

The Southwestern Ohio Centre of the MG Car Club meets on the 4th Wed. of every month at the K of C Hall, on Bainbridge St. Dayton, at 8:00pm. Next meeting will be: Wednesday Oct. 27, 1999

# THE OCTAGON NEWS

Volume XXXII No.1

October 1999

## FALL COVERED BRIDGE TOUR

## NEW OFFICERS

### From the President

Skip Peterson

First off, I'd like to thank Eddie Hill for an excellent year as president. Eddie, I'll miss you behind the gavel. Secondly, I'd like to thank everyone who voted for me. I enjoy the task, because I really enjoy the club. It is an honor and privilege to serve as your president. I also encourage everyone to share your thoughts on what you want the club to do for you this year. This group is membership driven, the majority rules, and I will do everything I can to ensure that we serve you, the member. That said, we have some neat stuff coming up. Ron Parks has put together a great tour, we gotta pray for great weather because we have a huge turnout and a fun weekend planned for Oct. 23. Change the oil, check the connections, charge the battery, pack extra parts and tools, we're going to Indiana. I'm making sure the convertible top is in good shape so Jennifer doesn't get too cold. I also replaced the heater control cable so I can actually turn on the heater in case it gets cool. I also want to thank everyone who volunteered for the Discovery Concours d'Elegance. Your work is an integral part of the



Southwestern Ohio Centre of the MG Car Club

#### Club Membership Information

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

#### MG Car Club Monthly Meeting

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

**Wednesday October 27, 1999**

### MG Car Club Officers

President.....Skip Peterson  
 phone.....293-2819  
 email.....MGBSkip@aol.com  
 Vice-president.....Phil Johnson  
 phone.....866-1050  
 Secretary.....Tony Pareasseau  
 phone.....849-0132  
 email.....BrooklynTony@Juno.com  
 Treasurer.....Matt Schneider  
 phone.....427-0074  
 email.....mgschne@ibm.net  
 Member at Large.....Ron Parks  
 phone.....322-0717  
 email.....MGDRIVER@prodigy.net  
 President Emeritus.....Eddie Hill  
 phone.....461-6688  
 email.....EHILLMGB@AOL.COM  
 Activities Chair.....Tim Orlicko  
 phone.....434-5928  
 Membership Chair.....Linda Wolfe  
 phone.....429-0847  
 email.....bcvl\_hwolfe@k12server.mveca.org  
 Octagon News Editor.....Ron Parks  
 phone.....322-0717  
 email.....MGDRIVER@prodigy.net  
 Librarian.....John Wolfe  
 phone.....429-0847  
 Historian & DIXMYTH.....Dick Smith  
 phone.....434-1750  
 email.....rsmithomo@aol.com  
 MG News Hotline.....434-1287  
 British Car BBS.....434-1655  
 WebPage.....  
 .....http://www.car-list.com/carclub/mgbskip.html

### Inside This Issue

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- Skip Peterson's Block of rooms?  
 - Holiday Inn Independence  
 - (216) 524-8050 Tracy

Upcoming Events	
<u>October</u>	
19	<b>BCD Meeting</b> at Marions Pizza Town & Country 7:30pm
23-24	<b>Fall Tour</b> of Covered Bridges with Ron & Linda Parks
27	<b>MGCC Meeting</b> at K of C Hall
<u>November</u>	
5	<b>Fish Fry</b> at K of C Hall 6:30pm
<del>27</del> 17	<b>MGCC Meeting</b> at K of C Hall
<u>December</u>	
TBA	<b>Christmas Party</b> @ Wolf's 7:30
<u>January 2000</u>	
26	<b>MGCC Meeting</b> at K of C Hall
28	<b>Fish Fry</b> at K of C Hall 6:30pm
<u>February 2000</u>	
19	Valentine's Party at Gribler's
23	<b>MGCC Meeting</b> at K of C Hall
<u>March 2000</u>	
22	<b>MGCC Meeting</b> at K of C Hall
<u>April 2000</u>	
1	<b>Fish Fry</b> at K of C Hall 6:30pm
<del>22</del> 29	Tune-up Clinic at Matt Schneider's
26	<b>MGCC Meeting</b> at K of C Hall
<u>May 2000</u>	
24	<b>MGCC Meeting</b> at K of C Hall
<u>June 2000</u>	
15-18	<b>Cleveland Rocks, MG Roll</b> 9 <sup>TH</sup> Annual NAMGB Register International Convention
28	<b>MGCC Meeting</b> at K of C Hall
TBA	<b>Summer picnic</b> at Dick Goodman's
19-22	JULY MGA REG Morgantown PA V.

