

# THE OCTAGON NEWS

Volume XXXII No.2

November 1999

## MG AUTOMOTIVE

### New Directions, Old Successful Ways

By Ron Parks

Strictly British and MG Automotive are both making positive changes in their businesses. C & D Enterprises is staying the course.

MG Automotive is stocking more parts and expanding into other foreign car parts, besides British. Steve Miller has hired Mike Barton to run the parts department and the way Mike puts it, "From your Toy to your Toyota, we have the parts." With five years experience in the Import Car Parts business, Mike Barton has sources for German, Japanese and British car parts. The phone number for calling or FAXing an order is (937) 296-4461. An authorized Moss distributor, MG Automotive will rebate into the Club treasury, 3% of all parts purchases made by MG Car Club members. See Ad in this Newsletter for Grand Opening Specials good through December 31st.

MG automotive will continue to service British cars only, even though they are stocking parts for a wide variety of foreign cars. The phone number for service: (937) 294-7623.

## C & D ENTERPRISES



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 will meet on the third Wednesday of this month at the K of C Hall, downtown Dayton, on bainbridge Street, at 8:00pm. The next meeting will be:

**Wednesday November 17, 1999**

## STRICTLY BRITISH

### MG Car Club Officers

President.....	Skip Peterson
phone.....	293-2819
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MG News Hotline.....	434-1287
British Car BBS.....	434-1655
WebPage.....	
.....	<a href="http://www.car-list.com/carclub/mgbskip.html">http://www.car-list.com/carclub/mgbskip.html</a>

### Inside This Issue

2 Member Featured Car of the Month

4 NAMGAR/Thank You Letter

5 Fall Covered Bridge Tour '99'

7-9 Minutes/Editor/Classified/E-Mail

10 Map to Christmas Party

- I mentory  
 - Discounts  
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**Upcoming Events**

November

- 5 **Fish Fry** at K of C Hall 6:30pm
- 17 **MGCC Meeting** at K of C Hall

December

- 11 **Christmas Party** By Ed Hill at John & Linda Wolfe's house

January 2000

- 26 **MGCC Meeting** at K of C Hall
- 28 **Fish Fry** at K of C Hall 6:30pm

February 2000

- 19 Valentine's Party at Gribler's
- 23 **MGCC Meeting** at K of C Hall

March 2000

- 22 **MGCC Meeting** at K of C Hall

April 2000

- 1 **Fish Fry** at K of C Hall 6:30pm
- 26 **MGCC Meeting** at K of C Hall
- 29 Tune-up Clinic at Matt Schneider's

May 2000

- 24 **MGCC Meeting** at K of C Hall

June 2000

- 15-18 **Cleveland Rocks, MG5Roll**  
 9<sup>TH</sup> Annual NAMGB Register International Convention

- 28 **MGCC Meeting** at K of C Hall

July 2000

- 17 19-22 **MGA Register** at Morgantown W. Virginia

- 26 **MGCC Meeting** at K of C Hall

August 2000

- 5 **BCD2000** at Eastwood Park
- 23 **MGCC Meeting** at K of C Hall
- TBA **Summer picnic** at Dick Goodman's

**New Directions (Cont'd)**

The high quality service you've enjoyed in the past from MG Automotive will still be there and with Steve Miller having a spare pair of hands in Mike Barton, maybe your car will even get serviced a little quicker?

Strictly British on the other hand is reducing it's parts inventory to provide more capacity for servicing vehicles. Randy Balogh of Strictly

British had an auction to rid his shop of excess parts inventory. This does not mean that Strictly British will not sell parts or get needed parts for repairs. Randy still has access to the same sources for new and NOS parts as before. The steadfast reliable service will be there, at Strictly British as in the past. The difference is that when you bring your car to Strictly British for service, it will be kept inside where there is plenty of room for working. Randy says he

will do perhaps one restoration project per year along with normal servicing of British Sports Cars. The new phone number for Strictly British is (513) 934-1296. Shop hours are 9:00am to 6:00pm weekdays and 9:00am to Noon on Saturday, closed on Sunday.

**C & D Enterprises**, run by Dick Smith, is an authorized British Victoria distributor. C & D continues to provide British car parts at very reasonable prices and without shipping charges, provided you're not in a rush. The shipping is saved by combining orders. The hours of operation are practically unlimited, although Dick probably wouldn't appreciate a calls in the middle of the night, unless it's an emergency. C & D Enterprises (937) 434-1750 also carries a large inventory in house. Your part just might not even have to be ordered.

