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# THE OCTAGON NEWS

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Volume XXX No. 7

JUNE 1997

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BCD'97' MEETING CHANGED TO 6-26-97

CASINO TRIP

## Humor From The Internet

Submitted By Steve Powell

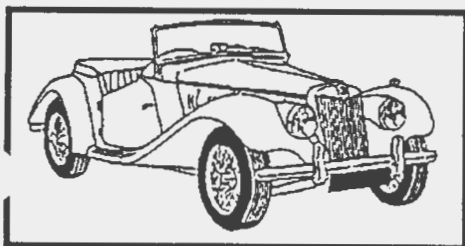
The Radiator cap solution... The discussion of radiator caps reminds me of an old car I once had. You know the kind, ratty and raggity, driven when I was a poor college student. I was having trouble with something I couldn't readily identify myself, so I took it into the shop.

The mechanic looked at it a couple of minutes and said, "What you really need is the radiator cap solution."

"Oh" I said, trying not to sound too confused. "Do you mean the radiator cap isn't holding enough pressure?"

"That's part of the problem" he said. "You need to lift the radiator cap and drive another car under it. Then the next day you can replace the radiator cap, and it should solve your problem."

--Lloyd ahh, the good old days--



*Southwestern Ohio Centre of the MG Car Club*

### MG Car Club Monthly Meeting

The Southwestern Ohio Centre of the MG Car Club meets on the third Wednesday of every month at the Lithuanian Social Club, 922 Valley Street, Dayton, at 8:00pm. The next meeting will be:

**June 18, 1997**

### MG Car Club Officers

President.....Skip Peterson 293-2819  
Vice-president.Karl Sparklin 426-6068  
Secretary.....Ellen Sparklin 426-6068  
Treasurer.....Dick Smith 434-1750  
Member at Large.....Matt Schneider 429-0074  
  
Pres. Emeritus..Dan Wagner 667-6286  
Activities Chair..Tim Oricko 434-5928  
Membership Chair.....Linda Wolfe 429-0847  
Octagon News Editor.....Ron Parks 322-0717  
Librarian.....John Wolfe 429-0847  
Historian & DIXMYTH....Dick Smith 434-1750  
MG News Hotline.....434-1287  
British Car BBS.....434-1655  
Web Page -  
<http://www.car-list.com/carclub/mgbskip.html>  
**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.

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**Upcoming Events**June

- 13-14 **London Ind. to Brighton, Ohio** In conjunction with Indiana British Car Union
- 14 **Cruise-in at Youngs Jersey Dairy** Hosted by Oldies But Goodies Car Club
- 18 **MGCC Meeting** in Lithuania Club
- 21-22 **Grand Victoria River Boat Tour** Gambling & overnight stay in Madison Indiana
- 26 **BCD '97' Meeting** at Marian's Pizza Town & Country
- 27-29 **Mid-Ohio Race**

July

- 7-16 **Lake Erie Circle Tour**
- 12 **Highway Clean-up** Mc-D's in Vandalia 9:00am
- 13 **Cincinnati British Car Show** at Edgewater Park
- 16 **MGCC Meeting** in Lithuania Club

August

- 1 **Pre-BCD '97'** at Courthouse Square 11am to 1pm
- 2 **BCD '97'** at Eastwood Park
- 20 **MGCC Meeting** in Lithuania Club

September

- 13 **Highway Clean-up** Mc-D's in Vandalia 9:00am
- 13 **Picnic** At Sparklin's in the Afternoon
- 14 **Concourse Car Show** at Natural History Museum (Museum of Discovery)
- 17 **MGCC Meeting** in Lithuania Club
- 19 **Cruise-in at Youngs Jersey Dairy** Hosted by Oldies But Goodies Car Club
- 26-28 **Indy British Motor Days** at Indianapolis Motor Speedway.

October

- 15 **MGCC Meeting** in Lithuania Club

November

- 1 **Highway Clean-up** Mc-D's in Vandalia 9:00am
- 19 **MGCC Meeting** in Lithuania Club

## Casino Trip

By The Johns Zeno &amp; Wolfe

*Saturday June 21, 1997:*Eastern Time

8:15am - Meet at K-Mart Indian Ripple.

