was there and according to his daughter, that was the first time he’d been out.”

Beer Brake called for at 8:08.

Back from Break at 8:22.

Newsletter Editor Steve Markman was in attendance. Steve, “Send me your pictures and I’ll get them into the newsletter. Other than that, nothing new. Keep the stories coming.”

Webmaster John Scocozzo was not in attendance, but the website appears to still be working.

British Car Day update from Skip. Skip, “It’s going to happen. Saturday, Aug 2nd. We’re not going to do a concession stand (*Lois Gribler cheered*). Registrations are rolling in. We’ve reduced the number of classes. There seems to be a pent up demand for a car show of some sort.”

Museum MGA project. Ron Parks, “We sent the oil temp/press gauges out for repair and they’re back. We weren’t getting any pressure due to some internal issue.” Ed Wolf, “There could also be a family of possums living in that engine. We really don’t know.”

Club Picnic. Dave Johnson, “Is there a date yet?” Terry, “Not yet. Did you have one in mind?” Dave Johnson, “Then the Picnic is going to be August 29th.” Stay tuned for more details.

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New Business. Terry, “I hate to get into this now but Dave Smittle gave us a call and they would like us to help them co-host an MG-T event in Dayton. Nothing like GT-37. They really just need help finding hotels and some other little things. It’s only a 2-day event. The Central Ohio Gathering of the Faithful T-Group is hosting. The T- Group is also accepting the MGA group because they’ve absorbed the Ohio Buck-As.” Terry, “Can’t go wrong with a T&A meet. It’s tentatively scheduled for the Fall of 2022 anywhere from June-early October.” Dave Gribler, “Jeff Fields has been in touch with me hoping to get us involved.” If you’re interested, contact Dave Gribler or Terry Looft for more information.

Tech Tips. Sam Hodges, “I’ve got one. When you go to remove the battery tender from the car that’s been in storage, make sure the battery cables are secure. Don’t pull off the negative battery cable by accident when you disconnect said battery tender. You can avoid a lot of cussing and swearing at the car, the battery and spider under the seat because of your mistake.” Terry Looft, “There’s an adjustable belt available from Harbor Freight that may or may not work as a last resort. It’s \$39.00.”

For Sale: Lois Gribler, “We have a red 1969 Pontiac LeMans convertible. It’s time to let it go. We really just need the room.

July 28th is the next meeting

Gumball Rallye was won by Leeann Looft in what is obviously a fixed contest.

Meeting adjourned at 8:39.

The logo for MiniMania features the word "MiniMania" in a bold, stylized font. The "M" is particularly large and has a jagged, mountain-like appearance. The letters are black with a white outline.The logo for MG AUTOMOTIV features the words "MG AUTOMOTIV" in a bold, blue, sans-serif font. The "MG" is larger and more prominent than "AUTOMOTIV".

Parts, Service and Restoration 1  
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