AVOS BCD 2000

TFS

success of the event, and is very much appreciated by myself, and the entire concours committee. We look forward to the fourth event next September. The monthly meetings seem to be drawing a good crowd, and I assume the membership is happy with the new meeting location. Remember the dates of the upcoming KofC Fish Fry's. We'll have some fun and deal some serious showdown. We'll also eat some great fish. Nov. 5 is the first fish fry. The club has agreed to purchase Bob Mason's used 10x20 canopy for about half of what we approved for a new one. We also

don't have to buy the conduit so we are getting a great deal. Thanks Bob. We are also going to get window decals produced, another item which I think raises the visibility of the club. It appears that BCD was a financial success for both clubs, and I'm interested in donating a portion of the proceeds to the Museum of British Transportation. This endeavor can become a huge asset for our community, and we need to be at the forefront of the growth of this dream. We'll talk about that further at the next meeting. I do have one thought for the coming year. I'd like

to talk about a "tech session" for each meeting. I think we have way too much knowledge that isn't shared among our membership on a regular basis. I know we talk shop during the beer break, but I'm curious if the membership would like 15 minutes or so per meeting set aside for a question and answer session so we can all learn more about our cars, and possibly save ourselves a few skinned knuckles along the way. We'll talk about this at the October meeting, which will be on October 27th.

See you there.  
 Skip Peterson

## Fall Tour

By Ron Parks

The Motel Forest in Rockville Indiana, (765) 569-5250, is now completely booked, but the backup motel, the Sunshine Motel has rooms available even though they are no longer holding them for us. All rooms at the Sunshine Motel are \$65 per night. If you decide to go on the tour, call, make your own reservation, and provide for payment or guarantee with a credit card. The phone number for the Sunshine Motel is: (765) 569-3994.

The plan: We will meet in the parking lot in front of J.C. Penny at the Dayton Mall by 8:15am on Saturday October 23, 1999. **Be on time!** We will depart promptly at 8:30am taking Route 725 West to Indiana where we hit Indiana Route 44 skirting South of Indianapolis. In Franklin Indiana, we hit route 144, which turns into County road 144 and after a bit of jogging, we end up on route 39, which takes us into

Danville. There we'll have lunch at the Mayberry Café where Joe Hooker & I had lunch. The food was great and they have their upstairs dining room reserved for us. The menu items range from \$7 to \$9.

After lunch we will proceed to Rockville and check into our motels. The afternoon is free for you to do as you please. You may choose to tour Billy Creek Village, a replica of an early settlement complete with three covered bridges and Artisans demonstrating early crafts until 4pm local time. Admission is \$3, free after 4pm. Or you may choose to just relax around the beer trailer in the afternoon, take a nap or whatever.


We have dinner reservations at the Long Horn Bar & Restaurant in Coxville 7pm our time. It might be easiest if we all remain on Dayton time while we're there to avoid confusion about meeting times? They are reserving tables for us where we will order individually from the menu.

Sunday morning we'll get up early to tour the covered bridges on the Red tour, named for the color in which it is marked on the map that each of us will have. The plan is to depart the McDonalds restaurant that is just

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down the street between the two motels at 9am Dayton time. That means that if you want breakfast or at least coffee prior to our tour, you'll need to get to McDonalds or the Burger King that is nearby around 8am. After touring six of the covered bridges on the Red tour and the Narrows Bridge, time permitting, we will proceed to Turkey Run State Park where we have a reservation at the lodge dining room for the Sunday lunch buffet. The cost of the buffet is \$9.95 plus, drinks, 5% sales tax and gratuity. I'm told the \$5 per car fee for entry to the park will be waived for our group.

We'll probably be ready to head home after the lunch buffet around 1:30pm - 2:00pm Dayton time. The

plan is to take SR36 East from Rockville. SR36 merges into U.S. Route 40 inside the belt-way. We plan to get onto I-70 at Centerville Indiana for the short stretch to Richmond, then back on Route 40 to the Dayton area and home. Of course you're free to return home on your own by whatever route you'd like and you may choose to do some more covered bridge touring on your own after our brunch. It's up to you.