8:30am - Leave **Sharp**

10:30am - Arrive at Victory Casino to pick up tickets for boarding and park cars.

11:00am - 11:30am - Board Boat.

2:00pm (approximately) - Leave Boat.

2:15pm - Lunch at Rising Sun Park.

3:00pm - Leave Park

3:30pm - Stop at Markland Dam

5:00pm (4:00pm Central) - Arrive at President Madison Motel

?:??pm - Dinner with beer

*Sunday June 22, 1997:*Eastern Time

9:00am (8:00am Central) - Breakfast at Clifty Falls State Park Inn.

10:30am (approximately) - Leave Clifty Inn by North Gate to Metamora.

12:00pm - Arrive Metamora, eat lunch and tour town.

Leave for home when ever you are ready.

# More Humor From The Internet

Submitted By Steve Powell

**W** hat is Shipwright's disease... In LBC terms it goes something like this. The glovebox light is out, I'll just replace the bulb, but look, the contacts are a bit corroded, so I better put in a new socket. To do that I have to pull out the glovebox itself, and look here! The heater is leaking I'll just pull off the leaking hose and whoops! The core is rusted. Off with the dashboard, out with the heater core, and oh my, there's rot in the firewall. IN the engine compartment, I take out the battery to see the rot, and I can't weld the patch on it without taking out the engine, so out with the hoist. While the engine 's out I might as well rebuild it, and the transmission and clutch. and I noticed that the shocks are shot, so off with them, and the suspension bushings have seen better days, but look! The spring tower's cracked. so I have to weld it, but I can't get at it without removing the body, so... ...so replacing the glovebox bulb led to a frame-up restoration.

Berry Kercheval

## 10 Best Tools of All Time...

**1. Duct Tape** Not just a tool, a veritable Swiss Army knife in stickum and plastic. It's safety wire, body material, radiator hose, upholstery, insulation, tow rope, and more - in an easy to carry package. Sure, there's prejudice

## MG AUTOMOTIVE

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Steve Miller  
Bob Mason



3733 C Wilmington Pike  
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surrounding duct tape in concours competitions, but in the real world, everything from LeMans-winning Porsches to Atlas rockets use it by the yard. The only thing that can get you out of more scrapes is a quarter and a phone booth.

**2. Vice Grips** Equally adept as a wrench, hammer, pliers, baling wire twister, breaker-off of frozen bolts and wiggle-it-til-it-falls-off tool. The heavy artillery of your tool box, vice grips are the only tool designed expressly to fix things screwed up beyond repair.

**3. Spray Lubricants** A considerably cheaper alternative to new doors, alternator, and other squeaky items. Slicker than pig phlegm, repeated soakings will allow the main hull bolts of the Andrea Doria to be removed by hand. Strangely enough, an integral part of these sprays is the infamous Little Red Tube that flies out of the nozzle if you look at it cross-eyed (one of the 10\_worst\_tools of all time)

**4. Margarine Tubs with Clear Lids** If you spend all your time under the hood looking for a frendle pin that caromed off the pertal valve when you knocked both off the air cleaner, it's because you eat butter. Real

mechanics consume pounds of tasteless vegetable oil replicas just so they can use the empty tubs for parts containers afterward. (Some of course chuck the butter-colored goo altogether or use it to repack wheel bearings.) Unlike air cleaners and radiator lips, margarine tubs aren't connected by a time space wormhole to the Parallel Universe of Lost Frendle Pins.

**5. Big Rock at the Side of the Road** Block up a tire. Smack corroded battery terminals. Pound out a dent. Bop noisy know-it-all types on the noodle. Scientists have yet to develop a hammer that packs the raw banging power of granite or limestone. This is the only tool with which a "Made in Malaysia" emblem is not synonymous with the user's maiming.

**6. Plastic Zip Ties** After 20 years of lashing down stray hose and wiring with old bread ties some genius brought a slightly slicked-up version to the auto parts market. Fifteen zip ties can transform a hulking mass of amateur - quality wiring from a working model of the Brazilian Rain Forest into something remotely resembling a wiring harness. Of course it works both ways. When buying a used

car, subtract \$100 for each zip tie under the hood.