The bottom line is that we have two great places locally, to take our MGs for service and both of them are making improvements to serve us better. Additionally, we have a third source for reasonably priced parts, locally.

## Member Featured Car of the Month

"My 1951 MG TD"

By Phil Johnson

**M**y interest in MGs goes back to the mid-50's when I was a student at Ohio State University. At that time I was driving an old 1946 Pontiac "torpedo" 4-door sedan

and living a bare bones existence while pursuing a degree in Electrical Engineering. In those days, the "Oval" in the center of the campus was open to through traffic and I and others often were lucky enough to find a parking spot directly in front of the building(s) in which we had classes. As I looked over the cars parked in that area of the campus, it struck me that all of the "rich kids" must drive MG TDs (and the "really really rich kids" must drive 120 Jags). The Jags were nice but I always "coveted" the MGs due to their compact size and "racy" styling. In retrospect I now believe that most of these cars really belonged to the many veterans who were attending college at the time thanks to the GI Bill.

Fast forward some 40 odd years during which time I was too busy making a living and raising kids to think much about my long-lost love for MGs. What I needed during those year were family sedans and station wagons. I did, however, splurge in 1979 when I purchased my first sports car(?) - a 1975 Mercedes 450SL with both a soft top and a removable hard top. I drove that car (sparingly) over the next 8 years and ultimately sold it for \$2,000 more than I had paid for it. It's the only car I ever made money on!

By late 1997 I had retired and had some time (and a bit of money) to think once more about that sporty little car of my college days back at OSU. My serious search for an MG

TD really took off in 1998 when I started attending many of the British car shows and scanning the latest issues of Hemmings in search of a good, driveable "TD." Later that year I decided that it might be helpful to tie into the MG "network" in my attempt to find "the perfect car" for

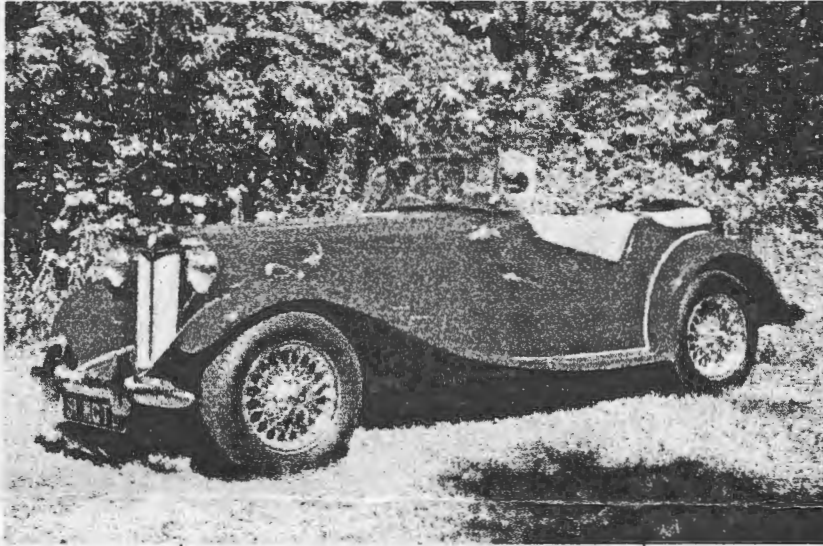


Photo by Phil Hohnson

me. - so I joined the MG Car Club of Southwest Ohio Centre (While attending BCD 98 at Eastwood Lake Park). I quickly learned of Ernie Streifhau of nearby Germantown and Larry McCartt of Monroe - both owners of "T Cars." Both of these "gentlemen" were of immense help to me in my search for "My TD." I was somewhat surprised (pleasantly so) to learn that there are actually quite a few "TDs" in the southwestern part of our state and that a number of those are up for sale - even if not publicly listed! Over the next 2-3 months, I looked at and drove 4 or 5 TDs and called about several others. In my usual methodical way (engineers think that way) I set up a matrix chart which listed all of the Good and Bad points about each car along with other remarks that seemed pertinent at the

time. I still hadn't made a firm offer on any of these cars when I got a call from Ernie about a car in northern Kentucky. It sounded interesting and like something I really ought to pursue.