Hope you can make it. We're going to have a good time on this tour!

## Member Featured Car of the Month "About my Baby B"

By Rick Feedback

I first fell in love with British Cars at a very young age, when my Fathers friend came to his T.V. shop and wanted him to look at the new convertible he had purchased...it was an MGA... I was ruined !





Fast forward to 1988... I had always wanted a MG, after looking at few nice ones, I realized that I needed to purchase one in need of repair. I found a 'B' sitting in a cornfield, In Springfield, OH. it looked pretty rough, but most of it was there. a small discussion later, and a few 100 dollar bills, and I had my 'B'... I went to U-Haul, and rented a car dolly, hooked it up to my blazer and headed back to the cornfield to get my toy! When I got there the farmer was gone. So, I had to try to get this non-running car on to this car dolly, by myself...BIG FUN !!!! But after about an hour of trying, I finally did get her on the dolly and was quite happy to pull my 'B' out of the cornfield. Ahhh, another brit has been saved!

I got her home and messed around with her for a couple of days. Removed several mice and bee nests, then I got her running; I was ecstatic!!! So down with the top and lets go cruising...well I made it 4 miles, and Lucas set in...hummm lost power to the coil. So after a few minutes, I decided to borrow some power from the closest possible source and the cruise was on again. After a few weeks of cruising, I wanted her to look and perform better. The poor thing was wrecked, the top was shot, had rusty rockers, a sad interior and almost pitiful brakes. So she came in the garage. My first idea was to just fix a few things and keep on driving her. Yeah right! The more I took apart, the worse it got. Then it got pretty major, and about

3/4 of the way through the revamp, the 'B' decided she wanted to be right hand drive!...okay,... The right hand drive conversion went pretty smooth though. I went to Wilkies and bought a copy of Classic and Sportscar, (a magazine from England). I looked in the back and found a dismantling yard in Rugby England. I called, and a guy named Malcom answered. I asked if he had the parts for the conversion, he said 'no problem mate'. about two weeks later I got my parts and started the conversion. I have since fixed about everything on the car at least once! I decided when I bought her that I wanted to do all of the work myself, and I mean everything, the entire project!!! I even attempted to paint her, but now I realize that painting is

an art that I haven't yet acquired. I have done mild engine upgrades, nothing too radical. I added the rollbar (thanks Steve Miller!), 5 point racing seatbelts, a wooden steering wheel and a Pacesetter header with a Borla muffler, plus a short throw gear shift.

I intend to autocross her someday, but it will probably be a while before I have the whole car race prepped. I also just enjoy cruising her around. I like the looks people give me when they see I'm driving on the right side! I call her the Miata Eater, but I guess her name is Baby 'B'! I really love my 'B', and I'll always keep her because she was my first British Car. Happy miles, and I hope to see you at the meeting.

## British Cars in Holland

By Tom Davis

I am right on my normal schedule, Karina and I made a trip to her home in Holland last November and I am already writing an article about it! I always love to visit there because there are so many wonderful sights plus the food is great. We arrived in Amsterdam about 7 AM and took a train to Ede where her parents live. It's about 120 KM and the trains run pretty regular so we made it to Ede within a couple of hours after clearing customs. By 3 o'clock, after a short nap, I was at the marketplace at the town center munching on french fries out of a paper cone with a big dollop of mayonnaise on the top. The rest of the visit was pretty much more of the same, fresh North Sea fish, various pastries, and excellent coffee in quaint coffee



Photos by Rick Feedback

shops. I can describe each day of our trip by what I was eating.

But on to the reason for writing this for the newsletter, there are loads of British cars on the road and MG's are probably the most popular. It is not unusual at all to see these fine cars actually being driven. Most of the British cars I have seen during my stays there were well maintained but run in. Instead of calling them "classic cars", you're more likely to hear them referred to as "old-timers". Sounds like something that still works well, likes activity, but still needs attention. One of Karina's old friends from the lawyers office, the office manager, still drives an old Triumph Herald. The lawyers also drive British cars and when Karina still worked there (just a couple of years ago) she could always choose from an MG, Mini, Triumph or Wolseley in the parking lot.

I'm sure there are also cars that just see car shows and such, but even then one gets the impression that utility is more important. I have never been to a show there but what

really caught my interest is that one of the biggest ones, in Lisse, is held each year the weekend before Christmas. Considering that most Americans east of the Mississippi take the insurance off and store it for the winter, I am very impressed. Also, in typical Holland weather, you couldn't be extremely picky about getting the car wet or even worse. Getting the car there and prepping it for a show has got to be an experience!