**7. Ridiculously Large Craftsman Screwdriver** Let's admit it. There's nothing better for prying, chiseling, lifting, breaking, splitting or mutilating than a huge flatbladed screwdriver, particularly when wielded with gusto and a big hammer. This is also the tool of choice for all filters so insanely located that they can only be removed by driving a stake in one side and out the other. If you break the screwdriver—and you will, just like Dad and your shop teacher said—who cares, it has a lifetime guarantee.

**8. Baling Wire** Commonly known as MG muffler brackets, baling wire holds anything that's too hot for tape or ties. Like duct tape, it's not recommended for concours contenders, since it works so well you'll never need to replace it with the right thing again. Baling wire is a sentimental favorite in some circles, particularly with the MG, Triumph, and flathead Ford set.

**9. Bonking Stick** This monstrous tuning fork with devilish pointy ends is technically known as a tie-rod separator, but how often do you separate tie-rod ends? Once every decade if you're lucky. Other than medieval combat, it's real use is the all-purpose application of Undue force, not unlike that of the huge flat-bladed screwdriver. Nature doesn't know the bent metal panel or frozen exhaust pipe that can stand up to a good bonking stick. (Can also be used to separate tie-rod ends in a pinch, of course, but does a lousy job of it.)

**10. A Quarter and a Phone Booth** See tip #1 above. Origin regrettably unknown

## Member Featured Car of the Month Sports Car Why? Or Maybe Two

By Charlie Avery



**M**y interest in cars goes back to my youth. I clearly remember those days during junior high and high school, when I slipped into the local news stand to get the current issue of "Hot Rod" or "Rod and Custom" magazine. The years slipped by, as college, military career, marriage and family took precedence over my fantasies of a toy car. Something neater than a family hauler!

In about 1982 when I was nearing military retirement, I had a friend who was very involved in street rodding. I seriously shopped for a

toy but never found the right one, until that news paper ad!

"For Sale 1967 MG Midget Needs Work." The price was right "needs work" was an understatement!

And thus the bondage began. My beautiful Sports Car had no engine, the transmission was in the passenger seat and the rag top was literally rags. The car had been stored in a barn for at least ten years. I had no idea that the MG Car Club existed and did not find support easily. At first I thought that a small newer engine and

transmission could be adapted, sort of a cute little street rod, you know. But slowly the idea of restoration with stock engine, etc. solidified. Two old engines were found in an Enon junk yard and rebuild parts came from all over western Ohio. Throttle linkage parts were the biggest challenge and I actually drove my midget with hand made parts clobbered up from non-midget sources. The first engine that I rebuilt was never satisfactory as it literally gushed oil on all occasions. I pulled it at least four times and never cured it, although if I had reground the crank and installed the right bearings I could have gotten a lot closer to a

solution. Instead I cast it aside and rebuilt the second one right, with satisfactory results. The old one still sits in the corner of my garage, if anyone needs a paper weight! I did all of those necessary things to the other systems; New brake lines, rotors, pads, etc.; body repair, paint, upholstery (I bought a sewing machine and did it myself), new top and replacement windshield.

I was on the road in my bright red 1967 midget with only just a few items still required. That's when I saw "It"! It turned out to be a 1967 Austin Healey Sprite. It had some parts that I needed, a decent top, an engine in the garage with carbs and all the linkage and a transmission totally apart in the trunk. The owner begged me to make her an offer which I did, and



home it went. "It was too good to throw away and not worth keeping." This one waited several years for any attention, and then was slated for SCCA solo competition, however that career

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never materialized and eventually I completed it's restoration.

In recent years my bright yellow sprite has been at many MG Car Club events, this due in part to my neglect of the Midget. Each car

behind a sale and so far I have been able to dodge the bullet.

## Miller & Mason Racing

By Ron Parks

I called Steve Miller last Friday only to get a phone message stating that he was closed until Monday. I thought he must be racing over the weekend. Called back on Monday and sure enough he and Bob Mason had been racing at Indianapolis Raceway Park. They had just pulled in from Indy and it was almost noon. One of the pit crew members came down with a bad case of the flu and was in the hospital, which is why they were so late getting back.

