

The *Octagon*

JANUARY 2024

The Official Publication of:
**THE MG CAR CLUB OF WESTERN
AUSTRALIA INC**





MG Car Club of Western Australia

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Affiliated with the MG Car Club Ltd (UK) & Motorsport Australia



This Month's Cover

What better way to start the new year than with a beautiful MG TC on the cover of the *Octagon*. This beautiful example was photographed by the editor at the 2023 'Show 'n Shine' event in Bayswater.



JANUARY 2024



COLUMNS

- 04 | President's Report
- 05 | From the Editor
- 13 | Social Report

CLUB EVENTS

- 06 | AGM and Christmas Dinner
- 14 | Vintage Stampede
- 22 | Classic Mid-week Breakfast Run
- 24 | Jaguar Track Day

FEATURE ARTICLES

- 26 | From the Archives - The Tale of Two Sixes Part 2
- 16 | Classic MG Magazine Article - MG Midget Road Test

REGULAR SECTIONS

- 12 | MG Chit Chat Corner
- 18 | MG Tech Tips
- 29 | On The Net
- 35 | Up Coming Events
- 36 | MG Car Club Meeting Minutes
- 40 | MG Marketplace

Opinions expressed in the Octagon are those of the article author and do not necessarily represent the opinions of the club or its management committee.



Christmas Dinner



MG Tech Tips



Jaguar Track Day



MG Midget Road Test

PRESIDENT'S REPORT

MG Car Club of WA

President

Dave Hardie



Welcome members to the 2023 AGM, in the 100th year of the MG marque and the 60th Anniversary of the club. I have pleasure in acknowledging the presence tonight of our patron Tim Harland and his wife Jo. Our other patron Val Goff is unfortunately an apology tonight. This is the second year we have been at the Stirling Arms for tonight's combined AGM, presentation night and Christmas function. May I firstly thank Sarah, Wanda and Chris for the work that they have done in making tonight's event possible. Thank you also to the Stirling Arms for hosting us this evening.

2023 has been a year that has seen the club continue to evolve over its 60 year

history. We celebrated the club's 60th anniversary, the 60th anniversary of the MGB and the 30th anniversary of the RV8. The very successful Safety Fast event was coordinated for the first time by Chris Hart and his team, and next year we'll see Ann Dawson take up the Safety Fast Coordinators role. The survey conducted by the future subcommittee has generated a deeper understanding of the club's members, and among other things, will lead to some changes to future Nog N Natter nights to be implemented in 2024.

While the club has continued to evolve, the club's current situation is very strong. The survey revealed a high level of satisfaction among the club members with the current activities of the club. There were some suggestions made that the committee will begin to implement next year, to further the interest of club members. The club is financially very secure with a bank balance which will allow the committee to respond to any future challenges in the club's leasing arrangements with the

Bayswater City Council. The committee has also been able to decrease membership fees by \$10. A full report from the subcommittee will be available to members early next year.

My thanks to the retiring committee for the outstanding work they have done on behalf of the club over the past year. I am very heartened that each of them has been prepared to accept nomination to continue in their roles for the upcoming year. Each of them has committed hours of work on behalf of the members and have provided frank and fearless advice in the determination of the matters that come before the committee. I believe the quality of the committee members is another strength of the club. I am very pleased to welcome three new members on board the committee for 2024. John Mulcay has accepted nomination as Assistant Minutes Secretary. John will replace Rowena as Minutes Secretary in May as she takes extended leave. I want to particularly

[Continued on Page 10](#)

FROM THE EDITOR

MG Car Club of WA
Octagon Editor
Rob Hagarty



Welcome to the Octagon for 2024! I do hope you continue to enjoy reading the club's monthly magazine as much as I enjoy bringing it to you.


Please give me feedback if there is anything you think needs to be 'fixed' or have any ideas for the Octagon. Remember the email address for the Octagon has recently changed the address below.

octagon_editor@outlook.com

There are many write-ups this month from the last few events on the 2023 calendar. Included in these reports is a great report and lots of

photos from the club's AGM and Christmas function at The Stirling Arms Hotel.

Big apologies to Pete McGrath for omitting his competition report about the Jaguar Track Day from the December edition. This along with Sarah Fry's report on the VSCC Vintage Stampede plus much more is in this month's edition.

Enjoy the read and with luck I will be able to make it to more club events, including meetings, this year. Cheers! 



Happy New Year



CONTRIBUTORS

In this edition of the *Octagon* we have had several contributors who have taken photographs or supplied articles that were used throughout the magazine.

Annette Gusterson, Pete & Julie McGrath and Sarah Fry

Thank you!

POST EVENT REPORT

AGM & Christmas Dinner

3rd December 2023

Story : Sarah Fry

*Images: Sarah Fry & Julie
McGrath*

A gathering of 60 members attended the annual AGM and awards dinner. Arriving from 5.30pm members started with drinks from the bar at very reasonable prices. Tables and the room were decorated appropriately for the festive season. The evening was warm and a cold beer was well received.

The AGM commenced at 6.30pm with all committee positions declared vacant. Tim Harland was the chairman for the evening and David Hardie was re-elected as president for another year. The formalities continued with committee members positions appointed. (See

minutes for names and positions). A general meeting followed all for 2 minutes. Rowena declared she would be stepping down from secretary position from May as she would be travelling. John Mulcahy accepted the position as secretary; Paul Barefoot accepted a general committee position. Lovely to have new committee members. All because they stated on the recent survey that they were interested in getting more involved with the club. Fantastic to have new faces, thanks to them for coming forward.

The presentation of the year's awards followed the meetings. Award recipients are on the next page.

Sarah Fry was club champion again and thanked everyone for their support throughout the year and gave a special mention of thanks to her husband Peter who maintains their MG's. "Without him I wouldn't be standing here. 24 hours before we were due to head to Northam for the flying 50 Peter took the engine out and fixed an oil leak." Peter is unselfish in letting Sarah drive the car whilst he sits in

the pits watching.

Sarah also gave thanks to Rami Brass who gives her advice on improving driving skills and techniques; sadly he was unable to attend today following back surgery.

The main buffet was ready at 7pm and the many dishes including two salad stations, two roast meats, chicken, vegetables and vegetarian lasagne. There was plenty for everyone as well as seconds for anyone who still had an empty space in their tummy. Desert followed with sticky date pudding with butterscotch sauce and Pavlova, tea and coffee for those who wanted it.

The festive vibe was in the air, friendly banter and camaraderie was heard on every table. No one was in a hurry to end the evening. This is definitely a place we must come back again to for one or two of our monthly meeting.

Sorry to any members who didn't come, they missed out on a great evening.

Merry Christmas to everyone. 

2023 MG Car Club of WA Award Winners



**Outstanding Member
Award
Tony Ford**



**President's Award
Chris Hart**



**VSCC Champion
Sarah Fry**



**Octagon Award
Graham & Moyra
Mitchinson**



**Intermediate Club
Champion
Moyra Mitchinson**



**Ladies Champion
Sarah Fry**



**Attendance Award
Frank Carver**



**2023 Club Champion
Sarah Fry**






Cont. from page 4

thank Rowena for the great job she has done as Minutes Secretary over the last two years. Ann Dawson has accepted nomination as Safety Fast Coordinator taking over from Chris Hart. Paul Barfoot will join the committee as an additional committee member this year; hopefully taking an interest in the club's

history.

The centenary of the MG marque will continue into next year and we will be celebrating the centenary by having our annual show and shine at the Motor Museum on 17th March. We aim to mark the centenary by having 100 MG 's on display on this day. There will be a short run starting at the clubrooms, finishing at

the Motor Museum. The club will be providing a free barbeque and entry to the museum as part of the day. So, I put this in your diaries and let's make it a very big day.

Let me conclude by wishing all our members a very Merry Christmas and a safe and Happy New Year. 



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CHIT CHAT CORNER

By Amanda Louise
(Mandy Lou)



Ladies, what can I say, you all excelled yourselves at the AGM – a little more seasonal than those BBG Sausages – presented in the past AGM's After all the recipes that I carefully presented for the Octagon during the year we did organise a "Festive Affair"!!! Well Done.

In excess of fifty members attended the AGM and the contribution to both the General and AGM meetings was extremely biased towards the high profile partners

(females). I can see that my column and general tips on how to keep your male partner directed and focussed has certainly paid off. Ladies – did you notice the lack of interest from your partners when 2024 volunteers were called for by President David – I thought they were all looking to see how shiny they had polished their shoes!


Comment was also made by 'others' that the female contingent at the meeting were not afraid of volunteering for the 'social activities' and the necessity to maintain the high standard that was being achieved to date for all social events.

It was also noted that there was a suggestion that the MGCC of WA was developing to be a male bastion and there was little to do for the female and other family members. Come on ladies I think we all

know just how much we have all contributed, I won't say controlled, our male partners to the well being of the MGCC in 2023/4.

