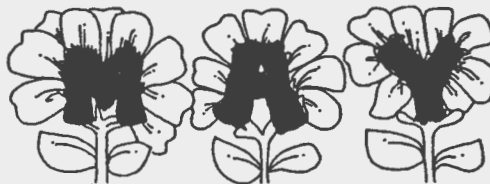


THE OCTAGON NEWS

Volume XXXI No. 5



1998

RUMINATIONS by Matt Schneider

Bad news first. My position was eliminated at work. May 15th was/is my last day at work. I don't know if I will be staying in the area or not. I intend to continue as your President as long as I am around.

Now for the fun stuff. The tune-up clinic was a beautiful day until we packed it in for the day. Then the skies opened. I hope everybody accomplished everything planned for the day. A good turnout of MGs and we had a former member renew her membership.

The weather aside, the tour to Portsmouth was very enjoyable for me. There was only one delay and everybody made it there and back. The roads exercised the MGs and the drivers. The fog shrouded scenery was nice and would have been excellent in sunshine. The historical area near the hotel is undergoing restoration and has some interesting buildings and businesses. The painting on the flood wall are really impressive. There may be some photos in this issue of the Octagon of the group in front of the paintings. The whole group ate at the Lantern Tavern in the historic district. A most enjoyable dinner was accompanied with live guitar music. You should make it a point to go on the next tour that John Wolfe and John Zeno organize. They have become masters at these events.



Southwestern Ohio Centre of the MG Car

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 third Wednesday of every month at the Lithuanian Social Club, 922 Valley Street, Dayton, at 8:00pm. The next meeting will be:

May 20th, 1998

MG Car Club Officers

President, Matt Schneider
phone.....427-0074
email.....schneiderm@falcon.af.mil

Vice-president, Dan Inlow
phone.....426-9839

Secretary, Jennifer Peterson
phone.....293-2819

Treasurer, Bill Hammond
phone.....434-9967
email.....hazelbill@erinet.com

Member at Large, Ron Parks
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Pres. Emeritus, Skip Peterson
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Activities Chair, Tim Oricko
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Membership Chair, Linda Wolfe
phone.....429-0847
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Librarian, John Wolfe
phone.....429-0847

Historian & DIXMYTH, Dick Smith
phone.....434-1750
email.....smithomo@aol.com

MG News Hotline.....434-1287

British Car BBS.....434-1655

WebPage.....
.http://www.car-list.com/carclub/mgbskip.html

Inside This Issue

- 2 April Minutes
- 2 Report from Autoweek
- 3 Upcoming events
- 3 Thank you
- 3 Casino Tour
- 4 Featured Car
- 5 Adopt-A-Highway
- 6 British Car Week
- 7 Members E-Mail Addresses
- 7 For Sale
- 7 We Saved the "A"

GRIP! COVER!

Minutes from the April meeting

The meeting was called to order by president Matt Schneider, at 8:00 pm.

A motion to accept the minutes of the March 18, 1998 meeting, as printed in the club newsletter, was moved by Tim Oricko, seconded by John Zeno and passed.

The treasurer's report, by Bill Hammond, was beginning balance of \$1097.69, income of \$20.15 from membership and interest, expenditures of \$95.00 for gumball rally, annual rental for postal box and donation in memory of Zeno's son to the American cancer Society, leaving a balance of \$1022.84. Report was approved unanimously.

No new members or guest to report.

Tim Oricko reported on upcoming activities: casino trip on Saturday 4/18 (about six bus seats still available), highway cleanup to be Sunday 4/19 with rain date 4/26, tune-up clinic at Matt's 4/26, and Portsmouth overnight tour 5/2 and 5/3.

The social director for the Lithuanian Club announced future Fish Fry nights: 9/18, 10/16 (need 4 extra helpers to help with Bars & Bells and Big Six Wheel), and 11/13/98. Also, there will be a cabbage roll sale at the end of June (see details in MGCC June newsletter).

A new logo that would be distinctively for our club, and would be used on stationery, t-

shirts, newsletters, etc., was discussed and an example from Skip Peterson was passed around. Matt asked that if others have proposals, they be mailed or fax'd to him or to Skip, or brought to the next meeting.

The beer break was called at 8:30 pm.

