

The
Octagon
APRIL 2024

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





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This Month's Cover

Hundreds of cars were on show at the very successful 100th Anniversary Show 'n Shine at Whiteman Park last month. This image was taken by Club President Dave Hardie. Full report in this issue of the Octagon.



APRIL 2024

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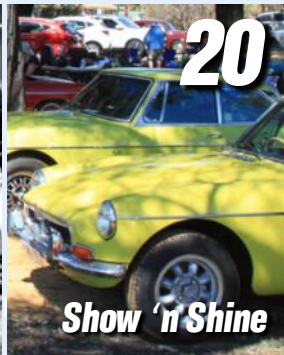
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Mid-Week Run



MGB Buick



Show 'n Shine



MGA to the Arctic

PRESIDENT'S REPORT

MG Car Club of
WA President
Dave Hardie



Who could believe we are already in the Autumn of 2024 already. The time of the year most suited to living in Perth and driving open top cars. The weather god has certainly provided great weather for our recent events after the heat of summer.

The 100th Centenary of the MG Marque celebration “Show N Shine” at the Motor Museum was an outstanding display. 161 cars showed up on a beautiful day, far exceeding organiser Doug’s hope of 100 cars. Moving around

the site one could witness just about every model that has ever had an MG logo attached, right up to the latest MG4 electric vehicle.

Congratulations to Doug and his team of volunteers, the members of the three MG clubs that attended and displayed their vehicles, and the worthy winners of the various category winners. Thanks also must go to the Motor Museum for allowing us to use their venue and the support they provided on the day.

We are looking for a new organiser of the “Show N Shine” event for next year as Doug has asked for a rest, having organised the last seven events so successfully. Thanks to Doug for his outstanding contribution to the club’s calendar over the last seven years.

While on resignations,

Rowena has advised me that due to changes in her work and life commitments she is unable to continue as Secretary. Thanks must go to Rowena for the outstanding job she has done for the last two and a half years. I have very much appreciated her professional support in the way she has executed her role as Secretary and wish her all the best. We will look forward to being able to welcome Rowena back to the committee in the future when her circumstances change.

The trial of the new Nog n Natter format at the last general meeting turned out to be a great success. Thanks to Mike Chester for bringing along his lovely MGTD. There was much ogling and explanation of features of the car prior to the meeting.

[Continued on page 31](#)

FROM THE EDITOR

MG Car Club of WA
Octagon Editor
Rob Hagarty




A hugely successful Show 'n Shine event celebrating the 100th Anniversary of the MG marque took place last month at Whiteman Park. A report and images from the event can be found in this month's Octagon.

Also this month, we are once again focusing on the MGB. An interesting Australian article about the car from 1967 is this month's classic magazine article. It's not the easiest to read, however I hope you will enjoy it nonetheless.

The next few months promise to be absolutely filled with opportunities to get your MG out and about with so many interesting runs and events to take part in. I hope to be able to bring you all the stories and images from these events in coming issues.

An apology to Peter Fry also this month. I forgot to include his time in the Midvale Autotest write-up last month. Peter's total time for the day was 304.537.

Until next month! 

I ♥ MY MG

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.

Thank you!

POST EVENT REPORT

Mid-week Run

14th March 2024

Story: Richard Gusterson

Images: Maxine Robins



Having assembled at the Olde Narrogin Inne, ready for the 'off' a random number system selected me to create the article for the April Octagon! I was delighted, in fact, to be the author.

Why? Because the organiser of this event, Maxine Robins, volunteered during last year to take on a Mid Week Run. Her prowess as a navigator for Richard Whitehead and attention to detail is well known and Maxine had already created an attractive and suitable

run! Her request was shared with Terry & Wanda Banton whose automatic support ensured her request would become a reality.

Now to the real 'off'. A total of 12 MGs with 20 club members were ready to go and we headed south down South West Hwy, turning right in Byford to




a road taking us through Mundijong. Amazing to realise the road was NEW to me and many others! You would think not possible! We proceeded through attractive rural areas where horses, in particular, were very popular. This road was an alternative route to Pinjarra Road and ultimately the route took us to South

Yunderup and the Sandy Cove Tavern, for our brunch where we were very happily welcomed and enjoyed both good service and enjoyable food.