It was Larry who first saw the ad in the Cincinnati Enquirer that read: "For sale: 1951 MG TD, complete frame-off restoration, over \$25,000 invested - will sell for much less. Call .....". Larry passed this information on to Ernie who, in turn, called me. Since Larry had already thrown out his copy of the newspaper (can you really imagine that Larry would throw anything away?) I rushed down to the

Dayton Public Library in search of the "magic" words and telephone number. And there it was! just like Larry said! My major concern, however, was "just how much less than \$25,000 would this guy take for the car?" This was a serious concern since I had long ago set my "upper limit" well below that number. I called the owner (in Florence, Kentucky) and was relieved to learn that he had not yet sold the car and that he was "willing to work with me on the price." The next day Larry agreed to go down with me to "look the car over." For me, it was "love at first sight." A "fire engine red" paint job that "knocked your socks off" and what appeared to be a very good amateur restoration job with lots of new and rebuilt parts and a professionally done "modern" paint job (Chrysler Viper Red with clear

coat). The owner (who shall go nameless) had purchased the TD two years earlier as a "retirement project." He had previously built up 3 or 4 "street rods" and his original intent with this TD was to drop a V8 into it and make it into a "rod" as well. Fortunately, cooler (and wiser) heads prevailed and he did a 180 degree turn and set out to do an authentic restoration of the car. He purchased every available restoration and general interest manual that he could find and (in my opinion) did a very credible job in his restoration efforts. A fresh engine overhaul (bored out by just 0.030 inch) and sparkling "coffin" style valve and tappet covers made for an impressive under the bonnet appearance. The test drive indicated a solid ride and handling and the oil pressure held steady at about 60 psi.

Larry was quick to point out the "good" and the "bad" aspects of the car - but I had already decided that "my search was over" - providing we could agree on a price that didn't stretch my budget too far. Within minutes we (the owner and I) had agreed on a price! The deal was made much more attractive to me since the owner confided that he was "not interested in restoring any more MGs" and readily agreed to "throw in" all of the restoration manuals, books, spare parts, paint, etc., etc. Included were 5 extra wire wheels, a new full toneau cover, chrome luggage rack and several boxes of new and used parts and gobs of hardware. Larry's conclusion was that I had picked up at least a "thousand dollars worth of Stuff." On the minus side was the fact that the owner had never gotten around to putting the top ("hood") back on the car plus there were a number of other details that had to be corrected or added. (I completed those aspects of

the job after putting it up on blocks for its first winter in Miamisburg). One has to wonder why anyone would spend two years of his life doing this restoration job and then sell the car for less than he had in it. The answer, apparently, is that he was basically a "hot rodder" and the TD didn't really fit that lifestyle.

Although I bought the TD with the intent of driving it (not as a "trailer queen"), I did quickly decide to enter it in a number of local car shows. My first year successes include: Best of Class at Miamisburg Spring Fling '99' Car Show; New Lebanon's Rotary Stagecoach Days 1999 Car Show; 1999 British Car Days Show; 1999 Kettering Holiday at Home Car Show, and 1999 Dayton Concours de Elegance. Ladies Choice at the New Lebanon Rotary Stagecoach Days 1999 Car Show (my wife reminds me that the award was for the car - not for me!). Royal Air Force Award at the 1999 BCD Show. Best of Show at the 1999 BCD Show.

Not a bad start for a "rookie's" first year! I've now put over 2,000 miles on the car with no real problems to speak of (replaced a brake light switch and corrected a battery grounding problem). Nancy and I have enjoyed touring as part of the MG Club and at events sponsored by

## MG AUTOMOTIVE

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

Owners:  
Steve Miller  
Bob Mason



3733 C Wilmington Pike  
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(513) 294-7623

the MG T Register. We look forward to warm and sunny driving days in the new millennium.

## NAMGAR 2000 Location Changed

By Linda Wolfe

The location of the NAMGAR 2000 convention has changed to Morgantown West Virginia at the Lakeview Scanticon Resort and Conference Center. The event will be held July 19 - 22. Don't forget to cancel any reservations you may have made at the original location in Pennsylvania.

## Thank You Received

By Linda Wolfe

The MG Car Club received a very nice Thank You letter from St. Paul United Methodist Church for the food we donated following our summer picnic. They put the food to good use and were very grateful.