In 2023 I received 'Official Notification' from some female MGCC Members that they will ensure social events and meetings will have good food, good fellowship, good venues and excellent participation and satisfaction to all those who attend – in other words, gentlemen, "You Will Enjoy Yourselves"

Oh! This does remind me of my days in the CWA!!

Enjoy 2024 and I look forward to sharing my recipe for Pancake Panache next month. 

Mandy Lou
Your calorie queen!

SOCIAL REPORT

MG Car Club of WA
Social Secretaries
Terry & Wanda Banton



All Club members are welcome to participate in these social events. *As they are listed on the Club's events calendar, your concessionally registered car can be driven to, from and during each event.*

Cars licensed under the Concessions for Classics (C4C) scheme are required to record their participation as a club event in their vehicle run log.

MGCC General Meeting & Nog'n'Natter – Tuesday 16th January

MGCC Clubrooms starting at 8.00 pm

Midweek Brunch Run
Thursday 18th January –
NOTE Date Change

Terry will be forwarding the menu selection, for this event, and it will be a requirement for those attending to complete their selection from the menu so Eddie can forward order and eliminate both delays and problems with orders.

Further details to follow and the organizer will be Eddie Preston

Organiser Eddie Preston
prest100@iinet.net.au

Coogee Twilight Autotest –
Saturday 20th January
Further details available from Peter McGrath.

Petemcgrath76@hotmail.co.uk - 0427 750 105

MGCC Southern Chapter Wokalup Hotel - Lunch Run –
Sunday January 21st
Organisers – Colin & Dot Eastick & Ted Mullins
Contact – Ted Mullins
robbynted01@hotmail.com
Contact – Colin & Dot Eastick – M – 0408914713 or
deastick1@gmail.com

MGCC EVENTS – FEBRUARY 2024

State Motorkhana Round 1 –
Thursday February 1st
Details to be confirmed and venue TBA


Petemcgrath76@hotmail.co.uk - 0427 750 105

Midvale Autotest - Sunday
11th February
Venue – Midvale
Petemcgrath76@hotmail.co.uk - 0427 750 105

Valentines Night -
Wednesday 14th February –
Parade Hotel
Organisers – Steve & Jessie McDonald
Contact – Ted Mullins
robbynted01@hotmail.com

Twilight Run & Perth Observatory Tour - Sunday
18th February
Organisers – Doug Bush –
dougmgwa@msn.com
Details TBA

MGCC General Meeting & Nog'n'Natter – Tuesday 20th February
MGCC Clubrooms starting at 8.00 pm

MGA Register Brunch Run –
Sunday 25th February
Organisers – Tony Ford –
tonyford@westnet.com.au
Details TBA 

POST EVENT REPORT

Vintage Stampede

3rd December 2023

*Story & Images: Sarah
Fry*



This event is typically held on the last weekend in November or early December each year, the Vintage Stampede gives all members of the VSCC or similar clubs the opportunity to compete on the full race circuit at Wanneroo Raceway. Fans get a chance to see historic motor sport competition at its finest, with full access to the pit lane area where drivers are more than happy to discuss all aspects of their cars and their history. The general public were invited to come and relive the glory days.

The first Vintage Stampede was held in 1989 and has been run every year since making it the VSCC's longest-running and most successful event. The event is run as a one-day regularity trial and is traditionally the climax of the VSCC's competitive event calendar each year. This was the last event for 2023 run by the VSCCWA which included the Vintage Stampede and Hill climb at CARCO Raceway. Wanneroo this is Regularity on the long course and a hill climb at Jacks Hill circuit.

Proposed program Hill Climb the Jacks Hill track was due to open at 6:30am. There will be a compulsory driver briefing for all hill climb competitors at 7:00am at the marshalling area. Practice will commence at 7:30am with events commencing immediately afterwards. There will be a compulsory driver briefing for all regularity competitors at 11.30am

outside of McCracken House. There will most likely be four Regularity groups depending on entries, and practice will begin at 12:00am. All vehicles complying with schedules A & B of the current Motorsport Australia manual will be eligible for entry. Entry Lodgement Entry lodgement will be on-line through Motorsport Australia

Jacks Hill Climb.

Up at sunrise to get ready for what looked like being a perfect day for both events. The gates at Jacks Hill opened at 6.30am where only 13 vehicles were grouped in approximate ascending speed order with the first run (the siting run) scheduled on this Sunday morning immediately following the drivers briefing at 7:30am. The siting run was quickly followed by a timed practice run. Each competitor was allowed one practice run which was not to be driven at full competitive speed.

Practice times did not count for competition results. The event was scheduled to start immediately following practice. Each competitor was to have a minimum of 3 timed runs as per the WA Hill climb Regulations. Additional runs may be offered if time permitted. Cars were allowed to run in any order as they lined up. The onus was on each competitor to make sure they had their allocated number of runs. The event was scheduled to finish by approximately 11:00am. The run started at the bottom of the hill, coming up on the left hand side to the top. Round the roundabout, back down to half way then back up again and off on the top roundabout. It seemed easy enough to remember the way but unfortunately Harry Hyde in his 1936 Dodge was concentrating so hard on manoeuvring his vehicle that he couldn't remember the way and twice got it wrong. At the end of the morning and

without any mishaps it was all over.

Paul Markich in his 1967 Triumph Spitfire set a cracking pace ending with the fastest time of the morning 1.14. Stephen Brown in his 1963 Austin Healey Sprite was second with 1.18 and David Moir third in 1.19. It was a 1, 2, and 3 for the TSOA club. Everyone was allowed a 4th run as time was on our side, ironically 9 of the 13 drivers hit their fastest time on this extra run. An unknown Andrew Taplin driving a black 1965 MGB, number 23 enjoyed his debut event. Our times were all very respectable and on completion we headed straight down to the track for the main stampede.

Barbagallo, now called Carco Raceway, was the venue for the VSCC's first circuit event in 1987 and has been held here every year since. Now called the Vintage Stampede this popular event gives members in young and old cars a chance to test their skills in a safe,

forgiving environment. A "race" but a re-enactment where consistency of lap times is the criteria. A Regularity Trial is NOT A RACE against another vehicle, but is a test of driving skill to drive your vehicle at a consistent pre-nominated lap time.

Competitors caught driving in a manner not consistent with the principles of regularity could be black-flagged and may face penalties, as determined by the Clerk of Course. Failure to follow the direction of any Official could render a competitor liable to exclusion from the Event and future Events. The event at Wanneroo Raceway was on the permanent long circuit which was 2.4150 kilometres long.

For anyone not sure, a Regularity Trial is a variation of the rules for historic competition that allows members to drive their cars competitively. Following a practice session, competitors

nominate a lap time that they attempt to replicate on each subsequent lap of the circuit. Points are allocated for each second greater or less than their nominated lap time. The winner of the regularity trial is the competitor who has completed the required number of laps while accruing the least number of points.

.Regularity events like this one, give all members the opportunity to compete and test their skill on the track, regardless of the category or age of vehicle they drive. Thus, the Vintage Stampede attracts entries from a large number of competitors in a wide variety of Historic and Modern vehicle categories.

ALL entrants of regularity vehicles MUST have presented their vehicle for scrutiny. In addition, the helmet and apparel, in compliance with Schedule D of the Motorsport Australia Manual, is to be presented for inspection. You need a Motorsport Australia Licence, Club

membership and log book (Motorsport Australia or otherwise) is to be produced at scrutiny and on request during the meeting. This all took place a few weeks prior at the VSCC club rooms.

The entrants were grouped into appropriate categories for Regularity, with competition events being scheduled on Sunday for an 11.30am drivers briefing for 12.30pm start.

Competition events were expected to finish by 5.00pm

ELECTRONIC TIMING All vehicles required a Dorian Data-1 timing transmitter be fitted to the side of each vehicle prior to the commencement of practice. Competitors who hired a transmitter were issued one at the Race Office for \$25.00. It was also the responsibility of the competitor to return the transmitter to the Race Office at the end of the last event.

Rolling Start Procedure. The starting order / grid

positions for regularity events were listed on the noticeboard in the clubrooms, or as otherwise directed by Grid Marshals throughout the event. Competitors assembled on the dummy grid area in the pre-determined order and, upon direction from the marshals; the cars entered the circuit for a warm-up lap behind the Safety car during which overtaking was prohibited. In practice and for each event a Safety Car lead the field out from the dummy grid and the last car was followed by a Sweep Car. The Safety Car exited the circuit at the Pit Entry, THIS WAS NOT THE SIGNAL TO START THE EVENT. The pole position driver had to keep the field moving slowly, closed up with all drivers maintaining a 2 x 2 formation until the start/finish line. The events were rolling starts, NOT flying starts and timing did not start until you crossed the start/finish line. The field remained closed up, and

overtaking is not permitted until you had crossed the start/finish line. Any competitor deemed to be in breach of this procedure may have been charged by the Clerk of the Course and an appropriate penalty applied.

