

# THE OCTAGON NEWS

Volume XXXV No. 8

June 2006

Metal Stitching (don't try it with your wife's sewing machine...read on)

and more valuable stuff!

## From the President

Skip Peterson

As this arrives, many of us should be in Gatlinburg, attending MG2006. Let's hope the weather is good, and we've prepped our cars well, giving us few issues on the long and winding road.

I was stopped in my tracks at last month's meeting when member Keishi Koba asked for the floor. A member for a little over a year, Keishi and his wife Kiyoko have a very nice 53 MG TD. They got up to tell the membership that their 10 year stay in the US was coming to an end, and they are returning to Japan. Keishi's job is calling him back home. They were very kind and spoke in glowing terms about our members and our group. Keishi and Kiyoko, thanks for the kind words, and we'll miss you. Keep in touch; it was a pleasure getting to know you!

A big thank you to the members who volunteered to help with the Taj Kreuzers Speedfest car show. Once again, our expertise from British Car Day came through and things went



North American MGB Register

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 **Carole Looft** for further membership information.

### MG Car Club Monthly Meeting

The Southwestern Ohio Centre of the MG Car Club meets on the fourth Wednesday of each month at the K of C Hall, downtown Dayton, on Bainbridge Street, at 8:00pm. The next meeting will be:

Wed, June 28, 2006

### MG Car Club Officers

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## Upcoming Events

### June:

21-25 – MG 2006 – Gatlinburg, Tenn  
28 – Meeting (K of C Hall)

### July:

9 – Cincinnati Car Show – Fairfield OH  
16 – British Car Day – Cincinnati OH  
26 – Meeting (K of C Hall)

### August:

5 – British Car Day – Eastwood Metro Park  
18-20 – Mid-Ohio  
23 – Meeting (K of C Hall)  
27 – Summer Picnic at Dick Goodman's

### September:

4 – Kettering Invitational (MG to be featured marque)  
27 – Meeting (K of C Hall)

### October:

14-15 – Reliability Run  
25 – Meeting (K of C Hall)

very well. It was the final event of a 9 event, 11-day marathon of all things cars that is a fundraiser for the Ronald McDonald House. The bottom-line, over 100 thousand dollars to the local Ronald McDonald House. I guess you'd call that a success. It was much better than my stint behind the wheel of the Dayton Daily News go-kart at the Kettering Mini Grand Prix, the kick off event of Speedfest. Based on our horrible qualifying time, we got a break for the 20-lap race that the team picked me to drive. With the inverted start, I started 8<sup>th</sup> in a field of 29, worked up to fifth, and was cruising pretty good until the 12<sup>th</sup> lap when the Hanson Audio kart driver decided I should be physically removed from the track. Three quick hits in the rear in the hairpin turn did the trick, knocking the chain off the kart and ending our day. We'll be back next year.

British Car Day Plans are coming together, so it's a gentle reminder that we will need some help on Friday evening, August 4<sup>th</sup> to lay out the field and stuff goodie bags, and then again on the day of the show with parking, the concession, registration, and counting ballots. Whatever you can do will be greatly appreciated.

Remember that the Cincinnati Show has changed dates and locations. It will be in Fairfield on July 9<sup>th</sup> and we might want to consider a drive down there.

Sort of tech tip- Most B owners use only one battery bin, leaving the other useless. You can buy a neat insert for about \$25 to make it a usable storage area. Or, you could buy a Rubbermaid 6 quart plastic bathroom trashcan. It's \$3 at Kroger's, and it fits fine. Not quite as big as the bin, but still holds lots of extra parts and such.

See you down the road.

## Welcome New Members

Carole Looft

Bill Taylor 3228 Hoover Avenue Dayton, OH 45407	Colleen Cooley 1515 N. Belmont Avenue Springfield, Ohio 45503 (937) 399-1834 ccooley@peoplepc.com 1973 MGB
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Upcoming event...

## America's British Reliability Run

Don't miss a fun-filled driving event taking place in our area (sort of) this coming October 14 – 15 called America's British Reliability Run. It's a two-day, 700-mile run to raise money for a children's charity. Last year's run through Michigan, Ohio and Indiana raised more than \$40,000 for the National Children's Cancer Society in St. Louis, Missouri. More than 40 teams registered for the event. This year's run begins and ends in Massillon, Ohio, and runs through Kentucky and West Virginia. The event web site is <http://www.abrr.org> and it is filled with information. Please feel free to contact Blake Discher at 313-259-4460 if you have any questions or need additional information.

