
THE OCTAGON NEWS

Volume XXIX No. 9

AUGUST 1996

PRE-BCCD DOWNTOWN

Courthouse Square show

By Bill Hammond

For the second year, the city of Dayton invited the Triumph and MG clubs to show their cars during lunch hour on the Friday preceding our big British Car and Cycle Day, which traditionally was again held on the first Saturday in August.

This mini show was enjoyed by owners and spectators alike. Even the weather was great.

Fifteen cars arrived at the square at around 11:00 A.M. Most of them immediately established their heritage by way of "the traditional oil leak!" Garbage bags, and such, were quickly deployed so that the oil could be caught and put back in.

Upon arrival, Ron Wynne (one of the three Triumphs) gave a demonstration of how to foul a spark plug. The MG's jumped at the chance to offer much useful advice.

Dan Wagner showed up in a spiffy suit and tie to add a touch of elegance, or else to check that their GT was safe in Vickie's care.

Lots of lunchtimers stopped to look and talk. It always amazes me



Southwestern Ohio Centre of the MG Car Club

MG Car Club Monthly Meeting

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

August 21, 1996

SUNNY BCCD 96

MG Car Club Officers

President.....Dan Wagner 667-6286
Vice-President...Paul Wehner 252-0026
Secretary.....Vicki Wagner 667-6286
Treasurer.....Linda Wolfe 429-0847
Member at Large...Eddie Hill 461-6688
Pres. Emeritus..Skip Peterson 293-2819
Activities Chair....Tim Oricko
434-5928
Membership Chair.....Jennifer Peterson
293-2819
Oct. News Editor..Ron Parks 322-0717
Librarian.....John Wolfe 429-0847
Historian & DIXMYTH.....Dick Smith
434-1750
MG News Hotline..... 434-1287
British Car BBS..... 434-1655

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 Jennifer Peterson for further membership information.

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how many people have had British cars at some point in their lives (adversity builds character, what!).

Everyone left by about 1:15 P.M.

Hope that we get invited again next year, it was lots of fun, and there's room for a bunch more cars.

Minutes of July Meeting

By Paul Wehner

The meeting was called to order at 8:05pm by Dan Wagner.

Minutes of the the June 17, 1996 meeting were read and accepted. with one correction that the BCCD meeting will be on July 24th rather than the 31st.

The treasurer's report given by Linda Wolfe indicated a starting balance of \$455.84, income of \$7.50, expenses of \$54.55 and an ending balance of \$408.79

Dan Wagner told story of he and Vicki's lights.

The Indy-96 Dedication to Dan Callahan was discussed. All agreed that it was very nice and much appreciated.

Tony Pareaseau was hailed as the Club fuel pump expert as a result of his helping John Wolfe with his, on the way to Indy.

BCCD - Court House Square - 8/2 11:00am to 1:00pm.

BCCD show - 8/3 Registration begins at 9:00am.

Upcoming Events

August:

- 2 **Courthouse Square:** (pre BCCD)
 3 **BCCD 96:** at Eastwood Park
 16-19 **University Motors Summer Picnic:** In Grand Rapids MI
 21 **MGCC Meeting:** at Lithuanian Club

September:

- 8 **Community Classic for Charity**
 16-17 **KilKare** Kruse '96'
 18 **MGCC Meeting** at Lithuania Club
 20 **Fish Fry** at Lithuania Club 27-29
 28 **Highway Cleanup** at McD's in Vandalia

October:

- 5 **Fall Leaf Tour and Picnic** at Zeno's
 16 **MGCC Meeting** in Lithuania Club

November:

- 2 **Highway Cleanup** at McD's in Vandalia
 20 **MGCC Meeting** in Lithuania Club

December:

- 7 **Christmas Party** at Wagner's

TBD Events:

Historical Fall Tour Yellow Springs Area

Cincinnati Show at Edgewater Park - 7/28. Caravan will be from the Dayton Mall.

Beer Break .

Tim Oricko thanked all those who participated in the Sons of Italy Car Show.

The next Fish Fry at the Lithuanian Social Club is September 20th.

MG is a sports car.

Miata is an appliance.

Gum Ball Rally was won by Linda Wolfe.

The meeting was adjourned.

S T R I C T L Y	
	
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A Great Day BCCD '96'

By Ron Parks

We just couldn't have asked for a better day for this event. It was sunny, yet not too hot. What a difference a year makes!

Registration went on it until 1:00pm or after. Cars kept coming, one hundred and forty plus.



The food went well, Paula had to make a couple of runs to restock.

There was a good variety of vehicles this year in addition to Jaguars, the featured Marque. There were three land rovers, three Metropolitans, several Minis, Sunbeams, a Rolls, a Morgan, lots of Austin Healeys, of course MG'S and Triumphs and two lonely motor cycles. The Best of Show was a beautiful 1932 Wolseley Hornet Special Swallow Body owned by Ron and Sonja Halbauer of Lawrenceburg, Indiana.