After the practice each team leader asked competitors of his group if they wanted to change their nominated time. Once chosen this would remain the time for the entire afternoon. Peter and I was with Peter McGrath in the Sports car group, with 20 entrants, the biggest field of entrants in a group, along with Andrew Taplin in his Black 1965 MGB and George De Domahidy in his left hand drive converted Green MGB. We ended up having 3 not 4 runs during the afternoon each run lasting 10 minutes. It was

exciting driving in such a full and busy field keeping a constant check on the mirrors and blue flags allowing for the faster cars to safely pass. I was the only lady on the day to enter. Shame when this was a good event for more to have entered. Sadly for Peter his white MGB blew the head gasket and it was the end of the day for him but he continued to watch and give advice to the rest of us through the afternoon, declining my offer that he takes the green B out for one of the runs. Stephen Brown in his Austin Healy Sprite flew round the field and managed amazing consistency in all runs and at the end of the day sat on the top of the leader board, he is wondering now whether he should sell it as planned? Again Paul Markich in his Spitfire put in

some very fast lap times. Pete McGrath was on top form and flying with the fast cars, he wished he had nominated a faster time as his new tyres gave him more grip and his times put him in the top of the field. At the end of the day it was all about consistency and I managed it despite having to pull over and slow down on my first

run I got better with each run as the field diminished and at the end of the day I finished second behind Stephen Brown with Brent Johnson, once an MG owner, now driving a TR7 in third place. Pete McGrath was a very respectively 5th and looking to now enter more regularity events. A cold beer went down well when we got home that evening. 🍷

Pos	Car	Competitor/Team	Driver	Vehicle	E6	E10	E14	Total
1	51		Stephen Brown	Austin Healy Sprite	25	25	18	68
2	180		Sarah Fry	MG B Roadster	9	20	25	54
3	96		Brent Johnson	Triumph TR7	20	17	15	52
4	3		Michael Broughton	Porsche 356 SC	13	18	12	43
5	1		Peter McGrath	MG F	17	11	14	42
6	911		David Blainey	Porsche 911	5	16	20	41
7	77		George De Domahidy	MG B Roadster	12	10	17	39
8	38		Mark Jones	Triumph TR4	11	15	11	37
9	170		Ivan Michelsen	Mazda RX-8	6	9	16	31
10	23		Andrew Taplin	MG B	10	8	13	31
11	9		Paul Markich	Spitfire	18	12	0	30
12	73		David Moir	Triumph TR7	16	13	0	29
13	114		Doug Vanzetti	Triumph GT6	15	14	0	29
14	35		Michael Guelfi	Porsche 944	8	7	10	25
15	19		Andrew Morrison	Subaru BRZ	14	0	0	14
16	164		Tim Falconer	Datsun SSS Coupe	7	0	0	7
17	27		Bruce Pollock	Triumph TR4a	0	0	0	0
18	44		Allan Guelfi	Porsche 944	0	0	0	0
19	71		Peter Fry	MG Roadster	0	0	0	0

Adjusting MGB Wheel Bearings

By Jim Lunson

MG Car Club Washington

DC

Keeping your MG in tip top condition!

I had a recent surprise with my MG that turned out to be a good learning experience. Took my MG in for its annual safety inspection as required by Virginia and failed. Seems the inspector jacked up the right front tyre, grabbed it at the 3 and 9 o'clock positions, pulled on it and noticed some wobble. Needs new tie rods he exclaimed and slapped the reject sticker on the windshield. Back home I inspected his findings and sure enough,

by jacking up the right front wheel and pulling on the tire at the 3-9 positions, there was some wobble. But I noticed there was also the same wobble when I grabbed the tire at the 6-12 o'clock positions. Wobble in the horizontal direction could mean the tie rods, but in the vertical direction it would have nothing to do with the tie rods and instead indicates wear in the front wheel bearing. I got to remembering that I had completely rebuilt the front suspension when I first got the car, but that was now almost 20 years and 35,000 miles ago, so it was time to look at the bearings again.

The bearings in the MGB are very strong, but are of a unique design. Most cars use a method of seating the front wheel bearings by simply

tightening the large slotted nut on the end of the shaft until the bearing tapers are squeezed together on the shaft to the point they restrict spinning, then back off the nut until free spin is achieved and then back the nut off a little more to line up the slots in the nut with the hole in the shaft and reinsert the cotter pin. This setup works but only if the perfect adjustment occurs exactly at the spot on the nut where the cotter pin can be inserted does this adjustment method give a perfect fit. Otherwise a little play is always present in the adjustment. Not an exact way to get the best fit with wheel bearings and why bearing wear out.

Instead of this system, the MG bearings are adjusted using a steel tube spacer and then inserting shims (washers

of varying thickness) over the shaft to adjust the spacing between the inner and outer bearings to provide an exact tight firm fit. The adjustment with these shims is made down to the .001 inch. The hub nut can then be tightened very tight (40-70 ft-lbs) and locked in with a cotter pin wherever it lines up. The system is firm and is adjusted precisely to the space needed between the bearings allowing them to spin very precisely with no play or wobble. This setup yields minimal wear to the bearing over the miles. It is one of the best designs on the entire MG. So remember, every so often check your front bearings, and wobble in the vertical direction probably indicates there are too many shims spacing the bearing sets too far apart allowing for the wheel to move on the shaft in addition to spin. In my case, the adjustment was good when done 20 years ago, but due to wear over the

miles, a new adjustment was necessary. I'll go into the steps to make the bearing adjustment in the next issue. Suffice to say that after making corrections to these shims, I then checked the left tire, and performed the same exercise. Then back to the inspection station and passed. No wobble whatsoever. And no work was needed on the tie rods or steering system either.

I usually fear the annual safety inspection and have thought about switching to the antique plate which eliminates this hassle, but I haven't done it as the inspection does serve a purpose as demonstrated by this little episode. An added benefit to this incident over and above a safety issue is that I noticed as I drove back to the inspection station the car seemed to roll easier, truer and the steering felt like I had rebuilt the entire front end again. Amazing how the gradual wearing goes so

unnoticed. So don't wait for an inspection, check your bearings sometime, and make sure you don't have any wobble in the vertical direction. And don't panic if you get rejected some time at your friendly inspection station for front wheel wobble. If its in the vertical direction, it can usually be easily adjusted.

Making Adjustments

First, remove the tire and wheel and the cap over the hub end. Wire wheels do not have the cap but the same nut inside the hub. Pull out the cotter pin and unscrew the large slotted nut (1-1/8" dia). Behind the nut is a thick flat washer with a tab on it and behind that is the outer bearing case. All these need to be slid off the end of the shaft. Behind the bearing are .005, and .010 inch thicknesses. The bearing adjustment is made by inserting as many washer shims as necessary to allow the wheel to spin

freely when the outer bearing and washer are replaced and the nut tightened, but not so many shims as to cause wobble in the least, even when the big end nut is very tight. The thickness of shims is fairly easy to discern: the .010 shim is almost the thickness of a regular bolt washer, the .050 half as thick as the .010, and the .003 shim is flexible and about the thickness of paper. You will probably need a couple of each .005 and .003 shims to do the job on one wheel. My adjustment to the front wheel bearing on my car went like this: I removed the tire, cap, cotter pin, large nut, big thick washer and the outer bearing set and behind the bearing, the shims.


On the innermost end of the shaft is a .010 shim, almost always needed as the bearing tube spacer is cut short on purpose so shims are always required. Outboard of this one was an .005 and 2 each .003 shims. This made a total of .021 inch of shim on the shaft (.010 + .005 + .006). I started by removing all but the .010 shim; replaced the bearing, flat washer and tightened the end nut to

the recommended 40 ft-lb torque setting. The wheel would not turn at all - too tight. Removed the nut, washer and bearing assembly again, and added a .050 shim on top of the .010 for a new total of .015 inch. Replaced everything, tightened up the nut and still no turning the wheel - still too tight. Removed everything again, and added one .003 shim for a new total of .018 shims on the shaft. Tightened up everything and now had a free spinning wheel with just a slight wobble in the vertical direction, better than before I started but not perfect.

Removed everything again, took out the .005 and the .003, then inserted two .003 shims for a total of .016 inch. Tightened up the big nut on the end once more and this was it. The wheel spun freely, but with no wobble. To complete the job, I put the torque wrench on the big nut and increase the reading somewhat more until the slot in the nut aligned with the hole in the shaft. Insert the cotter pin, cap and put the tire back on. Check once again for wobble using the 6-12 o'clock method

again and for free spin. The wheel and tire assembly now had no wobble and still turned freely. Job done. It is just a combination of shims using the trial and error method to get a smooth spin yet no wobble or play between the bearings.