I went to the book store one day to pick up a British car magazine (not British Car). There are several to choose from, mostly what you would expect to find in an English newsstand. There are also at least a dozen different Formula 1 magazines. I was there early and noticed the proprietor arriving in an XK120. He drives it year round and has done so for several years.

Later, looking through the magazines I noticed quite a few advertisements for British car parts. A couple were nearby so I asked Karina's father to drive me to one called "Anglo Parts"

in Veenendal. "Imparts" was another one, located in Arnhem and advertising British Cars and Spares but that town is pretty big and traffic is horrendous. So we set off for Veenendal one rainy morning. Driving in Holland is quite an experience as the streets are about half the size we are used to in America and roundabouts at intersections are normal to keep traffic moving. Just have to remember who has the right-of-way. On the way there, as we were entering a traffic circle through heavy traffic, he pointed out that he had the right-of-way. On the return trip, as we were exiting the same circle he mentioned that now he had the right-of-way as well. Hmmm.

The shop was great, lots of parts displayed and two young Dutch guys with a passion for cars and eager to try their English, especially about a topic dear to them. We stayed about an hour, they wanted to know all about my car and of course what it would be worth on that side of the Atlantic. I am sure there were a few (just a few) exaggerations but the consensus was that most British cars would fetch more money there. I would have to do more research, but I think there is some potential to make money by importing cars back to Europe. Anyhow, I pored over all the catalogs trying to decide what to buy. I wanted something for my B that I bought in Holland. Lucas headlights were my first choice but I didn't want to risk breaking them in a suitcase. I finally decided on the normal badge that fits in the grille (Can't believe I almost lost it on the trip to Mid-Ohio). It was only 21 Guilders, which I thought was pretty reasonable.

Racing is extremely popular in all of Europe and certainly no less in Holland. I used to go to Zandvoort

for the Dutch Grand Prix when I could make it. Over the last decade Spridget racing has really heated up. Currently there is a racing series called International Spridget Competitions. The field they draw is at least as big or bigger than SCCA events and the racing is hard. Not limited to Holland, the series also has major events in France, Belgium and Luxembourg.

I am looking forward to the next trip and maybe visiting a couple more shops or garages. I would dearly love to go for Christmas and take in a winter car show, but not this year. Maybe in a couple of years after the last one is out of college, after retirement, after this, and after that.

## Concours d'Elegance Winners

By Skip Peterson

**3**rd annual Boonshoft Museum of Discovery Concours d'Elegance Winners A. Chrysler '24-'42 1. Carmel & Janet Murray, 31 DeSoto AE. Fred Rieger, 37 Chrysler Airflow AE. Joyce & Bill Mathieson, 39 Dodge Business Coupe B. Chrysler '46-'64 1. Johnnie Slayton, 55 Chrysler Windsor Nassau AE. Hubert Roark, 61 Plymouth Fury AE. Evan & Barbara Gillette, 64 Plymouth Valiant C. Chrysler Muscle Cars '64-'74 1. Gary Miller, 70 AAR Cuda AE. John Engle, 67 Sunbeam Tiger AE. Deb Dunaway, 68 Plymouth Baracuda D. Chrysler 300 series 1. Glenn Klingensmith, 66 Chrysler 300 4dr. AE. Jim Eckert, 64 Chrysler 300 K convertible AE. Tim Oricko, 62 Chrysler 300 4dr. E.