The tavern was not open till 11am and Maxine would not allow a start to the run until exactly 10am and advised the run would take one hour. By my watch we arrived at 11am precisely, just on opening time when we arrived.

Members congratulated Maxine for an excellent run and were particularly impressed with the detailed run sheet and which was so easy to read and follow – and guess what -no-one got lost! Excellent work Maxine.

I'm sure we will enjoy more of your events. Volunteers are more than welcome and introduce their favourite runs. 



COMING EVENT



Ladies' Run

16th JUNE 2024

The next MG Car Club of WA Ladies' Run will be held in June and will be organised by Sarah Fry. Starting at Guildford, the run will be scenic and picturesque and will end at a venue in Bindoon. For further details, call Sarah on 0430 564 057 or send her an email at sarah_fry03@hotmail.com



Club members enjoying the sunshine and atmosphere at the 100th Anniversary Show and Shine. Michael Gusterson, Annette Gusterson, Heidi Gusterson. Richard Gusterson in background speaking with Val and Jason Goff.

For go-manship, not show-manship,
would you believe an...



MGB BUICK?

Disguise exercise: hide one 218 cube alloy Buick V8 (don't sneer, the Repco mills started out from here) under the bonnet of an MGB with no body mods and a single exhaust outlet. Change the final drive. Now climb in and hose off everybody. Understeer on corners? You must be joking, sir; this mill is more than 50 lb. lighter than the original!

Story and pictures by Al Lauder

IMAGINE yourself whistling along the highway in something like a Falcon GT. You're sitting pretty close to the speed limit, restraining the beast under your right foot, drinking in the luxurious feeling of having power on tap whenever you need it. Of course, you bought the car for the status symbol of the whole thing. The big look with big power.

You flick a glance in the rear vision mirror and note a dark green MGB in the distance. Although quite unconsciously, your top lip begins to curl, your eyelids droop a fraction — and you settle into your seat a little more. Ho hum, it feels sweet to know the Bee is going to follow your tail lights for the next umpteen miles.

Suddenly, there's a raspy horn note behind you. Another glance in the mirror. Dammit, doesn't that cloth-capped nit recognise the color of the car? Can't he read the GT insignia on the tail? And still he acts like a pompous b... and wants to get by.

The low-slung car whips past like you were standing still, a green blur slipping by the window with a most unusual exhaust note. Your brow wrinkles. The lip curl turns into a sneer. Your right foot heads a little further for the floor. No impression. The green "thing" becomes smaller before your eyes. And smaller, and... gone!

Unreal. You search your mind for something you may have noticed as it passed you. Nope. Same height. Sure, it had fat wheels, but so do a lot of MGs you've seen lately. No bubble in the hood, no straps holding the bonnet shut like boy-racers do. So, what's all the noise about?

That's it. The noise. That burbling sound. He must have been going 15mph faster, yet he burbled along. Nothing like the normal Bee sound at all. Something smells, Sherlock!

The sports car in question is owned by Mark Keeley of Balgowlah Heights, Sydney. Being an importer of fine, high-powered American machinery, Mark naturally caught the V8 bug in a big way. He had this MGB sitting around home doing hack service to the shops each day and down to the club on Saturdays. Next thing he knew, he had a spare 1962, 3524 cc alloy Oldsmobile engine

coupled to an automatic gearbox, which had set him back \$800. This incidentally is the same 218 cu in. alloy Buick on which the first Repco V8 mills were leased. As his wife liked the B anyway, and the summer was coming on (a soft top does wonders for the wife's morale on Sunday afternoons), Mark found himself idly measuring the length of the Olds, and the length of the B block. He soon discovered if the B engine and gearbox were removed, there'd be a pretty sizable hole up front, which *just happened* to be big enough for the Olds engine.