Please note that this sequence is only for adjusting the front bearings on an MG. Keep in mind that this operation is not a complete bearing replacement job or overhaul, but only an adjustment. The complete job is a bit more complicated as it involves removing the brake calliper so the entire disk hub can be removed to get at the inner bearing race. And during any renewal of these bearings, inspection for wear is important and also to be sure to add lots of clean bearing grease in the reassembly steps to insure they last and roll properly.

Nevertheless, it is amazing how much difference a thin shim can make in the steering feel of the car and this method on the MG, if done properly will yield many miles of trouble free rolling. 

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POST EVENT REPORT

Mid- week Breakfast Run

2nd December 2023

*Story & Images: Annette
Gusterson*

Coffee orders were taken and served on arrival to allow time for everyone to arrive and to be seated together. This amazing smorgasbord was orchestrated by Chef Shaun and his very attentive staff of three.

swapping yarns – all of which consolidated the camaraderie that had been built up between our clubs, as they waited for everyone to congregate before driving off to the unknown destination.

The final Midweek Run for 2023 had a few pleasant surprises for all those who turned up on Thursday, December 7th, for the breakfast run.

Not only was the weather cooler than was forecast but an exceptionally shorten route had been mapped out, and the breakfast was both delicious and enormous – a “TripAdvisor” winner?


Consisting of a full hot breakfast, cereals, fresh fruit, pastries, ham and cheese croissants, fruit juices and barista coffee.

Our destination was the Amaroo Retreat and Spa – Alison Rd, Mt Helena. Designed to rejuvenate guests – tending to their bodies, mind and spirits. Not that we were there for that treat. However if I had had \$500+ on me (hopefully Richard would have come up with his \$500) I would have booked into the venue for a birthday treat.

Not to be outshone by the venue and amazing food approximately 44 drivers /partners turned up at the Mundaring Hotel at 9am for a 9:30am departure. It was great to see members from the various clubs conversing, laughing and



Another very successful mid-week run and as usual without the organizing of Arthur and Sandra Wallis and Richard, this would not be possible. (I did help with confirming the mileage).

Richard and I would like to wish everyone a safe, fun and happy holiday season and we'll see you in January 2024 for the Midweek Brunch Run. 



POST EVENT REPORT

Jaguar Track Day

31st October 2023

Story & Images: Pete
McGrath



It was almost perfect conditions for the latest Jaguar track day at Wanneroo Raceway. Sunny, with a few clouds, not too hot. 33 cars of varying types had arrived for a fun morning of Regularity Sprint driving. Plenty of Jaguars as always, but surprisingly no Shelby Cobras – maybe they’ve had enough of spinning out and entering the sand traps!

Scrutineering was efficient as always and the Dorian timers were attached to our cars.

Once the drivers’ briefing was out of the way we lined up in our groups (4 groups overall) in the pit area. Two fellow MGCCWA members were in the same starting group with Sarah Fry in the green machine MGB and Peter Fry in the white MGB, I was in my trusty green MGF.

We were the second group out to set our base times. These times would then have us allocated into our final groups of similarly paced cars for the rest of the event. Peter was lined up in front of me as we were released 8 seconds apart. The idea around the gap is to allow cars to have plenty of room on the track and not require too much overtaking.

Surprisingly I caught up with Peter on the third lap and very nearly overtook on the pit straight. Once back in the pits, it transpired that he was suffering vibration issues and had likely lost some wheel balancing

weights.

Once everyone had set their base times, we were allocated our new groups. I was surprised to be in group 3, with Peter and Sarah lining up in group 4. The rest of my group looked to be in much faster cars than me, so I knew it would be challenging for the remaining runs. Luckily my car was running like a dream and was handling as well as it ever has. It was my final event on the rear tyres, which were definitely due for replacement, so maybe I wasn’t holding back, knowing new rubber was on the horizon.

We had 4 further runs, with each run comprising a warm-up lap, 3 flying laps and a cool down lap. Most people treat the warm-up lap as a flying lap, so it’s pretty much flat out for 4 laps. Each run was great fun, trying to keep the quicker cars at bay and generally succeeding. I knew my laps times were decent.

The good thing with being in a different group to the other MGs, meant I could watch them from the pit wall on their runs. Both Peter and Sarah were driving well and looked to be enjoying it.

We finished up just before lunchtime. Only a couple of recoveries were required and there were a couple of DNS (did not start) entries for various reasons, so overall the event ran smoothly. Once back in the briefing room

for our complimentary lunch, the results were advised. Based on regularity scoring, the two quickest lap times for each driver are compiled and compared.

Somehow, I managed to finish 3rd overall with my two quickest laps being only 0.071 seconds apart.

A fun day and one I can highly recommend. The Jaguar Car Club generally run three of these events each year – March, June/

July and September/October. A day license can be bought on the day, so you don't even need a Motorsport Australia license. You only need to add a fire extinguisher to your car and buy or hire a helmet.

Since the event I have the new tyres on the rear, ready for the Joondalup Festival of Motoring City Sprint and a return to Wanneroo for the Vintage Stampede coming up over the next week or so. 

Driver	Car	Fastest Lap	2 nd Fastest	Difference	Position
Pete McGrath	MGF	79.5163	79.5873	0.0710	3
Peter Fry	MGB	86.4785	86.7898	0.3113	14
Sarah Fry	MGB	86.3218	86.8178	0.4960	17



The Tale of the Two Sixes Part 2

*By Colin Grant and
Andy Knott*

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permission from the MG
Car Club (UK) Ltd

As the people of the world were busy worrying about what might happen when the millennium bug struck at midnight on January 1 2000, BMW were deeply engaged in talks with various companies about Rover's disposal. After an unsuccessful bid by Alchemy, eventually in May 2000 the Phoenix Consortium, led by John Towers, acquired the Rover brand, moving all production to the famous Longbridge factory leaving the Cowley plant with BMW for production

of the MINI to begin.

The Phoenix Consortium needed to move quickly, and decided to work with the car platforms they had. Because of this, the history of the MG ZS can be traced right back through the Rover 45 to the Rover 400 of 1995. Offering a 'new' car based on a six-year-old design would appear to have been suicide in modern terms, but MG Rover, as the company became known, were lucky that the Rover 45 Chassis, combined with the Honda -inherited double-wishbone front suspension and fancy, fully independent multi-link rear suspension meant they had a solid base on which to work, and create a real driver's car. It was the job of Professor Peter Stevens, who is arguably one of the world's best-known and most sought-after automotive designers, to redesign the MG Rover range, and make the MG range the eye-catching and bolder arm of the

business. Externally, Peter managed to turn the styling from the Rover 45, a car that oozed a genteel charm, into a distinct, aggressive looking motor car with racetrack looks, especially the range-topping ZS 180 model with its 17" wheels, high mounted plane type spoiler and sports exhaust housed within a fabricated stainless steel heat shield; so much so that the four-door saloon model was the basis of the company's entry into the British Touring Car Championship in 2001.

The interior was also given the Peter Stevens treatment. Out went all of the walnut wood and luxury leather seats, being replaced with new-age touches such as the Dark Rhodium door cappings and the metallic sheen instruments. The seats were given a very modern, sporty feel, shaped with side bolsters to locate the occupants securely, making them an



an integral part of the MG driving experience.

The ZS went into production at a time when many other companies were concentrating all their effort into smaller engines with forced induction. MG Rover decided to buck the trend with their flagship model and go for a 2.5 normally aspirated V6; cubic capacity in the MG Rover facility really did matter. The ZS 180 came

equipped with an aluminium, 24-valve, quad-cam KV6 engine, one of the shortest and lightest V6 packages around at the time, and with a 90-degree V, it ideally suited the ZS's front wheel drive application and delivered 177PS and 240Nm of torque. The V6 engine meant the ZS had pure, uninhibited grunt, making proper sports car noises because its cylinders were firing in different directions. Swap the air

filter boxes and exhaust for an MG Rover XPower aftermarket setup and the V6 sings and howls as the revs rise, unleashing a few more ponies as well. Unlike the forced induction cars, the V6 power delivery was instant with no lag, like a proper British sports car should be!

The chassis specification of the ZS was actually developed on the racetrack by enthusiasts before the MG saloon




programme started and was at the heart of its sporting appeal. The ZS sat 20mm lower than the Rover 45 on sports springs, and combined with some Delphi dampers, provided very firm control of low speed suspension travel yet retained the relatively gentle damping when the car encountered pot holes or road humps. To cope with the improved chassis and uprated power, the brakes were uprated on the 180 with high-performance 282mm front discs, 260mm diameter rear discs, with matching larger calipers all round and optimised ABS.

At the press launch Rob Oldaker; MG Rover's Product Development Director, said: "MG cars have always been appreciated by drivers and I am sure the MG ZS will actually surprise and impress. The MG ZS 180 particularly so, with its powerful and smooth six-cylinder engine, rare in a car of this size".