# Fall Covered Bridge Tour '99'

By Skip Peterson

**C**old, damp, windy. That's what it was like at the parking lot at the Dayton Mall on Saturday morning. But we still had 8 MG's and a couple of pieces of American iron ready to head for Indiana. A few had gone ahead on Friday. Fred and Betty Shaneyfelt showed up in their Pontiac, but they headed back home to get the orange "B" and we waited. The weatherman had forecast rain and possible snow showers, but we only had a sprinkle or two in Miamisburg, and the weekend was sunny and beautiful from then on, a little colder than we wanted, but beautiful none the less.

The Looft's fouled a plug near Camden in their "C" GT, but we waited until a stop in Liberty, IN. to change it. A little more air in their right rear, more coffee and a



Photo by Ron Parks

restroom break and we pressed on along beautiful twisting back roads.

We arrived in Danville a little late but we had a great lunch at the Mayberry Café. While finishing up lunch, three other guys walked in and I told Jennifer that I was sure that the "cute" one was her favorite Indianapolis 500 driver, Robbie Buhl. Jennifer walked over and asked him, and he assured her that

yes, he was, Robbie Buhl. Peggy Paraseau and Patty Lucente jumped up for a quick photo session, a few others got autographs. Buhl was friendly and gracious, told us he liked our cars, and that if we wanted a Ford, drop by his dealership in Danville.

Back in the cars to head on to Rockville, checking out a couple of antique shops along the way. No purchases were made to my knowledge. We're all checked in and the beer trailer is open for business. We're hanging out in the parking lot, wind chill about 28 degrees, but we're a hearty group. A group of British cars sails down the highway, honking at us as we wave. A Mini,



Looks like Barney Fife has an MG pulled over.

Photo by Joe Hooker



Mayberry Café

Photo by Skip Peterson



Morgan, a few TR-6's, some B's, a big Jag. It was really cool, and we were waving and yelling. It wasn't 5 minutes and the cars were pulling into the parking lot.

Dick Brown and his wife Carol were first, and we started talking. The Browns are from Bloomington, IL and they explained that they were members of the Wabash Valley British Car Club, just finishing their covered bridge tour. They invited all of us back to Ken Doty's house for a drink, but Doty wasn't there. We

questioned if we should come by but they assured us it was OK. Just then the big Jag pulled in with some others. Doty was behind the wheel of the Jag, and he said we MUST stop by. Not wanting to offend our new found friends, we loaded up and headed 14 miles down Rte 41 to the home of Ken and Jerry Doty.

Little did we know what lay in store. A couple of 4 car garages, and a barn filled with British cars, and another 20 or so cars in a field. A '59 Bentley, a Healey 3000, a Lotus Europa, a Mini, an MGB racer, a Spitfire, an XKE in pieces, and literally hundreds of other pieces laying everywhere, but we hadn't been in the house yet. In addition, Doty had his late parents cars stored, a big Cadillac and a Buick Riviera. Tools, parts, and car covers littered the packed garages. This might be the Indiana version of heaven!

The back porch had a Coke machine that dispensed Busch beer in cans, my personal favorite beer, and we all dropped by the Coke machine before heading inside. WOW, you have



Host Ken Doty with the Lucente Brothers by the Coke/Beer Machine.

Photo by Skip Peterson

never seen so much stuff. Model cars, photos, books, a model train collection, more cars, books, you name it, and then the bathroom. A Union Jack painted on the ceiling, valve covers and SU carbs mounted on the wall, antique signs everywhere, and an antique Shell gas pump converted into a linen closet. It was literally amazing. Ken and Jerry invited our entire group to stay for a cookout, but we really felt like we had imposed long enough. However, it certainly is true, you meet the nicest people behind the wheel of a British car. Near dark, we said our good-byes, thanked everyone, and headed for the Longhorn for dinner.

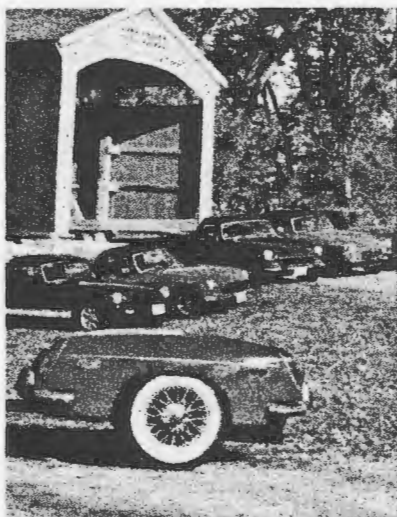
Way too cold by the time we made it back to the hotel for any further parking lot partying, so we all headed for our rooms and some World Series action on TV.