Mercedes-Benz to '75 1. Ted Bernstein, 57 Mercedes-Benz 170 AE. Claus Jullman, 69 Mercedes-Benz 280 SL F. Premier Class( '98 concours class winners) 1. Eliot Deutsch, 56 Thunderbird AE. David Frankovich, 66 Pontiac GTO AE. Carl Iseman, 58 Porsche 356A AE. David Morris, 67 Corvette G. Antique & Vintage to '24 1. Steven Swedlund, 20 Ford Model T AE. Glenn Hamilton, 04 Cadillac Model B AE. Bob Schmitt, 20 Ford Model T touring H. American Classics, '25-'35 1. Esther Price Candies, 35 Pierce-Arrow AE. Esther Price Candies, 34 Cadillac 4 dr convertible sedan AE. Esther Price Candies, 31 Cord L-29 I. American Classics, '36-'47 1. Bill Prater, 46 Lincoln Continental AE. Augustine Aufderheide, 40 Mercury convertible AE. Don Williams, 41 Packard J. American Classics, '48-'64 1. Cliff Finke, 51 Mercury Coupe AE. Bob McConnell, 54 Packard Caribbean AE. Jerry Leigh, 55 Chevrolet Nomad AE. Bill Mercurio, 53 Corvette AE. Bill Mercurio, 63 Corvette K. Foreign Classics, pre-'56 1. Arnold Heitkamp, 35 Rolls-Royce James Young L. Foreign Classics, '56-'74 1. Dean Trindle, 59 Rolls-Royce Silver Cloud I AE. Wes Spryshak, 59 Ghia 450 SS M. Foreign Sports Cars pre-'56 1. Phil Johnson, 51 MGTD AE. Charlie Schroeder, 54 Jaguar XK120 N. Foreign Sports Cars, '56-'74 1. Rick Grant, 67 Ferrari GTB/4 AE. Walter Squires, 71 Morgan 8 AE. Marilyn Wegweiser, 73 BMW CSi AE. John Benkovic, 64 Austin-Healey 3000 AE. John Marshall, 67 Ferrari 275 GTB AE. Arthur Wegwesier, 72 BMW CSi O. Race Cars 1. Ted Bernstein, 53 Allard K3 AE. Rick Grant, 54 Jaguar XK120 AE. Bob McConnell, 23 Mercedes Indianapolis racer Best of Show Ted Bernstein, 53 Allard K3 Judges Choice Bob McConnell, 23 Mercedes

Indianapolis racer People's Choice  
Glenn Hamilton, 04 Cadillac Model  
B

## Minutes of September Meeting

By Skip Peterson

Meeting called to order at 8:10 pm. Ed Hill, president and Skip Peterson, VP were the only officers present. Peterson took the minutes. Minutes from previous meeting were approved as published in the Octagon News. No treasurer's report, however, recent documents indicate a balance of over \$1400. Membership report indicated a new member present, Greg Hamlin, who owns a 72 MGB. Other members paid their current dues which are now due. Brief report and thanks to those who volunteered for the Discovery Concours d'Elegance. Ron Parks reported on the progress for the fall tour, with 15 cars now signed up for the two day cruise to Indiana. Ron Parks also noted that he will begin working a redesign for the newsletter cover, but will purchase a three month supply of the old cover while redesign work takes place. In old business, the club voted to accept the offer of club member Bob Mason to sell us his slightly used 10x20 foot canopy to the club for \$75. That saved more than half of the money approved for purchase of a new one. Ed Hill will host the annual Christmas Party, date and location to be announced. A motion was made to purchase window stickers from Rallye Productions, for \$1.44 each. They will be three color stickers, no

larger than 3x3 inches, and an additional motion was made and passed to give each member in good standing a window sticker when they are delivered. Skip Peterson will handle the purchase of the stickers. A discussion regarding British Car Day was held, and a tentative meeting date of October 19th at Marions Pizza in Town and Country was set. Beer break was called and the meeting was called back to order at 8:50 PM. Important Dates that were noted for upcoming events: Knights of Columbus Fish Frys- November 5, January 28 and April 1 Club Party at Gribblers, Feb. 19, 2000 Tune-up Clinic at Matt Schneider's April 22, 2000 Summer picnic at Dick Goodmans, date TBA

A call for nominations for election of officers. Skip Peterson and Phil Johnson were nominated for President- Skip Peterson was elected Phil Johnson and Ron Parks were nominated for Vice president. Phil Johnson was elected Tony Paraseau was elected secretary unopposed Matt Schneider was elected treasurer unopposed Ron Parks was elected member at large unopposed. Meeting adjourned at 9:30 pm.

## From the Editor

Ron Parks

Next month, I'll begin work on redesigning the front cover for the Octagon News. We now have a quantity of covers with the correct monthly meeting time and a place for the E-mail address of prospective members. This gives us a little breathing room.

Ed Hill is no longer able to produce the camera ready art work for us, due to equipment upgrades. Therefore, our printer, Westendorf Printing, will give us a cost estimate for the redesign and printing our new covers with our club logo in three colors. I plan to have the estimates and samples at the January meeting.