On the positive side, Steve took second place overall, finishing only 42 hundredths of a second behind the winner. Bob finished fourth in his class. Congratulations guys!

has it's own personality and subtle differences in the way it handles. Nobody needs two sports cars and I have threatened to sell one, however, my heart is not really

They will be racing on July 4th at Mid-Ohio. When Steve gets the information packet for this race and if it is spectator event, some are and some aren't, I plan to organize a tour to Mid-Ohio to watch the guys race. Anyone interested in going should contact me within the next two weeks. Maybe we can get an MG caravan to go to Mid-Ohio on July 4th?

## First Annual? Historical Tour

By Bill Hammond

**A** sunny Sunday? Well in spite of this year's bad weather spring, May 4th was a glorious day!

Ten assorted MG's gathered for the start, with coffee and donuts hosted by Mike and Robin (57 T-Bird) Barry, president of the Enon Historical Society, in a historic log cabin at the Indian Mound.

After photos and chatter, the group decided that even though Ron Parks and I had prepared 9 pages

of intricate directions, and made copies complete with maps, that, well...they would just send me off and they would follow!

I then proceeded to miss the first turn and faked my way back onto the correct route! This almost became a habit, since it wasn't the only time that this happened.

Now most of the followers still don't believe that I kept my speed a bit below the posted limits, and that the further back in the pack that you are, the faster you have to run just to keep in sight! Most accused yours truly, of trying to emulate the Skip Barber school for race drivers. Wasn't it exciting?

Special confidence award goes to Dave McCann for never even glancing at a gauge during the entire day's run! Just fill er up and go! (... and occasionally give a twist to the C-clamp holding the Tach that didn't work and was the only gauge in the car anyway.)

JoAnn Zeno gave us a neat insight into things historical around the Castles close to West Liberty, while we all had a comfort stop in the beautiful park at the Ohio Caverns.

Fake'em out again with missed turns and alternate routes...by golly, some of you were reading the route directions! But we got through Bellfontaine to arrive at the lunch stop right on time.

We were seated in the old log cabin section of the Vintage Inn (2 miles north of West Liberty on route 68) and during dessert, Marj Yoder (owner) told us all about the moving and reconstruction of this cabin.

Some members had to leave for other commitments, and others joined for the run down to hear Ron Parks' talk about Tecumseh's part in the battle of Piqua, in George Rogers Clark Park. (...and another comfort stop!)

A few of us continued south for ice cream a Young's Jersey Dairy, but only the Wolfe's (I think) went on to Yellow Springs...Hazel and I were tired from the strain of leading all that high speed driving, but we did win first place! (...and the DUH award!) Charlie and Priscilla Avery won the Trivia Question award...and the right to organize next year's tour!

Tour Trivia Questions:

1. I'm a Fort. What's my name?
2. Besides the sideline of raising beautiful roses, what is McFarland's business?
3. Whose Church is it anyway?
4. What good stuff does Coffelt make?
5. I'm red with yellow wheels, what am I?
6. What country is this? (Look for a sign)



Photo by Matt Schneider

7. I have a greeter inside. What am I?
8. Nothing runs like a \_\_\_\_\_?
9. What color is Crown Farm?
10. Red on White will tell you what farm I am?
11. I'm big and I've heard the laughter of many children over the years. What am I?
12. I'm truly a Landmark. What am I?
13. I was a barn where horses lived. You wouldn't look a gift horse in the mouth would you? What am I now?
14. There are three of me here on the highest hill in the State of Ohio. What am I?
15. What is the original name of the town where Bellefontaine stands today?
16. What is the original name of the man for whom the original town (Bellefontaine) was named.
17. I'm red, green, brown, white, gray, & black. What am I?
18. I'm a flower and you'll find three of me on a flag. What kind of flower am I?
19. McFarland's main business is selling meats. What is his sideline?