Sunday dawned sunny and COLD! We scraped frost and pushed Mel Finch's car across the parking lot to start it when the starter acted up. More coffee at Burger King and off we went, following great twisting roads through the Indiana countryside. Golden fields, small roads, and glorious red bridges. We did a group photo at the second stop, and toured all over the Red Route. Tour Leader Ron Parks suffered from overheating (odd thing in the cold), but a gallon of water from the well equipped Looft "C"GT got Parks' "B" cooled off and back on the road in a few minutes. After the sixth or seventh bridge, we decided to head straight for lunch at Turkey Run. By 2:30 we were ready to head back, with a few of the crew opting to head off on their own for home.



Bathroom.

Photo by Skip Peterson



Photos by Skip Peterson

A group of 8 stayed together and cruised down Rte 36 to Indy. Tony and Peggy Paraseau were the only ones to put their top down, driving in the bright but chilly sunshine all the way to Indy. Our pass right through downtown Indy proved to be a bad move with heavy traffic, road construction and the Colts game letting out just as we drove through. We'll do the by-pass next time!. We cruised on across Rte 40 to 127 to Rte 35. It took longer to get home than we thought, but some 500 miles later, just after dark, we pulled into Dayton, cruising along Rte 35 to see the most beautiful harvest moon rising over the city. It was a fitting

end to a truly great motoring weekend.

Club members on the trip were: Ron and Linda Parks, Steve and Jane Powell, John and Patty Lucente, Frank and Linda Lucente, Joe and Lucia Hooker, Mel and Itsy Finch, Phil and Nancy Johnson, Skip and Jennifer Peterson, Terry and Carol Looft, Dick and Carol Smith, Tony and Peggy Paraseau, Dennis and Berta Loyer, Fred and Betty Shaneyfelt, John and Joanne Zeno and Fast Eddie Hill.

The treasurers report given by Matt Schneider. Bank Balance of \$3083.18. Tim Oricko moved to accept treasurers report, second by Joe Hooker, accepted.

Vice-President Phil Johnson attended the bridge tour, but regretted he missed the thrill of driving a British car through the country side. He settled for his pick-up and the extra carrying space it provided.

Linda Wolfe membership report: New members Mike Anderson, Bob Finch and son, Jack Peterson were in attendance.

Newsletter report from Ron Parks: Next month starting new section in the newsletter "Tech. Tips." So any tips members have, send in also a car feature is needed. Please dig deep to help Ron out. Need to set aside discussion time at monthly meeting for questions and answers on repairs to try to help other members' projects.

Activities report Tim Oricko: Nothing to report for October. November 5<sup>th</sup> is the fish fry here at the K of C Hall. Be here at 6:30pm.

December has no meeting, but there will be a Christmas party sponsored by President Emeritus Ed Hill at the home of John and Linda Wolfe. It will be on Saturday evening December 11, 1999 at 7:30pm. Bring a covered dish and one (1) gag gift.

November meeting will be held on the third Wednesday, November 17, 1999. This was decided on a motion by Skip Peterson, seconded by Ron Parks.

There will be a window decal report at the November meeting.

The approved, used canopy purchase , 10' X 20' for \$75 is located in Steve Miller's shop at MG Automotive.

## Minutes of October Meeting

By Tony Paraseau

**M** eeting was called to order at 8:07pm on Wednesday October 26, 1999, by Skip Peterson.

Motion made to accept minutes of last meeting by John, second by Dick Smith. Motion carried.

<p><b>S T R I C T L Y</b></p>  <p><b>BRITISH</b></p> <p><b>RESTORATION &amp; PARTS</b></p>	<p><b>RANDY BALOGH</b></p> <p><b>226 Kirby Road</b>  <b>Lebanon, Ohio</b>  <b>45036</b></p> <p><b>(513) 934-1296</b>  <b>MGBay@AOL.COM</b></p>
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This will be taken care of by Matt Schneider.