Since the discounted price to the club for two-way portable hi-quality sound radios is \$5.00 more that had been previously authorized, a motion was made by Linda Wolfe, and seconded by John Zeno, and passed unanimously, to have Skip purchase three units (\$135 each - no tax), totaling \$405.00 as soon as possible so that we will have them before the Portsmouth overnight trip. (Will suggest that Triumph club also purchase three so we'll be equipped for British Car Days '98).

A motion was made by Fred Shaneyfelt, seconded by John Wolfe, and passed unanimously, to proceed to renew the club's liability insurance (\$217. 00) before expiration on 5/19 if Matt's research cannot make clear that this same liability coverage will be in effect through our club's upcoming affiliation with the MGB Register and the North American MGA Register.

A motion was made by Charlie McCamey, seconded by John Zeno, and passed unanimously to purchase an engine leveller device (\$39.95) to be a part of the club's engine lift, and provide safe maneuvering of engines during removal and installation.

Purchase of an engine stand (\$50 to \$75) was discussed, and Tony Pareaseau will be contacted to find out whether he has one that he wants to donate to the club.

Reminder that the next BCD '98 meeting was rescheduled for Tuesday, 4/21 7:30 pm at Marion's Pizza in Town & Country Plaza.

The Gumball Rally was won by Dick Goodman.

Meeting was adjourned at 9:09 pm.

Minutes prepared by Bill Hammond in the absence of the club secretary Jennifer (Barb) Peterson.

REPORT FROM AUTOWEEK

DECEMBER 29, 1997 ISSUE

submitted by Dick Smith

Baby boomers are buying "I grew up wanting one" MGs, thus helping keep the value of these cars at a good level. Some prefer MGAs with the later five-main bearing, 1800 MGB engines with their increased performance and enhanced reliability while still enjoying the styling of the MGA. The MGA twin-cam has not been getting the higher respect of the regular push-rod engine as they are interested in the external view of the car, not being concerned with the higher tech engine of the twin-cam. MGA roadsters are selling in the range of \$15,000 to \$20,000, while the coupes are running a third less. Autoweek says to add \$3000 for a twin-cam engine and deduct \$2000 if the B engine is installed. Seems contrary to what they indicated above. Anyway, wire wheels and real leather interior are a plus and will make the car much more attractive to follow-on buyers.

 Upcoming Events
May

- 17 Continent Car Show - Columbus, OH 9-4
 20 MGCC meeting at the Lithuanian Social Club
 22-24 Springfield Car & Parts Show
 31 Austin Healey car show at Carrollon Park
 11-5 \$10 pre-registration \$12 day of show
 More info call Gregg Sipe 848-8420

June *2. 1st meeting @ Eastwood Park*

- 17 MGCC meeting at the Lithuanian Social Club
~~20-21 Silverton~~

July

- 11 Highway Clean-up
 26 ~~12~~ Cruise-in/Cook-out/Pot Luck/Swim Party
 at Ron & Linda Park's
 12 British Car Day, Cincinnati
 15 MGCC meeting at the Lithuanian Social Club
 21-23 NAMGAR GT-23 Chattanooga, TN
 31 Pre-British Car Day 1998 Courthouse Square
 11:00-1:00

August

- 1 British Car Day 1998 (14th Annual) Eastwood
 Park in Dayton
 19 MGCC meeting at the Lithuanian Social Club
 29 Highway Clean-up

September

- 13 Museum of Discovery Concours d' Elegance Car Show
 16 MGCC meeting at the Lithuanian Social Club
 18 Fish Fry at the Lithuanian Social Club
 26 AMGBA Meet '98, Charlotte, North Carolina
 27 Indiana British Motor Car Show/Military Park
 downtown Indy

October

- 16 Fish Fry at the Lithuanian Social Club (need extra)
 21 MGCC meeting at the Lithuanian Social Club
 31 Highway Clean-up

November

- 13 Fish Fry at the Lithuanian Social Club
 18 MGCC meeting at the Lithuanian Social Club

December

- 12 Christmas Party at Matt Schneider's
No meeting in December

In deep appreciation for
 your sympathy



We were touched by your kindness in our time of sorrow for the loss of our son. Thank you for the many cards sent with your thoughts and prayers and to the club for the donation to the American Cancer Society in memory of Greg. His wife, daughter, brother, as well as us, are doing well. We all have our moments and always will, but life goes on.

He soars with eagles. Light from heaven brightens his way. The pain is gone. No hurt can spoil the view. God gave him. Now he calls him home to wait until we meet again and we can say "Well done, my son".