Answers:

1. Fort Tecumseh (Rte 40 & Tecumseh Road)
2. Meats (Old Miller Road)
3. God's (Church of God in Lawrenceville)

4. Candy (Willow Road & Route 68)
5. Buckboard or wagon (Middle Urbana Road)
6. FARM Country (Route 36 in Urbana)
7. Wal\*Mart (Route 36 in Urbana)
8. Deer (John Deer Dealer, Route 36 in Urbana)
9. White (Dugan Road)
10. Ohio Valley Farm (Dugan Road)
11. School bus (Jackson Hill Road)
12. Champaign County Landmark Dealer (Route 296 & Jackson Hill Road)
13. Market Place Gifts (On west side of Route 68 just north of Route 507)
14. Towers (On Route 10 west of Zanesfield)
15. Blue Jacket's Town (Bellefontaine)
16. Marmaduke Van Swearingen
17. A fence (On west side of Route 68 just south of West Liberty)
18. Pansy (Knollwood Road)
19. Roses (Old Miller Road for the second time today)

## Minutes of May Meeting

By Karl Sparkin

**T**he meeting was called to order at 8:05.  
There were no President's or Secretary's reports,

since both officers were absent, so things moved along briskly, stopping only momentarily as the VP whined about all the work he was expected to do. Linda Wolfe filled in nicely for the missing Mr. Smith, as well as giving her usual Membership Report. She also loaned her beer bottle to be used as a gavel.

[Vice President's note: I thought I'd submit these minutes for my wife, the secretary, since I was there with my son, Joe, who kept the notes. Unfortunately, I've just found that his note-taking is just awful and I suddenly realize why we get such dismayed notes from teachers. Please bear with the following report and feel free to scream out any corrections at the next meeting.

Um, there were some new members who have a '69 MGB. I wish I knew their names.

The member-at-Large reported that a mug and drop-cloth were left at the Tune-Up Clinic, which seemed to be very successful, by the way. This can be attested to by the fact that no cars at all broke down on the Historical Tour. Said tour went very well, including ten cars. Bill Hammond set the break-neck speed, even though at one point, he took a "creative detour" (blamed on a navigational error by the other occupant of his car). Charlie Avery was the winner of the Riddles exercise along the way, due partly to the fact that he was the only one who bothered to complete the sheet!

The "Gambling Overnight" plans are coming along, and any late-comers are encouraged to cough up cash immediately, since the tour date is approaching rapidly. See

articles in the newsletter for more details.

June 12th is the next BCD meeting, at the Town and Country Marion's, at 7:00.

July 12th is the next highway clean-up date. PLEASE help with this club "event", especially since this is the one just prior to the Air Show date, so that the arriving throngs can witness our nice clean stretch of road, instead of cast-aside clumps of god-knows-what.

Since we were rapidly running out of material to cover, it was decided by the stand-in Pres to take a beer-break at 8:18. This caused mass confusion, as veterans of this club seem to pace themselves so as to need another beer at but not before 8:30. They stumbled around dazed wondering what to do momentarily, but eventually gained their composure, purchased more brew, and arranged the resulting collection of bottles in interesting patterns in front of them. "Order" was called ten minutes later.

More details were given on the London-to-Brighton run, June 13 and 14th. Be warned that Indiana does not observe daylight savings time, so may remain dark all day, as well as being one hour different than the civilized world. The tour will wind up at Wallaby's, on North Fairfield in Beaver creek, about 4-5pm. \$15 should cover food for a person to celebrate the completion of this tour.

Mary Calahan has expressed an interest in selling Dan's "A" coupe. Please call her if interested. Steve Powell announced that his MGC-GT is for sale. It's yellow, with wire wheels.

There is some kind of car event at the Natural History Museum on

Sept. 14. Since Skip is involved in planning this event, be sure to boycott it just to embarrass him. No, wait! Attend in large masses so that he will continue as President in elections held about that time, to show his gratitude.

Matt Snyder won the Gumball Rally, which is a good thing, as we now feel less guilty about leaving oil spots on his garage floor.

The meeting was adjourned at somewhere between 8:45 and 9:00. Never let your kid take notes at a meeting.

Karl Sparklin,

President stand-in/Vice-president/Secretary fill-in

## Joke

Q: How do you get two whales in a MG?