The clincher came when a friend *just happened* to be looking for a little-used 1967 MGB engine and transmission. So, \$540 later, Mark was looking into the hole where the B engine had been.

With the easy part over, the B was without power and the Olds was almost rattling its tappets to be got off the garage floor and into that vacant space. Mark measured again to make sure he hadn't dreamed the whole thing, that the Olds would actually fit into a compartment that was looking smaller every time he turned around, and decided he might as well try the lightweight V8 as sit around waiting for miracles to happen.

Technical reference showed the Olds (complete) to weigh 320 lb as against 358 lb for the original power plant, so there was little problem concern-

ing weight. However, the V8 required more cooling, overcome by grafting extra core-width to the stock MGB radiator.

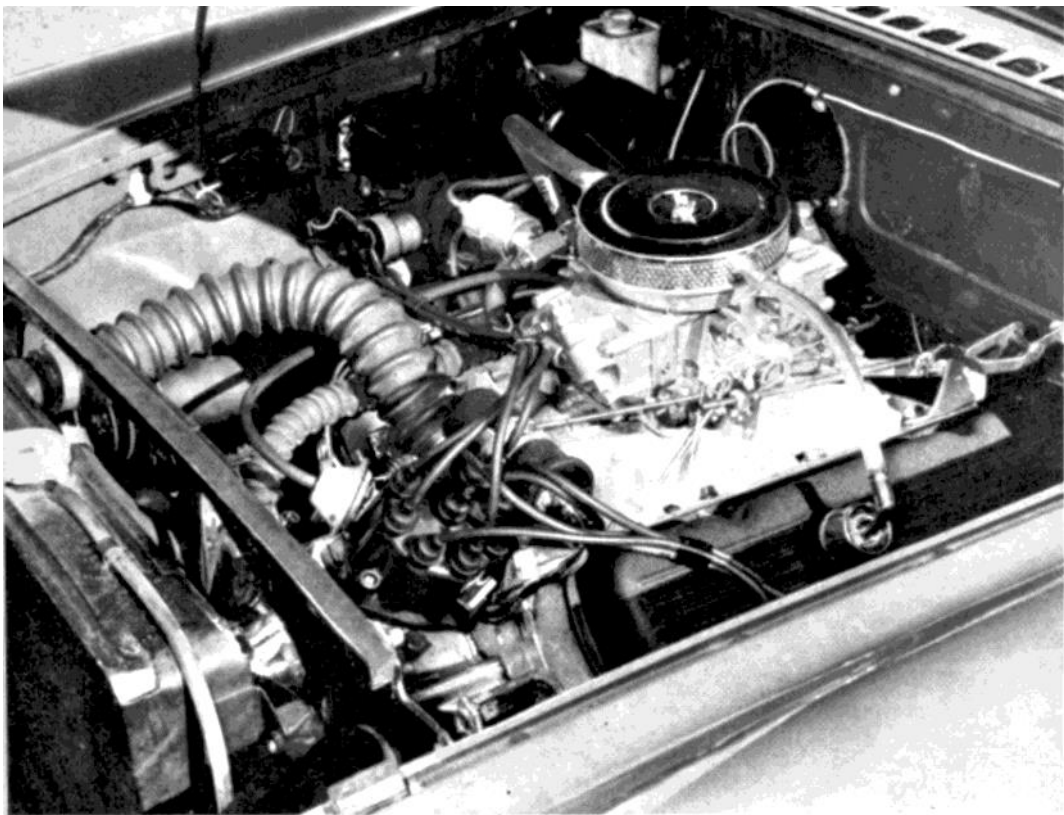
The engine transplant was easier than expected. The only clearance problems were the firewall and the inside of the wheel arch. This was alleviated by cutting a section back into the firewall to allow room for the larger bell-housing, and notching the inside of the mudguards to clear the exhaust headers.

The engine mounts were fabricated from sheet metal, while the gearbox rested on the original mount after slight modifications. The drive shaft was shortened to suit. The exhaust pipes from each bank of the Olds V8 meet on one side between the engine and gearbox, then run into a stock MGB muffler and tail pipe.