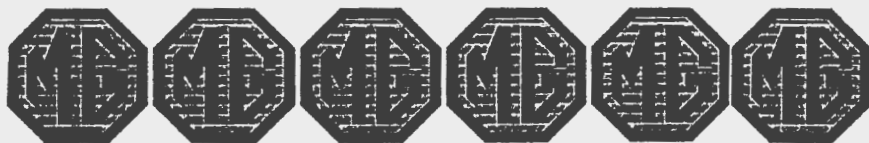
Sincerely,
 John & JoAnn Zeno & family



Casino Tour
 by John Zeno

We had 31 people that signed up for the trip. Some had to cancel the last minute but we had a total of 25 that went.

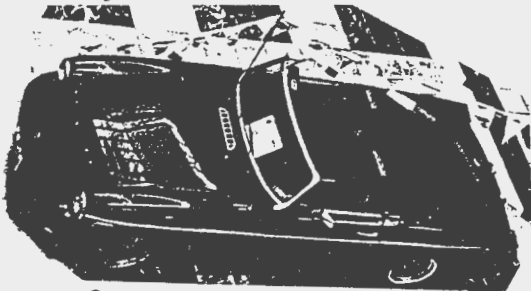
We left from the Dayton Mall at 10:00 and had free juice and soft drinks on the way down. We arrived at the Victoria Casino around 11:30 and had a free lunch. The amount of food that was available on the buffet was unbelievable and you could eat all you wanted.



We got on the boat at 1:00 and had two gaming session till 5:00. The boat did go out and cruised the Ohio river on the first session. Lucia Hooker was the big winner of \$2,500. The rest of us donated - some winning and some losing. We had a free beer or soft drink on the return trip arriving back to the mall around 6:30. Lucia and Joe invited everybody to Marion's for pizza as their treat. Thanks for the ending of a perfect day.

Everybody had a great time and we are thinking about doing it again in the fall. We thought we would try the Argosy for a change. Thanks to everybody that went for such a great time. It was a winner!

Featured Car by Dick Smith



So, what can we say. Here we are with our third MG, the first being a 1962 MGA 1600 MKII and the second a 1968 MGB. The '68 was sold when we got our first Mini and we did not return to a MG again until we bought the 1978 MGB we now drive. We still have the Mini and have added two others with it. We were looking for a car to drive with the top down and at first was looking at Miatas. Well, it did not take long to realize that we

wanted another MGB, figuring we could get as many as three of them for the price of one Miata. We began searching anxiously for the right MG. Our preference was an MGB. We look at quite a few before we stumbled onto the red one we bought. It belonged to a man in Washington Township and his son was getting his drivers license soon and he said "no way was his son going to drive the MGB."

The car was very clean, however had original British paint which is prone to oxidize in the sun. We cleaned and polished it and kept it looking pretty nice. We were helped with this when a Base contractor was painting a quarter a mile away from where I had the MGB parked and he managed to get silver paint all over the car and the tonneau cover. Thus he paid to get it rubbed out and cleaned up, it looked good for quite awhile. Carol and I took turns driving it back and forth to work. One fine summer day at WPAFB, the lawn mower people figured they would teach me a lesson, and mowed the grass with the chute pointed directly at the car. The guy on the lawn mower then really got on it and picked up some stones and lots of grass and pummeled the side of the car embedding both stones and grass in the paint. Well, let it be known that he did not make a sucker out of us, it was apparent that it was now time to get the car repainted and so filed a claim with the base and they felt awful about what they had done to our car, so

forked over 25% of the cost of a new paint job. Thus we had it repainted with the same color as original and it has turned out to be a show winner in many shows.

As for operational problems, the main ones were ones that the original owner had jury rigged or did not fix properly. Most of these I fixed in short order. One of those was the fan belt, the lower bracket had come loose and rather than finding out why the fan belt was coming loose, he decided to put gorilla force on the remaining adjustments. Well, this overloaded the pulley for the water pump causing it to fail on me on the way home from work one day. I had a previous warning, the pulley was flexing back and forth creating squealing noise, but I was unable to find the cause. Had I tugged on the pulley I would have found it right away, but alas, it failed on the way home from work. Fortunately it was only a mile from home and I walked home, ate supper then Carol brought me back and I drove it home before it was able to heat up and cause me more grief. The only other major problem was one day when Carol drove it down to Middletown to visit Debbie, our daughter. Carol had just gotten off I-75 and at the 2nd traffic light the motor died and she could not get it restarted. I came down to see what could be done and found gas everywhere, leaking inside the car and all over under the hood. So I called a tow and had it taken to MG Automotive, where Steve found the float h

broken loose in the Carburetor and this lead to everything flooding out, filling up the gas canister, which then overflowed getting gas everywhere, even in the oil pan. A backfire sometime during this process blew out the manifold gasket and the air filter, but no major damage to anything.