## Winners from the British Car Meet at the 2nd. Street Public Market

This year's British Car Meet at the 2<sup>nd</sup> Street Market, held on May 20<sup>th</sup>, was another success. A total number of 66 cars registered. Thanks again to Dick and Barbara Smith for putting together a great event for British car enthusiasts. Here are the Class Winners (A/E -->Award of Excellence):

### Austin Healey 3000

1st. Joe Hooker, 1964 BT-7

A/E John & Karen Steck, 1966 BJ8

### Mini/MINI

1st. Tim Bosse, 1975 Clubman Estate

A/E Pete Stroble, 1968 Austin Mini Mk II

### Jaguar XK

1st. Ronald Maclean, 1957 XK120

### Morgan

1st. Don Bigler, 1957 Morgan Plus 4

### Jaguar E-Type

1st. Richard Dearing, 1964 XKE

### Sunbeam

1st. Jim & Diane Ebert, 1967 Tiger Mk II

### Jaguar XJ Sedan

1st. Ken Jennings, 1996 Jaguar XJ6

A/E Gary & Peggy Jenkins,  
1995 Supercharged XJR

### Open Class '61 and later

1st. Kevin Spiler, 1974 Jensen Healey Mk II V-8

A/E Joe Duckro, 1962 RR Silver Cloud  
A/E Gene Simonalle, 1972 Land Rover Series III

### Lotus

1st. Steven Mangold, 1972 Lotus Super 7

### TR 4 & 250

1st. Charles & Chris White, 1967 TR4A

### MGT

1st. Steve Powell, 1948 MGTC

A/E Phil Johnson, 1951 MGTD

### TR 2 & 3

1st. Andy Manganaro, 1961 TR3

A/E Joe Mercer, 1962 TR3

### MGA

1st. Dar Planeaux, 1958 MGA

### TR 6

1st. Harry Mague, 1974 TR6

## The Octagon News – June 2006

### MGB/C Chrome Bumper

1st. Ron Parks, 1974 MGB

A/E Carol Estell, 1965 MGB

A/E Pat Wasserman, 1968 MGC

### MGB Rubber Bumper

1st. Dick & Cathy Goodman, 1980 MGB LE

A/E Charlie McCamey, 1975 MGB

### TR Spitfire & GT 6

1st. Dane Petrie, 1979 Spitfire 1500

### Midget/Sprite

1st. Don Bixler, 1958 Bugeye Sprite

A/E Larry Youngblood, 1975 MG Midget

A/E Jim Conrad, 1972 MG Midget

### TR 7 & 8

1st. Bruce Clough, 1980 TR7

### BEST OF SHOW

Richard Dearing, 1964 XKE



Kathy and Dick Goodman took first place with their 1980 rubber bumper MGB.



Mike Pharaoh, from Ipswich, Suffolk, England, sits in Steve Markman's MG TD. Mike is a retired Royal Air Force Wing Commander and flew Vulcan bombers. He happened be visiting Dayton with his wife Vera and stumbled upon the British Car Meet. "The first car I ever owned in 1960 looked exactly like this one, except, of course, the steering wheel was on the 'correct' side".

For those of you who didn't understand *Voltage Regulators 101* last month, we proudly present:

## A Stitch In Time (Can save an XPAG)

by John Moon  
appearing in the Octagonia  
( Official Newsletter of the  
New Jersey MG "T" Register)

When I inspected my 1953 MG TD this past Spring, I found that the water gallery under the manifold had a 6 inch crack along its length. We had a very cold winter and, apparently, the garage had gotten cold enough to freeze the water in the block. One freeze plug had moved, but failed to release the pressure. I was afraid that I would have to pull the engine and replace the block - a prospect I didn't look forward to, since I only recently completed the restoration.

The obvious option was welding, but I quickly got an education about the properties of cast iron and the difficulties in welding it. Welding hardens cast iron along the area of the weld. Since cast iron is soft, it expands and contracts at a different rate from the weld, which is hard. The result is often another crack along the weld. It can be done, using special welding rods, but it requires an expert and still involves removing the engine. Then there are the epoxy options, but I didn't like the idea of being out on the road relying on an epoxy patch on my engine.