The front oil cooler, originally used for the engine oil, now does sterling service for the three-speed Hydramatic gearbox, as the engine oil runs at normal temperature without this extra cooling.

The floor shift for the automatic gearbox is in almost the same place as the former lever was, although the floor was reshaped to suit. As the mats had been chopped up during alterations, new carpeting was fashioned for the whole interior.

On the road, the car is a genuine flyer. The mechanicals are quiet and smooth, much more so



The alloy Olds engine looks like it was made for the MGB engine compartment. Its height is similar to that of the original engine, and modifications to panels were minor.

The inside panels of the mudguards were notched to clear the exhaust headers on each side of the car. This panel work, along with slight modifications to the firewall, were the only alterations in the body.

than the original MGB unit. Normal MGB rear end gearing gives a top speed of around 90 mph; however, proper gearing to use all of the available torque of the Olds V8 produces a flat 120 mph top speed.

Although most V8 engines are known to be fuel guzzlers, Mark has experienced a steady 20 mpg without even thinking of trying for fuel economy. The four-barrel Holley carburettor, while not the most economical in the world, provides the potent unit with ample food while giving reasonable economy in return for such an increase in power.

To look at the car, there's virtually no difference from stock. The front wheel arch is a little higher than normal, but that's all. The wire wheels have proved strong enough to handle the extra power, while the disc brakes haven't faltered once.

The engine sits no higher (to the top of the carburettor) than the MGB unit did, so there was no need for air scoops or hood bubbles normally found on conversions of this type.

So, the next time you're wanting extra power and torque from your car, think about a transplant before you go buying a heap of bolt-on goodies. You'll near as dammit pay the same price for the finished job — and have a reliable and uncomplicated motor car. #

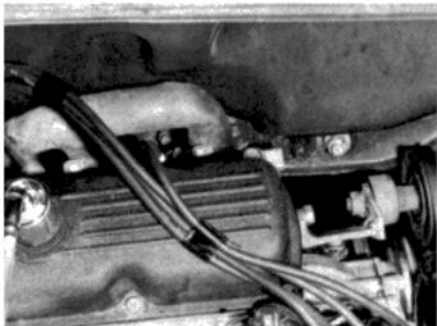
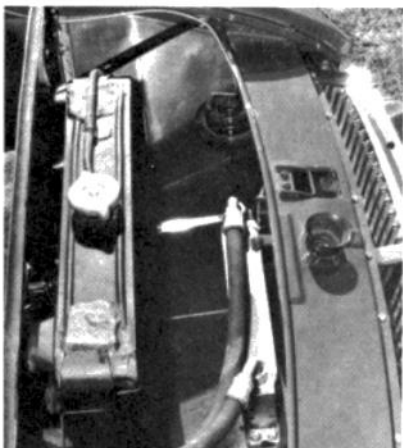


You'd even have to look twice to catch this floor shift for the three speed automatic. New carpets were made after the original mats refused to conform to the new floor shape.



During the initial stages of installing the Olds. Photo shows the adequate clearance between the fan and radiator. Hose outlets were altered when the radiator was widened for extra cooling.

Later, in running order, the extensions to radiator can be seen. Front oil cooler, formerly for the engine oil, now serves the three speed Hydra-matic gearbox. Engine oil runs normal temp.





May MG Car Club General Meeting

**to be held at the Stirling Arms Hotel,
Guildford Road, Guildford**

**Held in the Sports Bar, the meeting will
commence at 7:30pm rather than the usual
time of 8:00pm**

**Members can buy their dinner and drinks
at very reasonable prices before the
meeting starts**

We hope to see you there!



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.