I feel that we were fortunate in that I had previously utilized an engine treatment and felt that it was that treatment that protected the vital engine parts while the cylinder walls, bearings and other parts were being washed down with gasoline. The engine shows no sign of wear from this event, with good oil pressure and clean running oil between changes. Perhaps the most expensive repair (other than the paint) was to get the clutch replaced. This along with stainless steel exhaust system should hopefully keep us from major work on the car for some time.

We bought the car with about 42k miles on it and it now has about 75k, so we have driven it quite a bit. Our recent trip to Portsmouth with the club was the first outing for this year with the car and it performed flawlessly.

Well, many of our members are addicted to the chrome bumper models, we are quite satisfied with our rubber bumper MG. I really like the added clearance as I can change the oil without jacking the car up or running it up some ramps.



Adopt-A-Highway Program

Since 1995, the club has participated in the Ohio Department of Transportation's Adopt-A-Highway program. We have adopted a two mile stretch of I-75 through Vandalia, beginning South of US 40 at the Southern end to just North of the Northwoods Blvd. exit ramps at the Northern end. This is the final year of our second two year commitment to this program. In return for our commitment, ODOT erects signs at each end of our adopted highway. This serves as an acknowledgment of the service we provide plus advertises our presence in the area to other MG owners who just may be looking for a club to join.

The first Adopt-A-Highway trash pick-up for this year is scheduled for Sunday, April 18. We will meet as usual at the McDonald's at I-75 and US 40 in Vandalia at 9:00. Come prepared for the weather as it can be quite unpredictable, even in mid-April (e.g. snow, sleet and rain squalls last year...remember?) The rain date will be Sunday, April 26. Future pick-ups are tentatively scheduled for July 11, August 29 and October 31. Mark your calendar not to block out these dates. Please dress appropriately for the task. Gloves, substantial shoes, long sleeves, trousers, hat and sunglasses are essential. Boots should be considered if there has been a recent rain.

Like any chore, many hands make short work. With at least twelve workers we can finish in about two hours. With fewer workers we either have to work longer or do a less than satisfactory job. Personally, I don't care much for working longer than two hours, however, I don't want to do an inadequate job either. As an added inducement, you can keep all of the

trash you want. Cash, discarded car parts, music CD's and tools have been collected at past outings. (A lot of other things have been collected as well, however not all are considered to be worthy of taking home).

Remember that the Vandalia Medical Center now has responsibility for the I-75/US 40 interchange. This part of the pick-up zone used to be a real back breaker because of the wide open spaces between the ramps and the highway. Since these areas are no longer our responsibility, finishing the work in two hours is a reasonable expectation.

Finally, the terms and conditions on our permit from ODOT need to be conveyed to all potential participants:

1. No parking of any vehicle shall be permitted on the roadway portion of state routes, freeways, expressways or throughways. "Roadway means the portion of a highway improved, designed or ordinarily used for vehicular traffic, except the berm or shoulders".
2. All vehicles shall be parked beyond the shoulder. Traffic control devices shall conform to plate C-11 in the Manual for Traffic Control for Construction and Maintenance Operations. All persons involved shall be dressed with a bright orange vest or garment that meets or exceeds ODOT standards. Permittee's operations shall in no way restrict or interfere with the safe and convenient use of the highway by the traveling public. (Signs and vests are provided by ODOT).
3. Any group containing personnel under 18 years of age must have adequate adult supervision. A

minimum ration of one adult for each four persons under 18 years of age is required. Persons under 12 years of age are prohibited. Written parental consent shall be required for each person under 18 and a copy of the consent shall be included with the permit request.

4. Work shall be restricted to one hour after sunrise to one hour before sunset. No work shall be performed under conditions of restricted visibility. (Fog, snow, rain, etc.)