Pencils were sharpened as the journalists pre-planned their attacking of the ZS at the press launch, but they emerged from the cockpit with a smile, admiration for the brand and praised the car on its own merits, and rightly so. There was no doubt the MG was a true driver's car, and more than that, it was fun! A major facelift, instigated by Peter Stevens, was put into production on the MG ZS in the spring of 2004, clearly inspired by the awesome MG XPower Supercar, the SV. The changes included updates to the interiors, but the major alterations were focused around the exterior. A revised chunky radiator grille with svelte single unit headlamps was brought in, as was an integrated splitter for the deep-set front bumper, the front wings had 'shark's gills' vents set into them, wheel arch extension front and rear, meaty 17" wheels that were half an

inch wider than the previous 17" wheels filled the arches, making the ZS look aggressive with a real presence; in reality it was still as light and fun as the previous model.

During their five-year production period over 27,500 MG ZSs were built at the hallowed Longbridge plant. Today, even the newest MG ZS is 11 years old and many cars have been written off over the years, or broken for spares due to the value of the cars being relatively low – the sellers make more money from the ZS's various parts than selling a whole car. Thankfully, you can still find the odd low-mileage example with good service history, and many of the remaining ZSs are finding homes with true enthusiasts who know just what an outstanding driver's car the ZS 180 is, and with its pavement-stopping looks, it looks as good today as it did when built. 

ON THE NET

Interesting sites to visit and while away some time!



[Uncomfortable & cramped, but marvellous](#)

It's not the smallest car ever but possibly the one with the least amount of room inside. James brought this lovely little car for me to drive for an experience.



[Lenham Le Mans GT Midget](#)

Join us for this MG Midget road test with a difference.



[Is the MG Midget a good Daily Driver?](#)

I'm often asked if my MG would be a good daily driver for the average person commuting to work. I have mixed feelings about this, and this is why.



Expressions of Interest are invited for this Immaculate, showroom condition, MGB Mk II 1968, belonging to the Late Bernie Dorizzi.

Over the years Bernie had maintained his MGB to every minutest detail, under the bonnet paintwork, upholstery, structural integrity and roadworthiness. The car was a magnet for onlookers at every show he went to.

It is now time to find a good home for his car, preferably within his beloved MG fraternity in WA.

Please contact Pam Dorizzi on 0407 083 566 to discuss your interest or enquire further details.

Autocar road test 1948



M.G. Midget 1,098 c.c.

YOUNG blood, provided it flows red, has always craved for excitement, and the dream of cutting a dash in a fast, sleek sports car is healthy and virile. Few are fortunate enough to realize their youthful ambition to the full, but the possession of an M.G. Midget is more than a compromise. Far from a thoroughbred by birth, the current Midget still displays the traditional M.G. concept of a sports car, and loses nothing from the doubtfulness of its lineage. It is an exhilarating and predictable car to drive, with a performance that invites one to drive it hard—and to go on driving it.

For over a year now the Midget has been produced with the 1,098 c.c. power unit that was standardized by B.M.C. at last year's Motor Show, and with its two S.U. carburetors and sporting camshaft the peak power developed is 56 b.h.p. net at 5,750 r.p.m. The torque curve has a very flat shape with good bottom-end values and a peak of 62 lb. ft. quite high in the rev. range at 3,250 r.p.m. The only other difference from the car we tested in August 1961 is the adoption of 8.25in. dia. disc brakes for the front wheels and baulk-ring synchromesh in the gearbox.

On the road the extra power can be felt at once (the smaller-engined car developed only 42 b.h.p. net) and the stopwatch showed very worthwhile gains in acceleration. From rest to 80 m.p.h. took 36.9sec, almost 20sec less than before, and the mean maximum speed on a still day was 5 m.p.h. better at 89.5.

There has been no change to the gear ratios, and the indirects feel high but well spaced. First has a maximum

of 30 m.p.h., making it a useful traffic ratio, second takes the speed on to 50 m.p.h. and third 70. These speeds are the ultimates corresponding to 6,200 r.p.m. and normally one changes up at around 5,000. The electronic rev counter has an amber warning sector from 5,500 to 6,000, and a red danger zone from 6,000 to 7,000 although valve bounce limited engine speed to a safe 6,300 r.p.m.

Top gear is well matched to the power curve of the engine and the drag of the body (with its extra hardtop), for we were able to go just over peak revs in both directions on the flat. At these speeds engine noise is completely drowned by wind roar and conversation is virtually impossible.

Unusual for a test car, this Midget had covered about 16,000 miles and was over 12 months old. It had obviously

PRICES

Open two-seater
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Total (in G.B.) 598 13 9

Extras (including P.T.)

Hardtop with special sidescreens
Heater
Tonneau cover
Rear seat cushion

48 6 8
14 10 0
5 8 9
4 5 0

Make • M.G. Type • Midget (1,098 c.c.)

(Front engine, rear-wheel drive)

Manufacturers: M.G. Car Company Ltd., Abingdon-on-Thames, Berkshire

Test Conditions

Weather Dry, but dank with no wind
Temperature 11.0 deg. C (52 deg. F.)
Barometer 30.01 in. Hg.
Dry concrete and tarmac surfaces.

Weight

Kerb weight (with oil, water and half-full fuel tank)
14.25 cwt (1,596 lb-724 kg)
Front-rear distribution, per cent F, 51; R, 49
Laden as tested 17.25 cwt (1,932 lb-876 kg)

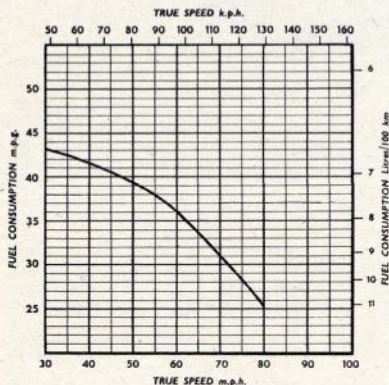
Turning Circles

Between kerbs L, 32 ft 1 in.; R, 31 ft 10 in.
Between walls L, 33 ft 5 in.; R, 33 ft. 2 in.
Turns of steering wheel lock to lock 2.25

Performance Data

Top gear m.p.h. per 1,000 r.p.m. 15.37
Mean piston speed at max. power ... 3,160 ft/min
Engine revs. at mean max. speed 5,820 r.p.m.
B.h.p. per ton laden 65.0

FUEL AND OIL CONSUMPTION



FUEL Super Premium Grade
(100-102 octane RM)

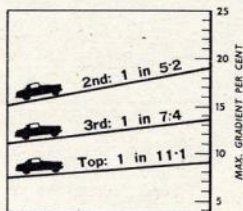
Test Distance 1,063 miles

Overall Consumption 29.1 m.p.g.
(9.8 litres/100 km.)

Normal Range 28-35 m.p.g.
(10.1-8.1 litres/100 km.)

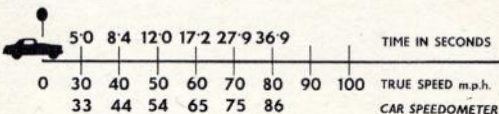
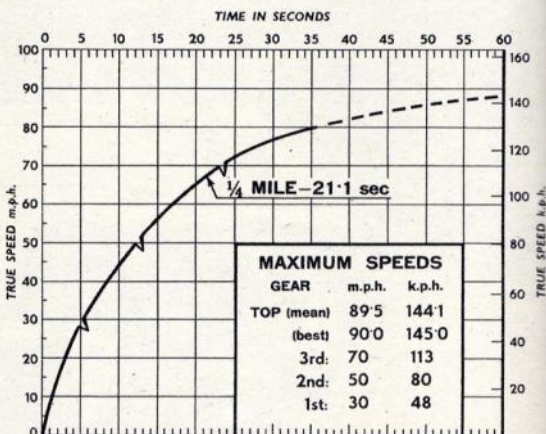
OIL: S.A.E.30 Consumption 8,000 m.p.g.