Then a friend asked if I had heard of "metal stitching". I hadn't. I researched it on the internet and was amazed by what I learned. Metal stitching is a technique of using special bolts made of a metal with properties similar to cast iron, so they expand and contract at a similar rate. The website had a presentation showing metal stitching being used on car engines, antique cast iron lamp posts, and basically anything made of cast iron. It can even be used to fix cracks in valve seats. The presentation went on to say that owners of high end antique cars like Dusenbergs, etc. used this technique on cracked engines because there are no replacement engine blocks to be had. The clincher for me was that this company had fixed the dome on the Capitol building in Washington, D.C. Most people aren't aware that the Capitol dome is made of cast iron. I figured if they could fix something that large, it should work on an XP AG engine.

I contacted the Lock-N-Stitch company and talked to the president. He asked about the thickness of the cast iron and asked me to send a few pictures of the cracked area. Then he sent me an e-mail with his recommendations, which included stitching pins, a drill bit, a tap, a shoulder tap, and a sealer. Total cost was about \$150. But I was fascinated by the process and figured part of the cost could be considered "education." The installation is relatively simple. They provided everything except the drill. They recommend using air powered tools, but I used a variable speed electric drill. The process is relatively simple. Drill a hole in the crack, use the shoulder tap to create a "shoulder" for the bolt to sit in, tap the hole for the bolt, then put some sealant on a stitching bolt and screw it into the hole. The stitching pins have a bolt head and a shoulder, so that when it is tightened, the head snaps off leaving the shoulder protruding from the block. Then the shoulder is ground down close to the surface of the block. The hole for the next stitching pin is drilled to overlap about a third of the first bolt, to lock it in place. Continue this way down the remainder of the crack. It takes about 5 bolts per inch. When I finished, I ground the bolts down to the level of the block, and painted the repair. After painting, the repair was invisible. I started the engine and ran it at normal speed and temperature, and inspected the repair at the end of the run. There were absolutely no leaks.

Keep metal stitching in mind next time you have a cracked block. It never hurts to have another option. I used a company called Lock-N-Stitch. There may be others. Their web site is [www.locknstitch.com](http://www.locknstitch.com). And as they say, "If I can do it, so can you."

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## Classifieds

**For Sale:** Misc MG parts. Starter, 3 doors (a left, a right , and one stripped), an engine bonnet (hood), rear deck lid with MG emblem, a tire, pair of carburetors, and a box with seat belts & misc. Roland Reichel 294-1107.

**For Sale:** 1969 MGB-GT. Replaced floor boards and exhaust system. Rebuilt engine. Body in very good condition...paint stripped, etched primed, primed, one light coat of acrylic enamel paint....to protect body. New front wind shield, car cover, and carpets still in boxes. Wire wheels started to be stripped and repainted. 4 bad tyres removed and ready to have new ones installed. Spare tyre is in good condition . Car up on blocks in carport. Asking \$1000. hmeis92099@aol.com.

**Looking For:** Club member Vickie Gearhart is looking for a set of original wheels for her 77 MGB. Anyone with a set for sale, or who knows where there is a set, please drop her a note at Gearhart@oakwood.oh.us

**For Sale:** 77 MGB with 74 engine. Runs well. Nice body with red paint, black interior in good shape, needs some wiring work. Owner paid \$5000, put in over \$1000 in repairs, asking \$4500. Owner passed away and widow can't drive a stick / helping widow sell car. Contact Roy Owens at (937) 623-5772.

**Looking For:** MG TF. I'm not a dealer - personal use only. Jay Moszynski, Cambridge, Ontario, 519-650-3263 (home), 519-653-4482, Fax: 519-653-4637, Jo.Moszynski@wcdsb.edu.on.ca.

**For Sale:** '61 1600 MGA. Has been stored for the past three years and runs great. Wire wheels and a hard top. Only thing wrong is that the heater leaked while in storage and damaged the paint in the engine compartment. Asking \$5,500 as is, or an extra \$400 to have the paint fixed. Dave Frances (former MGCCSWOC member), 1625 SR 121 South, New Madison, OH 45346 (SW of Greenville), 1-937-996-0229, NFrances@bright.net.