5. Each group shall conduct at least two safety meetings per year. Participants must sign the release waiver and indemnification agreement and attend a safety meeting conducted by the Group before participating in a cleanup. [Note: ODOT has not required us to sign a release, however they have required us to provide proof of insurance. We conduct an informal training session to all rookies and generally discourage solo runs.]

6. Groups shall pick up one side of the road at a time. [Note: ODOT has not enforced this one. Since our adopted highway is a stretch of limited access, divided highway, our presence does not create an extraordinary distraction to the motoring public if we are working both sides simultaneously].

7. Groups shall be required to adopt for a two-year period.

8. Groups shall pick up litter a minimum of four times a year.

9. Groups shall be required to pick up litter when the appearance of the adopted section is objectionable.

10. Groups shall notify the Department 48 hours prior to schedule a pickup. Groups shall obtain required supplies and materials from the Department during regular department hours.

11. Traffic control signs supplied by the Department will be placed by the Group during trash pickup operations.

12. The Group shall place filled trash bags at the adopted site for pickup and disposal.

13. Unused materials and supplies furnished by the Department shall (1) be returned to the Department within two work days following cleanup or (2) with permission, be retained by Group during agreement period.

The basic idea here is that you will be working along a busy highway and need to give the environment its due respect. ODOT provides orange safety vests and trash bags. We supply the brawn and brains (mostly brawn). We try to have at least one member circulate through the pick-up zone once or twice during the pick-up to provide drinks, resupply and shuttle manpower.

That's all for now. Hope to see a good turnout on the 19th!

Second Annual British Car Week May 18-24, 1998

This idea for British Car Week came from an article titled Seldom Seen Cars written by Peter Egan in the March 1997 issue of Road & Track magazine. In this article, Mr. Egan wrote that he never sees old sports cars on the road anymore. As a result, we've decided to do what we can to help change this, for British cars anyway.

British Car Week will be celebrated during the third full week of May. The object of this week is for all British car owners to get their car (or cars) out of the garage, drive them, and help promote these treasured cars in whatever ways we can. Most of you drive your cars during the summer months and for some throughout the year rarely do we drive them on the roads in unison. This special week has been set aside for owners of all British marques, to help promote these cherished cars, and possibly attract the attention of another potential enthusiast, young or old, who might decide to get involved and help preserve our hobbies, businesses, clubs, and most of all, our cars, and help keep them on the roads.

Last year, the participation was very strong. Many clubs go together and planned outings, picnics, club meetings, or drives to a special location. Others used their cars for errands or drove them to and from work and found that it was so enjoyable, they kept right on doing so all summer long. Gary Anderson, Publisher of British Car Magazine, said this event didn't create any traffic jams that we know of, but it did attract some attention and got people talking about these cars which is exactly what was intended.

We have constructed a web page on the Internet devoted to British Car Week. Last year we invited drivers to share their driving experiences with us. The stories were posted for all to read and enjoy. We got some very interesting replies! This year we will do the same. Stop by and visit the web page at: <http://members.aol.com/Trmgafur/britishcarweek.html>

E-Mail Addresses for club members

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 Karl Sparklin
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 Ben Sparks
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 John Zeno
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S T R I C T L Y



RESTORATION & PARTS

RANDY BALOGH

226 Kirby Road

Lebanon, Ohio

45036

(513) 833-0850

MGBay@AOL.COM



Charlie Avery has a trailer to give away. It was built for a MG Midget but will hold other MG's. Give him a call at 429-0654.

Fred Shaneyfelt has many used parts to give away! Call him and see if he has what you need at 293-2230.

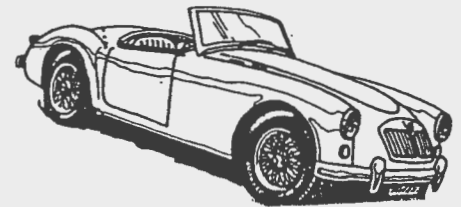
'72 MG Midget, red, good condition, all original equipment except paint, 37,000 miles. Asking \$3,000. Call Doug Hampshire, 264-6888 between 8:00 am and 3:00 pm.

Dana Homer is moving to Chicago and can't take all of his MG's with him. Give him a call and see which cars are still available: '62, '73 & '75 MG Midgets - '71 MGB roadster - '68 MGB GT His phone number is 434-9014. Weekends are best.

NEW PURCHASES FOR THE CLUB

The club voted to purchase three new radios at \$135 each. We should have them in time for the Portsmouth Tour.