HILL CLIMBING AT STEADY SPEEDS



GEAR	Top	3rd	2nd
PULL (lb per ton)	415	300	200
Speed Range (m.p.h.)	25-38	32-47	42-56

MAXIMUM SPEEDS AND ACCELERATION TIMES



Speed range, gear ratios and time in seconds

m.p.h.	Top (4.22)	3rd (5.73)	2nd (8.05)	1st (13.50)
10-30	—	8.1	5.7	4.0
20-40	12.1	8.1	5.5	—
30-50	12.7	8.2	6.5	—
40-60	12.2	9.6	—	—
50-70	15.4	12.7	—	—
60-80	23.2	—	—	—

BRAKES

(from 30 m.p.h.
in neutral)

Pedal load

25lb
50lb
75lb
80lb

Retardation

0.20g
0.46g
0.85g
1.00g

Equiv. distance

150ft
65ft
35ft
30.1ft

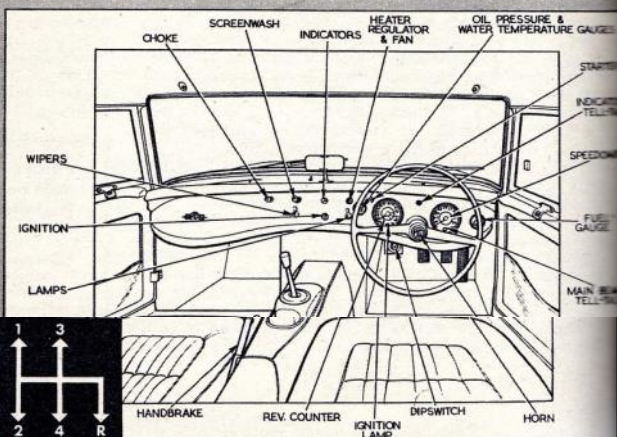
Handbrake

0.41g

74ft

CLUTCH

Pedal load and travel—50lb and 4 in.



been hard used, but meticulously maintained, and this combination probably put it in nearly the same condition as an average privately owned example. Those sceptics who think that small sports cars are caned to death in a short period would soon be silenced on inspecting this one. The bodywork and interior trim were just as smart as when the car was new, and it was only in a few mechanical details that age was beginning to show.

During the test the starter had to be replaced when it played up and refused to engage its pinion in the flywheel. We missed the starting handle, for which there is no provision, but the Midget required very little impetus to fire when push-started. We also had a little trouble which was probably due to one or other of the carburettor pistons sticking, the symptoms being a sudden loss of power on two cylinders with just as sudden recovery. The exhaust manifold joint, where it meets the down-pipe, tended to leak — a fault common to many other small B.M.C. models.

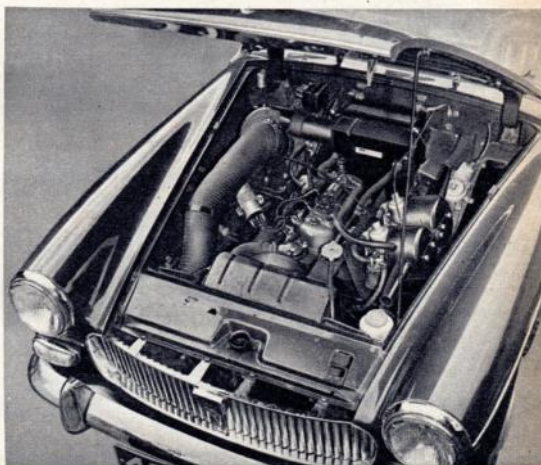
The car gave indications that it was very nearly due for decarbonizing, for although there was no pinking on premium grade fuel it tended to run on unless we used super. In all other respects, apart from a perceptible whine in the gearbox on the overrun, the Midget was in a very healthy state and obviously good for very many more thousands of miles.

Pulling Power

Comparatively speaking, take-offs from rest felt a little slow and it was not until about 3,000 r.p.m. that the engine really took hold and pulled lustily. By opening the throttle delicately we were able to record some good bottom-end acceleration figures, but it usually pays to hang on to the lower gears and to change down early. The engine had no serious vibration periods, and it seemed to be a much smoother and quieter unit than the older A-series, although it made no secret that it was working hard when called upon to do so.

At the same time as they introduced the larger engine, B.M.C. installed baulk-ring synchromesh on all the A-series gearboxes, and this latest unit is by far the best they have produced. Although first has no synchromesh, a little skill in double-declutching soon makes this a practical ratio for selection on the move, and it always went in first try from rest. Movements of the remote control lever are short and very positive, with a crisp feel that encourages one to make full use of the box.

The disc front brakes were not only more sensitive than the drums they replaced, but proved far more fade resistant from speed. On one or two occasions when braking was deliberately left late from speeds in the upper eighties, the stopping power still turned out to be greater than was required by an appreciable safety margin. Combined with the high-hysteresis Dunlop C41 tyres, the brakes were easily

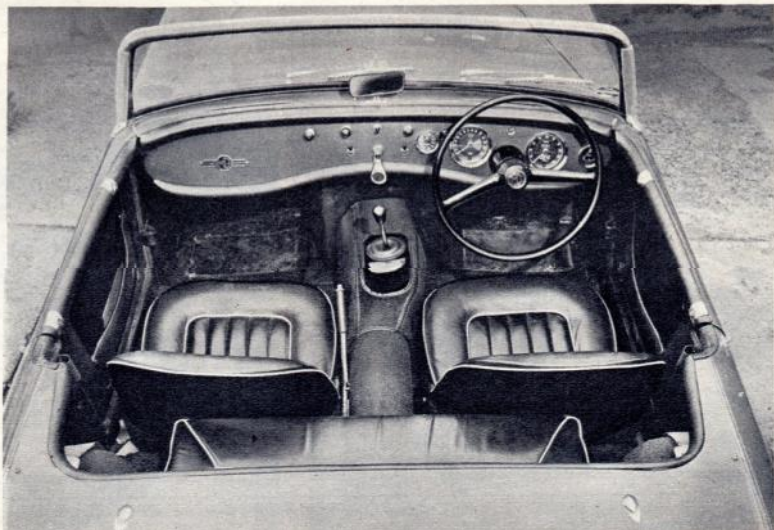


Carburettor adjustments call for removal of the air cleaners, and the battery is difficult to see into. For the heater fan to blow cold air, the tap on the cylinder head must be turned off by hand

capable of recording 1-0g stops from 30 m.p.h. at only 80lb pedal load, without the benefit of servo assistance.

Nestling alongside the passenger's seat cushion, the hand-brake is a little awkward to reach and takes a fair amount of muscle to produce an efficient emergency stop, but it had ample purchase to hold the car fully laden on a 1-in-3 hill. Restarts were not quite possible because of the high first gear, but we did get away without any trouble on 1-in-4.

Much has been written in the past on the handling of the Midget and Sprite with their quick steering, short wheel-base and rear-wheel steering effect, but everyone who drove this car commented on how much safer it felt and how it seemed less prone to dart about at speed. One of the knacks one learns after only a few miles is to relax one's grip on the wheel and let the car find its own path, which it does very accurately. Another factor we found that transformed the handling was to increase the tyre pressure differential from the recommended 2 p.s.i. to 6 p.s.i. between front and rear. This gave the car a decided under-steer tendency, although some of us still preferred it as it was, when corners could be taken just as fast by a quick



With the passenger's seat right forward there is leg room for one child in the back, but this space is really meant for extra luggage. The cushion is an extra



The soft top is quick and simple to erect, once all the bits have been unpacked; it leaves fewer blind spots than the hardtop

M.G. Midget . . .

tweak on the wheel followed immediately by slight opposite lock correction.

It was more in the straight-line stability that we liked it better without the oversteer. With standard pressures it tended to weave at the slightest provocation when cruising fast, and especially when braking. Our experience with other Midgets has shown that they are also very sensitive to the type of tyres.

Even for acute corners the steering wheel seldom needs more than a wrist movement, and manoeuvres like overtaking hardly require a visible motion of the steering wheel at all; one almost seems to will the car to change course. This high-geared steering meant that when the car was deliberately made to lose adhesion in a corner on a closed test track, corrections could be made speedily and without effort.

On smooth roads the ride comfort is quite acceptable, but rough going really shows up the limitations. Suspension movements are very small, especially at the back, and with two up it is easy to bottom on the bump stops. Tackling

the *pavé* was a major feat for the poor little car, which thumped and hopped its way along even at 10 m.p.h. Despite the ordeal, the body felt rigid and solid and nothing rattled except a grease cap from a front hub that came adrift inside the nave plate.

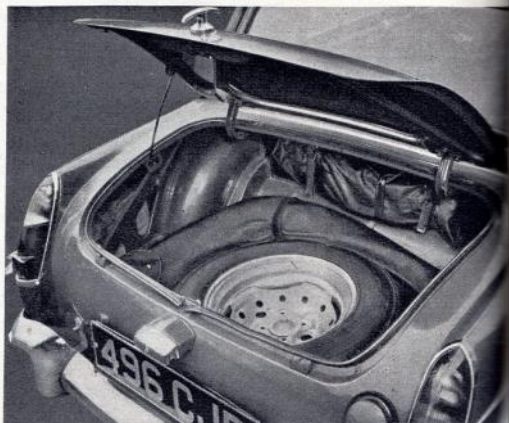
We went through a shallow water trough to test the brakes for wetting, and although they were affected, one application restored them to full efficiency. After a second run the engine cut out due to water short-circuiting the high-tension lead from the unshielded coil.

The road test car came complete with the optional hardtop that costs £48 6s 8d including special side-screens, and we therefore had the choice of three trims. Most of the time the car was run with the glass-fibre roof bolted in place, but during one fine weekend we took it off and tried the plastic-covered canvas hood. Erection is quick, even single-handed, once all the frame tubes and the hood have been unpacked from their various stowage bags, and when it is up and tensioned it makes the car almost as snug inside as does the hardtop.