April Social Events

MGCC Mid Week Brunch

Run – Thursday 11th April

Organiser – Arthur & Sandra Wallis M – 0417 975 786 – sillawa@iinet.net.au
Start Details TBA

MGCC General Meeting &

Nog'n'Natter – Tuesday 16th April

MGCC Clubrooms starting at 8.00 pm
Golden Globe Presentation by John and Anne Dawson
Popcorn and all sorts of Goodies

MGCC - Observatory Night

Sky Tour – Thursday 18th April

This tour has been exclusively organized for the MGCC hence space is now available for an additional ten places as this date will not be available to the General Public. Further details and NEW registrations for this exclusive tour please contact Tony Ford – tonyford@westnet.com.au
Payment details please contact Chris Hart – chrishart@westnet.com.au

MGCC Southern Chapter

Waroona Hotel Lunch –

Sunday 21st April

Meet at Harvey Cheese SW Hwy Wokalup at 9.30am for a 10.30 start

Organisers – Colin & Dot Eastick M- 0408 914 713 or deastick1@gmail.com

MGA Register Run – Sunday

21st April

Organiser Tony Ford – E – tonyford@westnet.com.au
Details TBA

April Competition Events

State Motorkhana Round 1

- Friday April 1st

Details and venue to be confirmed
petemcgrath76@hotmail.co.uk
- 0427 750 105

Wanneroo Track Day –

Regularity - Tuesday 16th April

JCC - Club Championship
petemcgrath76@hotmail.co.uk
- 0427 750 105

Northam – Mt. Ommaney

Hill Climb – Saturday 27th April 2024

VSCC/TSOA – Vintage Championship
petemcgrath76@hotmail.co.uk
- 0427 750 105

Northam Flying 50 Round

the Houses – Sunday 28th April 2024

VSCC – Vintage Championship
petemcgrath76@hotmail.co.uk
- 0427 750 105

2024 FUTURE SOCIAL EVENTS - for your Social Diary

5th May – Moondyne Joe Festival -Toodyay

19th May – British Car Day – Gingin

18th – 19th May – Southern Chapter - Great Southern Trek to Pemberton

21st May MGCC General Meeting – Venue the Stirling Arms Hotel Guildford

1st June – Albany Classic Around the Houses – Social & Competition.

16th June – Ladies very Social Run – Sarah Fry – M – 0430 564 057

14th July Southern Chapter - Xmas in July

21st July – Winter Woolies Run



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ON THE NET

Interesting sites to visit and while away some time!



[Is the MGB Britain's Favourite Classic?](#)

They may often be overlooked at shows due to sheer numbers but the MGB is perhaps the perfect distillation of a classic reckons Paul Cowland, but do you agree?



[MGB Chrome vs Rubber Bumper](#)

New safety regulations forced MG to add controversial rubber bumpers and raise the suspension. Did it ruin it? Jack and Joe went for a drive...



[Should You Buy a MGB?](#)

This is the ultimate MGB buyers guide!

EXPRESSIONS OF INTEREST



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.


COMING EVENT

The TSOA are running the Hill Climb event this year on behalf of the

Vintage Sport Car Club. Entries are now open. Entry fee for participants is a very reasonable \$90. The theme this year will be MG 100 Years, so we encourage our members to take part. The TSOA are also actively seeking volunteers to help with officiating. Duties are very basic, mainly as observers, no accreditation is required, however all will need to sign the disclaimer so they're covered. See below info:

We need teams of 2. First team at the first set of chicanes in case these are moved, they can be replaced before the next car. (at Denison we use line marker paint so they're put back in the same

spot). The next team located at the apex of the tight hairpin. They will be positioned on upper area above the hairpin. The third team at the second set of chicanes. The final team at the top car park turn around area to watch for any 'offs'. All will be using our club radios. We will also be asking our observers to keep an eye out for anything we might need to be aware in order to maintain a safe event. The Clerk of Course will use discretion on any action required.

If you're interested in volunteering contact Rami Brass rami.brass@rsm.com.au or Pete McGrath petemcgrath76@hotmail.co.uk from the MGCCWA or contact Bruce Pollock directly from the TSOA. 

MT Ommannney Hill Climb


Saturday 27 April 2024


The Triumph Sports Owners Association of WA invite your entries to the revised format hill climb.