We also voted to purchase an Engine Leveler to be used with our engine hoist!



We Saved the "A"!!
by Rick Feedback

It was a sunny Saturday, and a ten year wait came to an end. I have waited for the right time to purchase an MGA, one that I could afford, and one that was restorable. I have loved MGA's since I was a kid. My first ride in a sports car was in a MGA, but until I bought my MGB, I never gave much thought to buying a MGA.

The MGB is fun, and over the years I have fallen in love with it, but I really started wanting a MGA. About five years ago, I found out that one of my customers had an A in storage. Naturally, I flooded him with questions about it, he patiently answered them, and I learned he had a 1600 1950 "A" Roadster with front disc brakes, and steel wheels. It had been sitting in one spot for many years, in fact he told me that the rats had chewed the wiring up and vandals had broken in the garage and busted some things up on it.

Okay, is it worth looking at or is it trashed? He said sometime we would check it out. He came into the shop one day for me to service his Mercedes, (this was about three years ago), and he tells me his son wants to keep the MGA to restore it. Okay, I just pretty much figured I would have to keep looking for another restorable "A". Each time he came in, I would just casually mention the "A", and ask if his son had started the restoration? Is the "A" still in storage? etc... Then about a year ago, he said he thought his son was too busy to every give the "A" any attention. Oh really!!! Keep me posted... please!! Meanwhile I had my MGB to keep me busy...so then about three weeks ago he came into my shop. Once again I serviced his Benz, and I said I'm ready to buy your MGA. He said are you serious, (he doesn't know me), I said Oh yes I am very serious. We decided to get together that weekend to check it out. He said "Oh, by the way, a few years ago the garages roof started leaking above the MGA, and then a a section of it fell in on the car!! Okay, the adventure begins. We agree to meet at 9:00 Saturday to look at the "A". My patient and loving wife

Nancy came along to see what would occupy my spare time and our spare money for the next several years.

We met near Good Samaritan Hospital and he takes us to the storage area at one of his rental properties. We pull in the driveway and I'm acting like a little kid. I'm actually nervous with excitement to finally see this car. As we were walking to the garage he tells me it only has 60,000 miles on it, and he is only the second owner. I asked why he parked it, and he said he got tired of it not starting and just lost interest in it. (How could he lose interest in an MGA?). So he fishes the garage keys out of his pocket, I'm pacing by this point, he opens the door and there it is peering out from under an oid blue tarp.

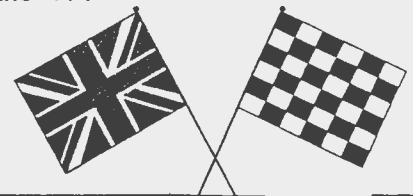
The "A"!! Its grille and headlights were all I could see, major roof debris covered the tarp, I looked up at the roof of the garage and could see the sky! At least no heavy pieced had landed on the "A". So we peel the tarp back and he explains that he took the seats out and put them in his attic at home so the rats wouldn't eat them... Okay, wow, this poor car obviously is not loved and hasn't been loved for a long time. It had four flat tires, a broken windscreen, broken mirrors, broken tachometer, broken steering wheel. All the other guages were not broken. We

started looking around the interior of the car, and something moved! Nancy was now on the other side of the yard. I wanted to see the whole car, so I persuaded the current occupant (a opossum) to leave. I opened the bonnet, to find a huge rat nest, but no rats! That's good you see!

He then asks me if I'm interested in the car. I finished checking it out, (it had held up well, for such bad conditions), I said yes, and he ask me to make an offer. I explained that it would have to be entirely disassembled and full restored. I counted off enough \$100 dollar bills to make him happy and called my friend Bill who has a tow truck.

We spent the rest of the day cleaning this poor forgotten car up. Nancy washed it, I shoveled out the interior, and then totally upset a vacuum cleaner. Now it is in a nice dry storage area at our house and restoration is scheduled to begin this fall. That's the part I'm going to enjoy.

This will be Nancy's MGA when it is done. She is already looking forward to driving it, of course. But for not, at least we did save the "A".



MG AUTOMOTIVE

*Specialty Service. Parts and Restoration for
MG, Triumph, Austin Healey and Related Autos*

Owners:
Steve Miller
Bob Mason



3733 C Wilmington Pike
Kettering, Ohio 45429
(513) 294-7623