Run down on British Car Day: \$3150 received. Phil from Triumph club has set next years date to be August 5, 2000 at Eastwood Park. Registration was changed from \$8 to \$10. If you pre-register you get a free BCD T-shirt.

Item for discussion: Excess monies and what to use it for. A motion was made by John zeno and seconded by Ron Parks to donate \$500 to the British museum fund. We feel this would help perpetuate our hobby. Motion passed with one opposed, John Lucente.

Skip Peterson had photos of Bridge Tour at front table. He invited everyone to take any they wanted. Also some magazines. Please sign the thank you Photo we are sending the Doty's for their hospitality.

Beer Break! 8:30pm

Meeting called back to order at 8:40pm.

We had a recall.as Skip gave away two Club magazines.

Chris Pence from Accounts 500 gave times available to work fish fry on November 5, 1999. 1<sup>st</sup> shift 6:30 - 8:30, second shift 8:30 - 10:30 for showdown. Bill Hammond, Linda Wolfe, Ed Hill, John Zeno. Blackjack 9 - 11 Peg & Tony Pareseau, Bar Tender 6 -8 Matt Schneider, 8 - 10 John Wolfe & John Lucente. Kitchen help, 6 til close Phil Johnson.

Report on Covered Bridge Tour by Ron Parks, Great time! Good weather(Cold), Thanked Joe Hooker for help on tour planning. There were a few technical problems, but nothing major. Spark plugs, Light bulbs, over heating due to leaky heater valve, loose battery cable and starter failure. All were overcome easily. Robby Buel, Indy Race driver was cornered at Mayberry Café' and coaxed into a photo and autograph session. Met another group of British car enthusiasts, the Wabash Car Club, lead by Ken Doty who invited us to a party at his extraordinary house/museum/salvage yard. Tony and Peg Pareseau received the club's top down award.

There will be an auction at Randy Balogh's house, "Strictly British,"

He is selling off parts and cars on Saturday October 30, 1999 beginning at 10am. Located near Lebanon at 226 Kirby Road, off Rt. 48.

North American MGB Register "Cleveland Rocks, MG Roll" convention is June 15-18 in Cleveland. Skip Peterson had a block of 10 rooms reserved. Contact reservations at the Cleveland Holiday Inn, Phone (216) 524-8050, ask for Tracy.

The National MGA Register is in July at Morgantown West Virginia

Discussion plan date for spring tune-up clinic, April 29, 2000.

New Business: Flags and Banners, any color for \$55. Still investigating.

For Sale: 1988 Jeep Wagoneer. See Tim Oricko.

Birthdays: Dick Smith and Mike Oricko. Club gave T-Shirt and mug.

Gumball Rally won by Jennifer Peterson, \$5.

Meeting adjourned at 9:12pm

## Christmas Party

Linda Wolfe

Edie Hill is hosting the Christmas Party at our house this year on Saturday December 11, 1999 at 7:30pm. Bring a goodie and a gag gift. Directions to our house are as follows: From I-675 go east on Indian Ripple road (Dorothy Lane is West, Indian Ripple is East from I-675) Turn right at the first light onto Sylvania. Take the right fork on Grand Vista. The second left is Middlebrook and we're at 4114 on the left. See map.



## From the Editor

Ron Parks

The Tech. Tips column didn't get started this millennium. We'll try it again in the next one.

A word about tours in general. We had a great time on our Fall tour, although the drive home got a little long. I think we need to continue mixing shorter, day tours, like the Old Forts tour, with the longer overnights. Not everyone wants to drive their MG 500 miles on a weekend and not everyone wants to spend the money for an overnight stay, with meals and other related expenses. We just enjoy getting together and driving our cars. So, if you have an idea for a tour, long or short, act on it, plan it and we'll go.

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 \*

1977 Rubber Bumper "B" 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

1988 Jeep Wagoneer, Best Offer  
Call Tim Oricko (937) 434-5928

Antique and Classic cars for sale. They belong to Don Gingrich of Red Lion, OH who is clearing out his building full of collectible cars. Each of the 10 cars are marked with a suggested price and "Make an Offer". After many years of collecting, he is liquidating his inventory and leasing out his building to another business venture.