Remember any and all contributions to the newsletter are always welcome. You can mail them to me at 4101 Grossepoint Street, Springfield, OH 45502. Or if you prefer the information super highway, my E-Mail address is: MGDRIVER@prodigy.net. Either 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 \*

Submitted by Phil Johnson

I've got a neighbor "down the street" who has a pretty nice 1977 "rubber bumper" B for sale (in his yard). I offered to advertise it in the Club's newsletter and he would appreciate that service. Specifics: Car is bright red with black interior. Rubber bumpers are painted red to match the rest of the car. It has a total of 116,000 miles on it but only 10,000 since a rebuild of the engine. Has a Webber carb, a "mild" cam and headers. Previous owner installed a roll bar ("for safety reasons") and current owner indicates "the car has never been raced." The car is originally a "California car" and has no apparent rust. It needs a new soft top but has a nice fiberglass hardtop (black) which is textured to resemble a cloth top. It has after market mag

wheels (Mangel) and a brand new catalytic converter (was required to pass a recent E-Check) Asking price (firm?) is \$5,500. Contact Pete Belue in Miamisburg @ 937-866-1565

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## E-Mail Addr

Charlie Avery

[charliea2@juno.com](mailto:charliea2@juno.com)

Randy Balogh

[MGBay@aol.com](mailto:MGBay@aol.com)

Ian Cunningham

[ian.cunningham@hopewell.net](mailto:ian.cunningham@hopewell.net)

Tom Davis

[tkdavis@glasscity.net](mailto:tkdavis@glasscity.net)

Rick Feedback

[BRITSPEED3@aol.com](mailto:BRITSPEED3@aol.com)

Dave Gribler

[djgribler@aestaley.com](mailto:djgribler@aestaley.com)

Paul & Naomi Gulley

[gulleypaul@aol.com](mailto:gulleypaul@aol.com)

Bill Hammond

[hazelbill@erinet.com](mailto:hazelbill@erinet.com)

Ed Hill

[EHILLMGB@AOL.COM](mailto:EHILLMGB@AOL.COM)

Jon Hobbs

[HOBBSLAKE@aol.com](mailto:HOBBSLAKE@aol.com)

Sam Hodges

[hodgessb@flyernet.udayton.edu](mailto:hodgessb@flyernet.udayton.edu)

Joe & Lucia Hooker

[TWOCOLORADOKids@aol.com](mailto:TWOCOLORADOKids@aol.com)

Barbara Hurt

[bhurt@engr.udayton.edu](mailto:bhurt@engr.udayton.edu)

Terry Looft

[looft@EriNet.com](mailto:looft@EriNet.com)

John Lucente

[Pbj194@aol.com](mailto:Pbj194@aol.com)

Mike Maloney

[octagons@gte.net](mailto:octagons@gte.net)

Charley McCamey

[CDMMGB@aol.com](mailto:CDMMGB@aol.com)

Dave McCann

[DMCCANN@bdm.com](mailto:DMCCANN@bdm.com)

Bob Mullins or Jenet

[6mullins@erinet.com](mailto:6mullins@erinet.com)

Tony Pareaseau

[BrooklynTony@Juno.com](mailto:BrooklynTony@Juno.com)

Ron Parks

[MGDRIVER@prodigy.net](mailto:MGDRIVER@prodigy.net)

Skip Peterson

[MGBSkip@aol.com](mailto:MGBSkip@aol.com)

Matt Schneider

[mgschne@ibm.net](mailto:mgschne@ibm.net)

Fred & Betty Shanevfelt

[BFSHANEY@ERINET.COM](mailto:BFSHANEY@ERINET.COM)

Dick Smith

[rsmithomo@aol.com](mailto:rsmithomo@aol.com)

Ellen Sparklin

[star3705@aol.org](mailto:star3705@aol.org)

Karl Sparklin

[sparklik@dma.org](mailto:sparklik@dma.org)

Ben Sparks

[bhsparks@concentric.net](mailto:bhsparks@concentric.net)

Paul & Paula Wehner

[wehnerenterprise@juno.com](mailto:wehnerenterprise@juno.com)

Linda Wolfe (during school year)

[bcvl\\_lwolfe@k12server.mveca.ohio.org](mailto:bcvl_lwolfe@k12server.mveca.ohio.org)

John Zeno

[MGFAST@aol.com](mailto:MGFAST@aol.com)