**For Sale:** 1971 MGB. The underside has been rebuilt with new brakes, front and rear suspension, new tires and wire rimmed wheels.



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The engine runs well. It does need some body and interior work. Located in Kettering OH. Asking \$1,350. Contact Mark Fussnecker, MFVACS@Prodigy.net or call 937-673-6357.

**For Sale:** Parts from a 1979 MG Midget, everything but the body-New Top. The car had only 18K miles on it when it was totaled. Located in New Paris, OH; call Don Stokes at (937) 437-1502.



# MG Car Club Minutes, May 24, 2006

Sam Hodges

*You people that think I was bad before...*

8:07 Pres. Skip Peterson officially gavels the meeting to order. Terry Looft, “Great, that's better, now we can talk...”

Skip returned the official MGCC roll of duct tape. Dave McCann states that he likes to use the red stuff for body repairs. Someone from the peanut gallery offers up the suggestion that you should use the double sided stuff for carpet repairs.

Skip, “I would like to get all of the things regular meetings items taken care of and out of the way first. We can then adjourn and the people going to Gatlinburg can have their own super secret meeting. (We're all invited to stick around, but if you're not going to Gatlinburg, why bother?)

**Minutes** - Skip then asks for a motion for the approval of last months' minutes. (*Minutes I'd like to add here that were taken and prepared by Linda Wolfe, who graciously agreed to fill in for me while I was in Dallas. Thanks for doing a great job Linda. Although, if you people really read them, there were a few references to President Ed Hill. I'm not saying that she just rehashed an old set, but it's been a while since Eddie was President...*) Thanks Linda. Ron “The Triumphinator” Parks did have one correction. Apparently it was a TR4, not a TR2 that brought the record \$97,000+ in a recent auction. The Club, “... for goodness sake, just let it die already...”

Jenifer Peterson motions to accept, Dick Smith seconds. Club votes, minutes approved.

Kathy Goodman is up next with the **Treasurer's Report:** Total Income: Membership Dues (\$59.50) + Grill Badges (\$1,222.25) = **Total Income of \$1281.75.** (*Yes, I know “Grill” is spelled wrong, that's the joke!*)

Total Expenses: Octagon News (\$150.32) + Gumball (\$10.00) + Hall Rental Fees (\$90.00) + Grill Badges (\$1640.00) + Post Office Box (\$40.00) + Tune-up Clinic (20.03) + Insurance (\$248.00) = **Total Expense of \$2203.35.**

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**Total Loss to the MGCC was \$921.60**, that when subtracted from our existing Treasury balance of \$2,360.58 equals a new **Treasury Balance of \$1,438.98.**

Tim Oricko motions to accept and Phil Johnson seconds. Treasurer's report voted on and approved.

**President's Report:** There are no impeachment proceedings going on as of yet, so all's well. (*...the night's young Skip...*)

The Second Street Market show was held last weekend (*about a month ago by the time you read this*). According to Dick Smith, the event was a success, and next year they're going to block off the street. DO NOT complain to Dick about the parking, it was Skip who was in charge of car placement. (*..like I said, the night's young...*)

The Taj Kreuzers event is (*was*) Sat. June 4th. There are (*were*) two classes for British cars, and several other classes. They're trying to turn this event into even more of a full fledged car show/fundraiser than it already is. This year there will be a mini grand prix that anyone with the money (\$3,000) can get into. Jeff Opt, "Can we get a car in that next year?" Skip, "If we get the three grand together. I'm driving the Dayton Daily News car and it ain't gonna be pretty. It's not coming back in one piece. Tim Oricko, "The car or you?" Dar Planeaux, "What happened? Jennifer chicken out?" Skip, "Dr. Bernstein doesn't like the idea of her doing anything to that plate in her neck." Terry Looft, "That's what Loctite's for." Jim Cooley, "Does that mean that Jenn's got a screw loose?" (*At this point I could add my own \$.02 worth, but there's not much sport in attacking her when she's down. Besides, my favorite target is still Lois Gribler...*)

**Vice President's Report:** Unless they show up tonight, I'll be forced to buy new radios for the MGCC for the Gatlinburg trip. Terry Looft, "Why don't we just buy 105 radios, give them to everyone and make them accountable?" Kathy Goodman, "Because I want to go to Aruba."