1960 Mercedes 190SL, 1976 Mercedes 450SL Roadster (2 tops), 1929 Rolls Royce Sedancia, 1969 Rolls Royce Silver Shadow, 1910 Hupmobile Roadster, 1980 Auburn Boat Tail Speedster (Replicar w/1974 Ford chassis and running gear), 1905 Reo Roadster, 1927 Reo 4 Door, 1914 Cartercar 4 door touring, and 1966 Mercury S55 Convertable (big engine). Don is located at 2316 SR122 just 1/4 mile west of Red Lion. He can be reached at (513) 746-4645

Wanted: 1962 MGA Mk II roadster. Prefer a nice original, but will look at others. I'm also interested in Mk II parts. I've owned MG's since 1967 and am located in northern California. Please call (707) 942-0546 or e-mail scotttdon@napanet.net

## E-Mail Addr

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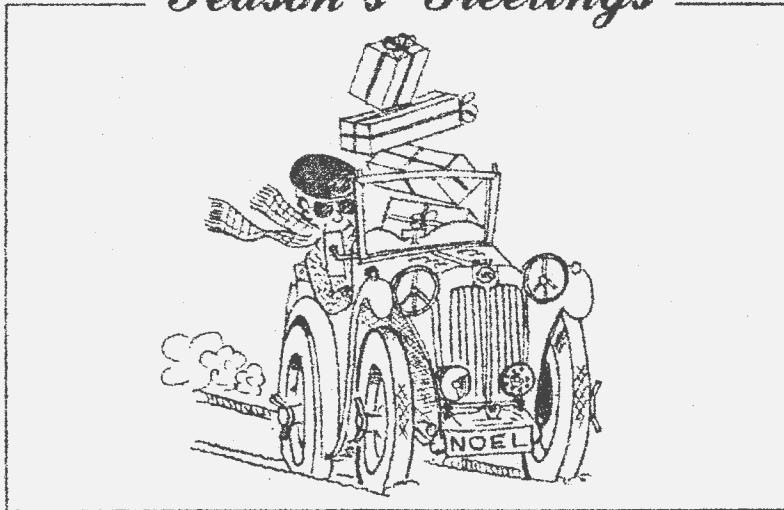
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David Greenburg