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Channel 22 news gained some viewers from the MG Car Club, but probably lost some from the Triumph Club. Did you see all those MG's on the news? I'm sure glad, as is Dick Smith, that I bought that new grille!

newsletter editor for the local Miata Club's "Wright Roadster." He E-Mailed it to me to share with you here. It may be slanted a little the Mazda way, but if you can ignore that I think you'll find it interesting that the man who was a major designer of the Miata had a collection of 26 Mg's.

The Man Who Turned

MG Japanese

Contributed By Ron Parks

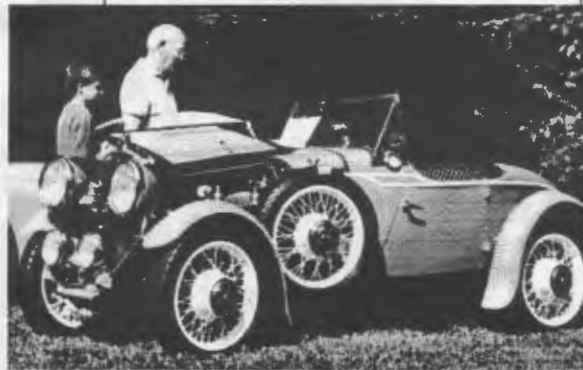
This article was taken from the internet by Tom Morrow, the

The Man Who Turned MG Japanese

from The Electronic Telegraph, Tuesday
5 September 1995, Motoring,
by John Langley

JOHN SHUTE, the British engineer who played a significant part in the design of the Mazda MX-5 soft-top sports car, had a secret obsession. He was a compulsive collector of old MGs, whose role as the world's favourite open two-seaters was to be usurped by the newcomer from Japan.

Enthusiasts driving the new MX-5 for the first time were often amazed that a Japanese company with no background in traditional sports cars had been able to produce such



a convincing British-style two-seater. The looks, the driving position and details such as the throw of the gear lever and clutch, the exhaust note, and indeed the whole feel of the car, were just what traditionalists would have hoped for from an updated MG. Part of the reason was the input from Shute's company, International Automotive Design of Worthing. IAD became Britain's largest independent engineering, styling and prototype-building consultancy in the early Nineties, with some 1,400 employees worldwide, and was used discreetly by many top car makers, including Mazda.

When British Leyland killed the MGB and closed the Abington MG factory, the Japanese saw their chance to move in. IAD was called in to advise on design. The MX-5 went on to sell more than 370,000 in six years, but it is doubtful it could have hit the target so accurately without Shute's instinct and knowledge of MGs.

Shute had started in the motor industry as a draughtsman and body engineer at Vauxhall, after an apprenticeship in coachbuilding and design with British Rail. He moved to Melbourne to join Chrysler, and later set up his own design engineering company in Australia. Feeling the need to get nearer the mainstream motor industry, he returned to Britain in 1976 and formed IAD with his wife, Yvonne. His collection of 26 MGs, believed to be the biggest in

Europe, reflected his interest in body design.

In the booming Eighties, the business mushroomed, winning three Queen's Awards for exports and spreading the message about British design around the world. But it was hit hard by the



MG'S were well represented at British Car & Cycle Day '96'

subsequent recession and in 1993 was bought by the Mayflower Group (whose subsidiary Motor Panels, of Coventry, has since teamed up with Rover for the return of the MG, in the shape of the new mid-engined MGF two-seater).

Shute died of cancer earlier in 1995, aged 54. He lived long enough to see the revival of the MG marque, first with the V8-engined RV8, then with Mayflower's involvement in the MGF.

His collection of 26 MGs, believed to be the biggest in Europe, reflected his interest in body design. He concentrated on finding rare examples with bodywork by outside coachbuilders, such as the matching pair of 1955 MG TDs, a closed coupe and a drophead, by Arnolt of Chicago. Arnolt,

best known for his special-bodied sporting Bristols, was an American MG dealer who had his bodies built by Bertone in Italy. The matching TDs are finished in red, with beige leather interiors, and have consecutive number plates.



"Riverside? It's right down this road about 20 miles ...
They had a big auto race over there just last week!"

From the Editor

Ron Parks

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: FKZS47A@prodigy.com I'm also on the British Cars BBS as Ron Parks. Any of those methods will work fine or you can call me at home (322-0717) or at work (445-4623) and we can arrange to meet and transfer materials or conduct an interview.

* Classified *

'51' TD for sale - White with red interior. Steve Miller rewired and fixed the brakes. \$ 13,000, will negotiate. Ed Barry, Centerville, 885-3562

'76' MG Midget partially restored; new kingpins and bushings; lots of spares: extra doors and bumpers, extra dash pad (no cracks). With trailer, single axle with tilt and ramps. Asking \$ 1,000. Call work (813) 4465455 or evenings (813) 586-5990

'67' MGB, Classic Blue Roadster Convertible, Vintage Sports Car, 74K orig miles, rare-of-a-kind, Collector's Dream, EC, Asking \$4995, Serious Buyers only, Robert Cross, 1102 Bay Harbour Circle, Centerville, OH 45458 Call for

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'66' Midget Basket Case, wire wheels, 1275cc engine, \$500, Randy Balogh, (513)933-0950

'62' MGB, Serial #159 which means it was the 59th one built, needs restoring, \$3500, Randy Balogh, (513)933-0950.