Entry docs available on the TSOA of WA website tsoa-wa.com or scan the QR code



Entry enquiries to Bruce Pollock

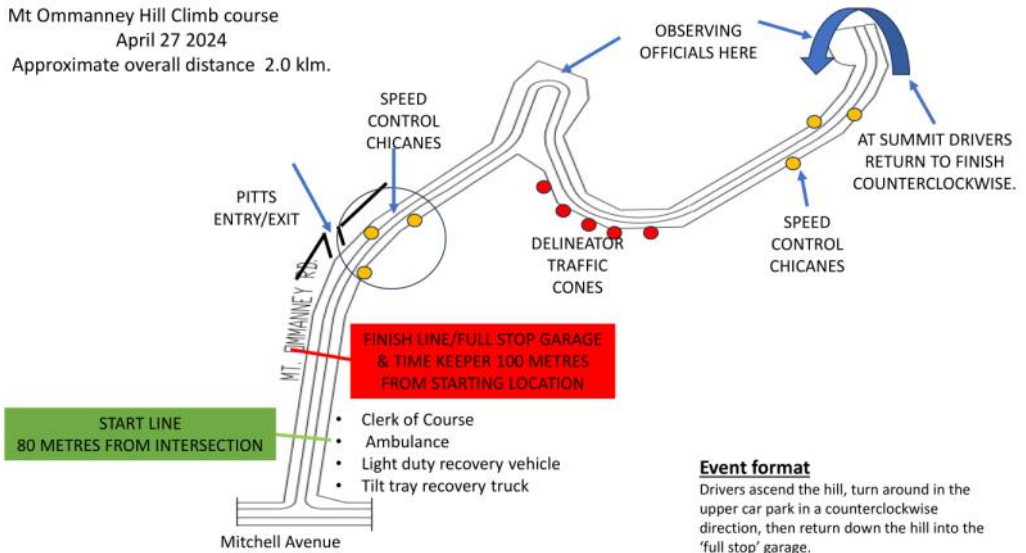
 0419 963 295

 brucepollock9@gmail.com

SCAN QR



Mt Ommanney Hill Climb course
April 27 2024
Approximate overall distance 2.0 klm.



VOLUNTEERS NEEDED URGENTLY

Motorsport events do not run themselves, unfortunately! Events require a large number of volunteers to run safely and efficiently. The TSOA are urgently seeking volunteers to help run the Mt Ommanney Hill Climb this year. If you can help out, please contact [Bruce Pollock](#) and let him know! I will be volunteering on the weekend and look forward to hearing of other MG Car Club members helping out - ed



MGA Register [WA] Edgecombe Bros Breakfast Run



Invite You

On a spirited DRIVE on the Winding & Hilly roads of
Gidgegannup & Brigadoon.

Then Breakfast at:

Edgecombe Bros Winery



1733 Gngalara Rd

Henley Brook, Western Australia 6055

(Cnr Gngalara & West Swan Rd)

08 9296 4307

When:

Sunday 21st April 2024

Where:

Meet at Alfred's Kitchen,
Cnr Meadow & James Street. Guildford

Meet:

8:00am

Departure:

8:30am

Duration:

1h:30m

Distance

56 miles / 90 km

*For venue booking purposes
Please confirm your attendance to Tony Ford
by 16th April 2024*

by email:- tonyford@westnet.com.au

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After months of planning, the MG 100 anniversary meeting and display took place on Sunday 17th March at the Motor Museum in Whiteman Park. The day gave us some of our glorious Perth late summer weather, hot, sunny, and dry. No reason not to get those MGs out, drive them to the park and display them for all to see. And by golly, members of all three MG Car Clubs in WA turned up and put on a magnificent display. As organiser I had about 112 pre-notifications by participants. Some of whom pre-advised that they would join the Run arranged to start at Guildford Station. Christine & I plotted the route to WP, checked it on the Friday before and printed the run sheets out. I did 25 copies as that should have been enough, however 48 MG's turned up to start the run, which Christine coordinated. Thus, I apologise to all those who did not get a run sheet.