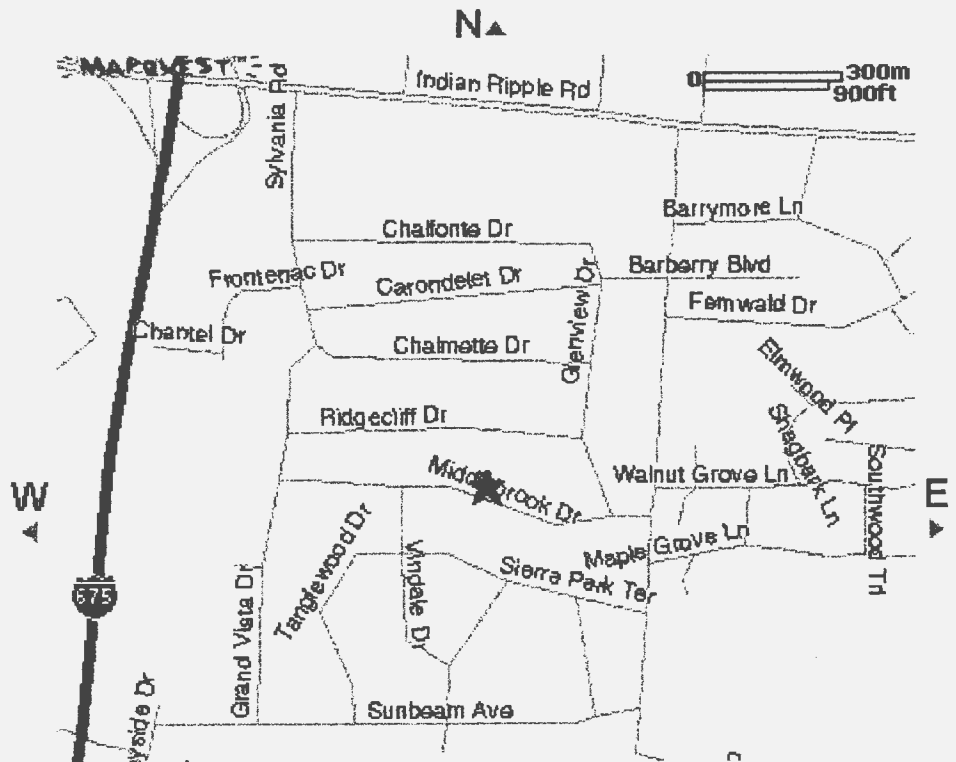
Pipadivka@webtv.net

# Season's Greetings



**4114 Middlebrook Drive, Beavercreek, OH 45440**

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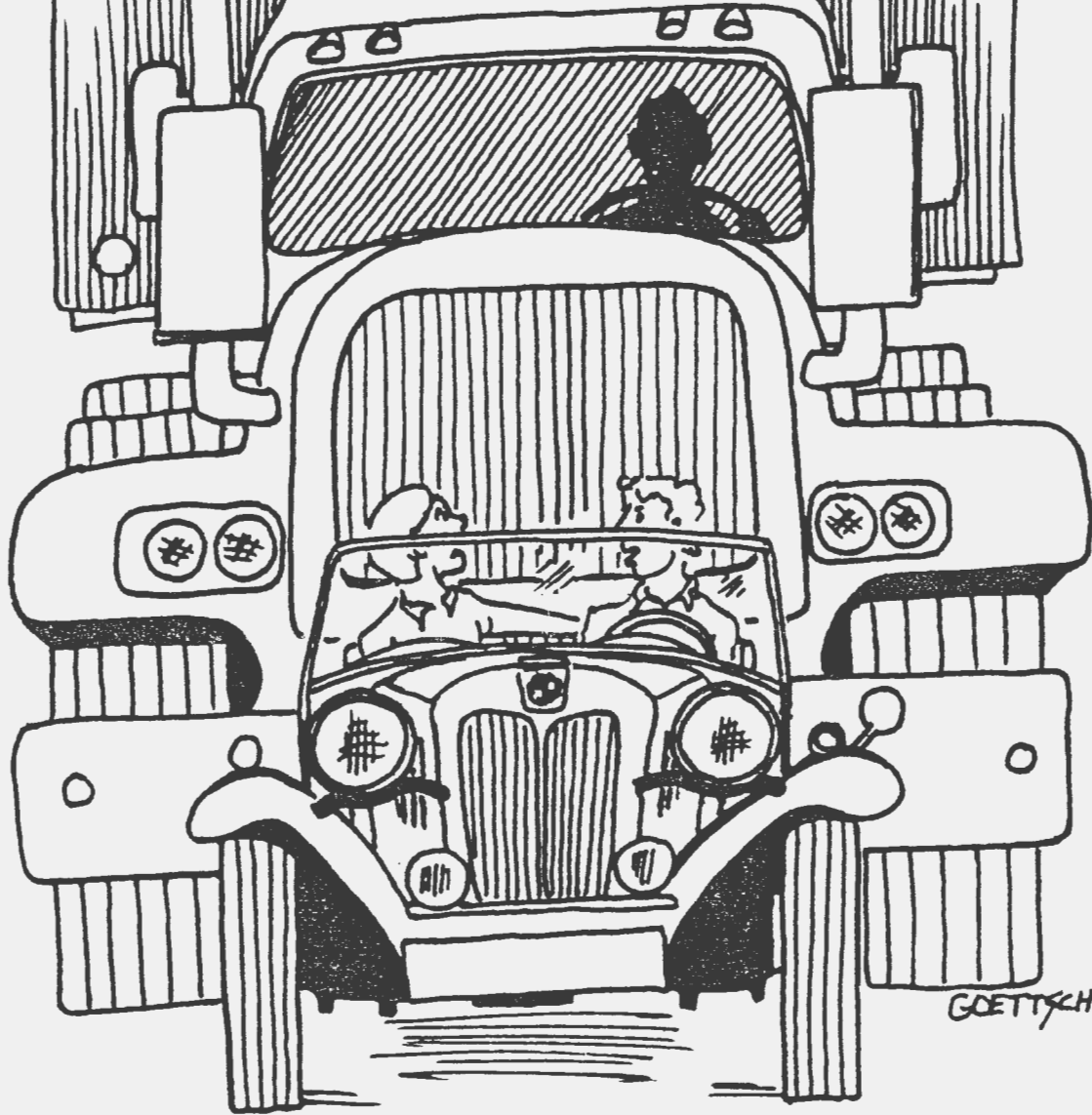
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