**Member at Large:** Jeff Opt was apparently at large in North Carolina promoting the MGCC by wearing the club t-shirt.

**Membership:** Carole Looft reported that as of tonight, the club has 100 members. Jim Cooley signed up his son Jimmy and he got the 100th membership. Skip, "I'd like to get the club to start recruiting so that we can get to 110." Dave McCann, "I'd like to limit it to 100 and then we can be exclusive." Terry Looft, "We should exclude those with beards..." Dave McCann, "...hey, wait a minute..."

Newsletter is next up. Skip, "Thanks to Steve Markman and Joe Hooker for getting us the newsletter. Steve, "I made a request for pictures of your second favorite hobby, but no one's sent anything in. Skip and Terry almost simultaneously made the same remark, "Well we do have second hobbies, but you can't publish those pictures." Terry Looft, "We had to work hard to come up with the one that we do have our clothes on for."

Steve now wants pictures of your MG as used in weddings, graduations or proms...



## The Octagon News – June 2006

Jim Cooley, “Thanks Steve for running the ad for my son, he's now got a 6 month backlog...”  
Anonymous Peanut Gallery respondent, “Maybe we should be charging more if we’re getting that kind of readership...”

**Activities:** May 27-June 4 is British car week (*I drove mine, how about you? I drove it so much that the clutch hydraulic line ruptured...*)

June 4th is the Taj Kreuzers Event, June 21-25 is the MG Gatlinburg Trip. Aug 18-20 is the vintage car races at Mid Ohio and MG is this year’s featured marque. July 9<sup>th</sup> is British Car Day Cincinnati. As always, keep an eye on your e-mail for any potential information on upcoming shows. This year at the Kettering Holiday-at-Home car show, MG will be the featured marque.

**For Sale:** Dick Goodman has a badge bar for a rubber bumper B.

**Tech Tips:** Terry Looft, “This tip’s for getting the bonnet back on the car. When you take the bonnet off, check the pilot holes on the hinges. If they've been drilled, then it's been previously fitted, if they're not drilled, drill them and use them as pilot holes and the hood will go back on perfectly every time if you just stick some No.30 drill bits in the holes as guide pins.

Another tip from Terry is that for the Triumph owners, you can tell if your brake fluid is silicone or not by placing a small amount in the middle of the bonnet and then coming back in about an hour. If the bonnet is smooth and shiny, then it's silicone...

**Sunshine Committee:** Louie's out of the hospital, and doing better, but it’s supposed to be another 6 weeks of rest before he can get back to his old ways. Zeno's finally gone and done it, he’s finally moved to KY. Jennifer P., “Everyone else is doing fine...” (*You’ve said that before Jennifer...*)

The next meeting will be the Wednesday after we get back from Gatlinburg.

8:40 – Beer Break

8:56 – Back to some semblance of order. At tonight’s meeting, there are 14MG's in the parking lot.

At the Second Street market show, Skip was approached by a gentleman who asked him if he took the pictures on the website. Skip said yes, to which the man replied that "you ought to consider a career in photography..." For those of you who don’t know, check out the Dayton Daily News Staff page under “Chief Photographer...”

**Tech Tip:** Grille Badges – IMPORTANT – DO NOT tighten them down too tight. The lugs on the back are hollow and you can end up pushing them right off the back of the badge. One suggestion is to get some JB Weld, and run a bead around the rim prior to mounting and don't tighten them too tight. Standard 10-24 bolts are what are used for those looking to improvise.

Terry Looft, “If you really want to be obnoxious, you can make a belt buckle out of it... (*Standing while holding a badge over his belt buckle...*)

Unfortunately, Keishi and Kiyoko Koba announced that they're going to be going back to Japan in the middle of June but at least they're thinking of taking the car ('53 TD) with them. We will miss you.

Pub Run - July. Think about when and where...

Gumball - Ryan Looft won...

9:04 - Meeting adjourned. Jennifer motions...

The members who were journeying to Gatlinburg stick around for a last minute planning session... Since I'm not going, you don't get to know what was said...



Ryan Looft and Abbot - named for the British beer Abbot Ale (what else?)- are becoming an increasingly-more common sight around the Wilmington area. Does Abbot have a seat belt?

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