A: Up the M5 to Cannock then follow signs to Llangollen.

Its too bad you can't send these things anonymously...

Dave McCann

## BCD Meeting Changed

By Skip Peterson

**F**olks, and there are a lot of you- We need to reschedule the BCD meeting from his Thursday, June 12th, to Thursday, June 26. Same time, 7:30, same place, Marian Pizza in Town and Country Shopping Center. I have to be in Durham NC on business and I'm flying out this Thursday,

the 12th at 6 pm. Work always seems to be in the way of the fun stuff.

I realize this is going to cause some problems, however, I have spoken with Dan Stinson and I really don't think this will put us very far behind. We are in reasonably good shape for this time before the event. Stinson's were mailing out the registration forms this weekend, I'll be getting the logos to Matt for the t-shirts sometime this week, and I'll be ordering the dash plaques and awards in the next week or two. All of the contracts are signed, and most committee heads are moving along.

I'll send you an update before the next meeting but keep doing what you're doing, working hard.

If you have any questions, feel free to reach my by e-mail, or phone 225-2230, work, or 293-2819 at home.

Cheers, and let's get the rain to stop before August.

Skip

## From the Editor

Ron Parks

**R**emember, 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: FKZS47A@prodigy.com I'm also on the British Cars BBS as Ron Parks. Any of those methods will work fine or you can call me at



home (322-0717) or at work (445-4623) and we can arrange to meet and transfer materials or conduct an interview.

## \* Classified \*

1963 Ferrari 250 GTO - \$2000 - cleverly disguised as 1967 MGB-GT Special Edition

Good looking, solid car. Wires, whitewall Gold Seals, rebuilt transmission, very good chrome, new interior panels, repainted dash (correct), very good suspension. Silver dollar-sized hole in left dog-leg. \$2000.

This conversion from Ferrari to M.G. was so well done that even Enzo himself would think that he was looking at an M.G.!

Contact: David Gable  
<fgwr47a@prodigy.com>

Jacksonville, Florida, USA  
Tel: 904-287-0760

'61' Austin Healey Bugeye Sprite, Frame-off restoration, burgundy paint, fresh 948 engine, wire wheels, previous award winner at BCD, \$10,000. Call Tim at 299-1018

'62' MG Midget First year Midget imported to U.S.) Runs good needs some body work, new interior not installed, some restoration completed \$2,000. Call Tim at 299-1018

'75' MGB New top & Tonneau. \$2,500. Call Lt. Nystrom Daytime at 255-5150

'79' MGB \$4,000. Call 426-7305

MGA1600 Engine With 1500 head original size pistons, bores in good condition \$295. MGA 4-speed transmission and Misc small parts:

1500 tail lights, intake manifold, heat shield, U-Joint. Call Kent Miller, Days 224-9400, Evenings 299-3837

'MG Collection' for sale due to serious family health problems:  
1935 MG-PA 2069 older restoration, BRG with natural leather interior. Approximately 30 miles total since late 70's restoration. \$29,500.

1949 MG-TC #8710 Mid-80's restoration. Primrose with biscuit. all the goodies including marino master cylinder, new factory exhaust, 4 ring pistons, New engine mounts, etc., Tripod lamps, early fog lamps, Seabrook dash & Brooklands steering wheel. \$16,500 OBO.

1954 MG-TF Older Florida restoration in cream with navy interior, wires, like new tires, black top & full tonneau, set of late TD side curtains included. \$10,995 OBO.

1973 MGB-GT Red with orange/red/black interior. New chrome, tires, master cylinder, etc. overdrive. \$3,250 OBO.

Contact Larry L. McCartt, 16 West Elm Street, Monroe, OH 45050-1317. Daytime (513)671-1100 Evenings (513)539-7406

Righthand Drive (NOS) Dash for 62-67 MGB with glove box door. Still in "BMC" box. \$175. Call Randy Balogh (513) 933-0950

MGA Sheet Metal and other misc. parts for sale. Call Wally at 890-5346

'71 MGB BRG, 71,000 miles, restored, \$8,000. Call Andrea & Ron at (937) 426-7748

## MG Car Club Members' E-Mail Addresses

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