We encountered heavy rain only with the hardtop on, and this was leak free on the move but tended to let water seep through the side-screen joints when left parked.

Another worthwhile extra we had was the tonneau cover

Left: Door pockets are as big as the doors themselves and make up for the lack of a glove locker. Padded coaming and pile carpets make the inside look quite plush. Right: Hood and frame tools all pack into rattle-free bags, but the spare wheel takes up most of the boot space



that adds another £5 8s 9d. This includes a rail which fits in the hood frame sockets so that the rear compartment can be closed in, and the rest of the cover then clips neatly down behind the seats.

The driver sits with his legs well offset to the right, and even with the seat right back an arms-stretch position is not possible. However, this does not in any way reduce control of the car, and all switches are easy to reach. There is no headlamp flasher; the three-position main lighting switch is close to one's left hand, where it can be used for signalling. The indicator switch is not self-cancelling but there is a bright repeater lamp (that dims when the side-lamps are lit to reduce dazzle) right under the driver's nose, while some disliked this arrangement, others soon became accustomed to it and preferred its positive action.

Although we had the extra cushion for the rear compartment, there is no leg room at all, and this makes it strictly for small children or extra luggage. Getting in and out with the roof on called for some agility, and all too often one catches some clothing on the locating dowel for the door. The doors do not lock, and stealing the car or its contents would be no problem even for the amateur.

The Perspex side-screens have metal frames with rubber sealing strips and panes sliding fore and aft. These must be opened before one can reach in and open the doors, and frost in the runners could be a problem after a night standing out in the depths of winter.

Both bonnet and boot lids have struts that have to be

unclipped and fitted into clumsy slots. While that for the engine is not so important, the luggage compartment is opened much more often, usually with one's hands full, and its lid was a continual nuisance. Provided it is of the squashable variety enough luggage for two can be insinuated into the boot, but it must all come out if there should be a puncture.

Over our entire test the fuel consumption averaged 29.1 m.p.g., but this included all the performance measurements and a flat-out trip up M.1. During 500 miles of normal use the overall figure improved to 32.2 m.p.g., but even so the tiny 6-gallon tank meant refuelling stops every 175 miles or so.

The heater, which is yet another extra at £14 10s, impressed us with its high capacity to disgorge streams of really hot air around the foot wells almost as soon as the engine had started from cold. Individual trap doors can be shut for maximum demisting, and the booster fan is not unduly noisy.

Two things about the Midget stand out from our renewed acquaintance with it in its improved form. First, it is a remarkably tough and well-built little car that always feels solid and robust. Second, it is a brisk and nippy machine that has a good margin of safety in all that it does. It has many of the intangible qualities that make a sports car what it is, not the least of which is a natural charm that continually increases one's affection for it. It is the sort of car that is easy to drive well and to have fun with.

Specification: M.G. Midget

ENGINE

Cylinders ...	4-in-line, water cooled
Bore ...	64.58mm (2.54in.)
Stroke ...	83.72mm (3.30in.)
Displacement ...	1,098 c.c. (67 cu. in.)
Valve gear ...	Overhead, pushrods and rockers
Compression ratio ...	8.9-to-1
Carburettor ...	Two S.U. H.S.2
Fuel pump ...	AC mechanical
Oil filter ...	External, full-flow, renewable element
Max. power ...	56 b.h.p. (net) at 5,750 r.p.m.
Max. torque ...	62 lb. ft. at 3,250 r.p.m.

TRANSMISSION

Clutch ...	6.25in. dia. Borg and Beck s.d.p.
Gearbox ...	Four-speed, synchromesh on 2nd, 3rd and top, central remote control change
Overall ratios ...	Top 4.22, 3rd 5.73, 2nd 8.05, 1st 13.50, Reverse 17.36
Final drive ...	Hypoid bevel, 4.22 to 1

CHASSIS

Construction ...	Integral with steel body
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SUSPENSION

Front ...	Independent, coil springs and wishbones, Armstrong lever-arm dampers
Rear ...	Live axle, quarter-elliptic leaf springs, radius arms, Armstrong lever-arm dampers
Steering ...	Rack and pinion, wheel dia., 16in.

BRAKES

Type ...	Lockheed hydraulic, disc front, drum rear
Dimensions ...	F, 8.25in. dia.; R, 7in. dia.; 1.25in. wide shoes
Swept area ...	F, 135 sq. in.; R, 55 sq. in. Total: 190 sq. in. (220 sq. in. per ton laden)

WHEELS

Type ...	Pressed steel disc, 4 studs 3.5in. wide rim
Tyres ...	Dunlop C41, tubeless 5.20-13in.

EQUIPMENT

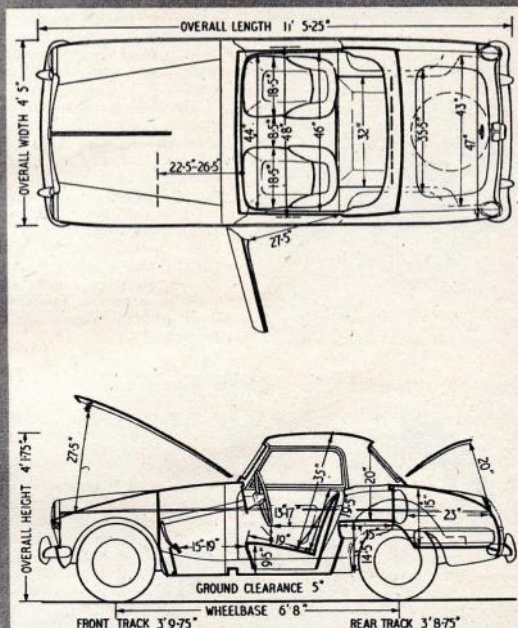
Battery ...	12-volt 43-amp. hr.
Headlamps ...	Sealed beam 40/45-watt
Reversing lamp ...	None
Electric fuses ...	2
Screen wipers ...	Two blade, single speed, self-parking
Screen washer ...	Extra
Interior heater ...	Extra
Safety belts ...	Extra, anchorages provided
Interior trim ...	Leathercloth
Floor covering ...	Carpet
Starting handle ...	No provision
Jack ...	Ratchet pillar
Jacking points ...	One each side in centre of body
Other bodies ...	None

MAINTENANCE

Fuel tank ...	6 imp. gallons (no reserve)
Cooling system ...	10 pints (plus 1 pint for heater)
Engine sump ...	6.5 pint. Change oil every 6,000 miles; change filter element every 6,000 miles
Gearbox and over-drive ...	2.5 pints SAE 30, no change necessary after first 500 miles
Final drive ...	1.5 pints SAE 90, no change necessary after first 500 miles
Grease ...	12 pints every 3,000 miles
Tyre pressures ...	F, 18; R, 20 p.s.i. (normal driving) F, 24; R, 26; p.s.i. (fast driving) F, 18; R, 24 p.s.i. (full load)

Scale: 0.3in. to 1ft.

Cushions uncompressed.



UPCOMING EVENTS

Social and Competition events scheduled for the coming month



Please note:- All calendar events correct at the time of publication

January & February Social Calendar	
JANUARY	
Tuesday 16th	MGCC General Meeting and Nog 'n' Natter
Thursday 18th	Classic Mid-week Brunch Run
Sunday 21st	MGCC Southern Chapter Run
FEBRUARY	
Wednesday 14th	Valentines Night
Sunday 18th	Twilight Run Perth Observatory
Thursday 20th	MGCC General Meeting and Nog 'n' Natter
Sunday 25th	MGA Register Run

2024 Competition Calendar - 3 Month Look Ahead

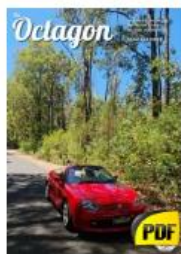
MONTH	DATE	CLUB	EVENT	LOCATION	STATUS
January	Saturday 20th Jan	TSOA	Coogee Twilight Autotest	Coogee	Club Champ.
February	Sunday 11th Feb	TSOA	Midvale Au totest	Midvale	Club Champ.
February	TBC	MCC	State Motorkhana Rd1	TBA	Club Champ.
March	TBC	JCC	Jaguar Track Day Regularity	Wanneroo	Club Champ.
March	TBC	TSOA	TSOA Autokhana	Kwinana	Club Champ.



MISSED AN EDITION?

Octagon back issues are available online at the MG Car Club website!

<https://www.mgccwa.com/octagon/>





MG Car Club of Western Australia Inc.

Minutes of Annual General Meeting held on 13 December 2023

AGM opened: 6.33 pm

Present: President David Hardie and 58 others in attendance

Visitors: Nil

Apologies: Ted and Robyn Mullins, Doug and Christine Bush, Peter Harper, Will Fox, Colleen Hardie and Rob Hagarty

Minutes of previous meeting: 2022 AGM held 6 December 2022. Motion to accept minutes:

Proposed: David Hardie Seconded: Malcolm Goode CARRIED: Yes

President's Annual Report: David Hardie presented the following report:

Welcome members to the 2023 AGM, in the 100th year of the MG marque and the 60th Anniversary of the club. I have pleasure in acknowledging the presence tonight of our patron Tim Harland and his wife Jo. Our other patron Val Goff is unfortunately an apology tonight. This is the second year we have been at the Stirling Arms for tonight's combined AGM, presentation night and Christmas function. May I firstly thank Sarah, Wanda and Chris for the work that they have done in making tonight's event possible. Thank you also to the Stirling Arms for hosting us this evening.

2023 has been a year that has seen the club continue to evolve over its 60 year history. We celebrated the club's 60th anniversary, the 60th anniversary of the MGB and the 30th anniversary of the RV8. The very successful Safety Fast event was coordinated for the first time by Chris Hart and his team, and next year we'll see Ann Dawson take up the Safety Fast Coordinators role. The survey conducted by the future subcommittee has generated a deeper understanding of the club's members, and among other things, will lead to some changes to future Nog N Natter nights to be implemented in 2024.

While the club has continued to evolve, the club's current situation is very strong. The survey revealed a high level of satisfaction among the club members with the current activities of the club. There were some suggestions made that the committee will begin to implement next year, to further the interest of club members. The club is financially very secure with a bank balance which will allow the committee to respond to any future challenges in the club's leasing arrangements with the Bayswater City Council. The committee has also been able to decrease membership fees by \$10. A full report from the sub committee will be available to members early next year.

My thanks to the retiring committee for the outstanding work they have done on behalf of the club over the past year. I am very heartened that each of them has been prepared to accept nomination to continue in their roles for the upcoming year. Each of them has committed hours of work on behalf of the members and have provided frank and fearless advice in the determination of the matters that come before the committee. I believe the quality of the committee members is another strength of the club. I am very pleased to welcome three new members on board the committee for 2024. John Mulcahy has accepted nomination as Assistant Minutes Secretary. John will replace Rowena as Minutes Secretary in May as she takes extended leave. I want to particularly thank Rowena for the great job she has done as Minutes Secretary over the last two years. Ann Dawson has accepted nomination as Safety Fast Coordinator taking over from Chris Hart. Paul Barfoot will join the committee as an additional committee member this year; hopefully taking an interest in the club's history.

The centenary of the MG marque will continue into next year and we will be celebrating the centenary by having our annual show and shine at the Motor Museum on 17th March. We aim to mark the centenary by having 100 MG 's on display on this day. There will be a short run starting at the clubrooms, finishing at the Motor Museum. The club will be providing a free barbeque and entry to the museum as part of the day. So, I put this in your diaries and let's make it a very big day.

Let me conclude by wishing all our members a very Merry Christmas and a safe and Happy New Year.

David Hardie
President MGCCA

***** Income and expenditure available upon request *****

Election of 2024 Office Bearers:

All Executive Committee positions were declared vacant.
Club Patron Tim Harland announced that there was one nomination for President, being David Hardie, nominated by Peter McGrath and declared that David Hardie is elected Club President for 2024.
David Hardie took the Chair and advised the following nominations for Office Bearers and Committee positions:

Office Bearers:

Vice President: Pete McGrath, nominated by Rowena Williams and elected unopposed
Secretary: Rowena Williams (end date May 2024), nominated by Pete McGrath and elected unopposed.
Assistant Secretary: John Mulcahy, nominated by Doug Bush and elected unopposed
Treasurer: Chris Hart, nominated by Doug Bush and elected unopposed

Committee positions:

Club Captain: Annette Gusterson, nominated by Richard Gusterson and elected unopposed
Competition Secretary: Rami Brass, nominated by Sarah Fry and elected unopposed
Concessional Licence Registrar: Doug Bush, nominated by Terence Banton and elected unopposed
Editor: Rob Hagarty, nominated by David Hardie and elected unopposed
Librarian: Sarah Fry, appointed by committee and elected unopposed
Membership Secretary: Richard Gusterson, nominated by Annette Gusterson and elected unopposed
Safety Fast Run Co-ordinator: Ann Dawson, nominated by Sarah Fry and elected unopposed
Social Co-ordinator: Terence and Wanda Banton, nominated by Doug Bush and elected unopposed
Webmaster: Brian Turner, nominated by Sarah Fry and elected unopposed
General members: David Fleming, nominated by Doug Bush and elected unopposed
 Paul Barfoot, nominated by Doug Bush and elected unopposed

The following Committee positions were advised:

Building Maintenance Officer: Chris Hart
CAMS Delegate: Tony Ford
Regalia: Chris Hart
Trophy Organiser: Club Captain

Any Other Business: Nil

AGM closed: at 6.53 pm

.....
David Hardie
President
xx December 2024





MG Car Club of Western Australia Inc.

Minutes of General Meeting held on 13 December 2023

General meeting opened: 6.53 pm

Present: President David Hardie and 58 others in attendance

Visitors: Nil

Apologies: Ted and Robyn Mullins, Doug and Christine Bush, Peter Harper, Will Fox, Colleen Hardie and Rob Hagarty

Any Other Business: Nil

General meeting closed: at 6.54 pm

.....
David Hardie
President
16 January 2024





**MG Midget gets
37 M.P.G. on the highway,
25 M.P.G. in the city
and unlimited F.P.G.*
anywhere.**

According to Federal E.P.A. tests, the MG Midget gets 37 M.P.G. on the highway and 25 M.P.G. in the city. Naturally these figures are estimates: the results you get may vary, depending on your driving habits, the car's condition and optional equipment.

That's a lot of M.P.G. But what about the F.P.G.?* That's Fun Per Gallon. MG Midget says the sky's the limit.

Midget gives you F.P.G. from going convertible so you can bask in the sun, view the moon and the stars and feel the wind in your hair.

F.P.G. from the driving excitement that's yours with rack and pinion steering, front caliper disc brakes, radial-ply tires, race-seasoned suspension and a short-throw four-speed gear box linked to a powerful 1500 cc engine.

Put a little F.P.G. in your life! For the name of your nearest MG dealer, call these toll-free numbers: (800) 447-4700, or, in Illinois, (800) 322-4400.

*BRITISH LEYLAND MOTORS INC., LEONIA, NEW JERSEY 07605.

MG Midget. The wide-open sports car.




Marketplace advertisements in the *Octagon* are free for MG Car Club of WA members. A small fee is charged for non members to advertise in the *Octagon* Marketplace.




Advertisements should be sent to octagon_editor@outlook.com. They should include a brief description of the item for sale or wanted and an image smaller than 1Mb in size.

Please note:- **Advertisements are removed after three editions unless instructed otherwise.**

The deadline for advertisements to be received for them to appear in the February edition of the *Octagon* is **MONDAY JANUARY 22ND**.




● FREE


 1967
 


MG Midget Parts




Free to a good home. A Generator, a regulator, an MG hood cover, a SU fuel pump and 1.1/4" cooper air cleaners all from an MG Midget.

 Andy Shaw
 0419914147
 apms@westnet.com.au

FREE




● FOR SWAP






MGA Wheels




I have a 1960 MGA 1600 with bolt on wheels and would like to swap the wheels and rear axle for good condition, preferably chrome wire wheels and the rear axle. All in good cond. If anyone with an MGA or Mk1 MGB is interested in the swap. I am happy to pay for the labour.

 Mark Hanikeri
 0408000263
 hanikeri@mac.com

NEGOTIABLE




● FOR SALE






MGB Roadster




Chrome wires, runs well, 38553miles

 Laura Meade
 0405984289
 laura.meade@fennellwest.com.au

\$30 000




● FOR SALE

 1975
 


MGB Roadster

British Leyland made in UK with full restoration completed in Western Australia. Excellent condition with recent new items including Radio, Woodgrain Dashboard, Moto Lita Steering Wheel, Clutch, Radiator replacement, Exhaust System, Thermo Fan. Always garaged with protective cover.

 Neil Magee
 0408603012
 neil.t.magee@gmail.com

\$37 000



WANTED

1954



Shocks & Steering Rack

WANTED PAIR OF REAR LEVER ARM SHOCKS FOR MK1 MGB, 1 X LHR AND 1 X RHR & STEERING RACK FOR MGB Mk 1



David Ashby

0409154648

dashby2000@hotmail.com

Negotiable



FOR SALE

1937



MG TA

It was fully restored in 2020. Chassis number TA1418. Original Engine Number: MPJG 1687. Build Date: 01/06/1937. Registration: DEL721. Current milage after restoration: 1972 miles



Lenny Hicks

0413974572 lennyandally@optusnet.com.au

POA





...tailend