As entrants may have noted, we [Chris Hart & I] on Saturday afternoon, had coned off the access to the event parking areas by the general public, probably not allowed ! but we did it. A wise move in view of our eventual large number of MGs on site. I drove to the MM at 08:00 to check things out and found 3 TC owners already in the public car park!. Having helped the TCOC organiser to park their members cars in their allocated parking area. I drove home again to load up with the food and paraphernalia needed for the day, Then, back to the MM to set up. By then most of the TCOC cars were in place ready for their Concours judging. Chris Hart put up the Club banners and Flags. I had arranged a parking plan for our four allocated areas, with the P o O entrant cars to be all together.

Luckily for me, Brendon Barber, who was a very early arrival [08:00], agreed to man the vehicle entrance to ensure only MG's got through, thanks Brendan.. Soon other entrants started arriving and the usual member [they know who they were] workers got involved with the car parking and did a great job. Apart from the TCOC & P o O entrants I deliberately did not allocate separate model parking places, for MGCCWA & MGOC entrants. I think my parking plan went out of the window, soon after the MGs started arriving en mass. Meanwhile I had set up my table outside the museum entrance to action the P o O process and hand out raffle tickets for the Sausage Sizzle salad & Ice Cream lunch to our club & MGOC entrants.

All entrants were able to view the Motor Museum displays free of charge as the three clubs had all agreed to subsidise this aspect of the day. Our club also bore the cost of the lunch for our member entrants.

We displayed some of the different era MGs immediately outside the Museum, ranging from a 1932 J2 to a 2024 MG4. It was good to see so many MG owners enjoying the display, the fellowship and doubtless analysing the cars and talking MG folklore.

I seldom moved from my table during the day but did get 10 minutes off to have a quick look at some of the cars on display. A MaGnificent show.

Which moves me on to some event information. I asked our President Dave to walk around and count the total number of MGs on display. After a while he gave me a sheet of paper that recorded 161 all told. A magnificent turn out by members of all three Clubs.

In fact, I can safely say that this was the largest turn out of cars of a single Marque that had been seen at the Motor Museum. Very well done everybody. It just shows what the MG clubs can do when we work together.

Our Pride of Ownership awards went to:

Class 1:	Winner	Allan Newton	TF 1500
Class 2:	Runner Up	Neil Magee	RV-8
	Winner	Forbes Watson	RV-8
Class 3:	Runner Up	Rob Carson	MGF
	Winner	Mark Rookledge	MGF

Lastly my sincere thanks go to all who took their MGs to MG100, plus all those members who helped on the day to make the event a success and to the Motor Museum for allowing us to hold our 'Once in a Lifetime' MG100 event at their facility.

Doug Bush
21-03-24







CHIT CHAT CORNER

By Amanda Louise
(Mandy Lou)



Having almost exhausted my recipes of chocolate and its benefits 'as a natural substance that is reported to stimulate the same reaction in the body as falling in love', I came across another article promoting "the sensuality of Wine" and thought further investigation was warranted.

Learning to love wine is similar to starting an affair of the heart. The courtship in selecting a bottle; the anticipation of that first sensual sip; the heady caress of the aromas and then the

luscious, velvety liquid that slips so smoothly down the throat.

It's no surprise that the sensuality of wine is a subject that has inspired great writers and philosophers throughout the centuries. Did you know that the ancient gods of wine doubled up as gods of fertility? I also discovered that this ancient relationship between wine and sex is finally being put to the scientific test and scientists in London have called for newly weds to test the legendary aphrodisiac effects of an ancient, honey based wine, first brewed in Babylon more than 4000 years ago. In ancient Persia couples were expected to drink the sweet wine every day for one "honey month" after their wedding to guarantee a successful marriage – from whence, of course, came the word "honeymoon".

The wine being tested is a blend of honey, wine,


fruits and spices; rich in B vitamins that help maintain reproductive health; amino acids for increased fertility and nitric oxide which is good for men's sexual health. Look at this for a new direction for advertising "wine".

"A splash of white with your red?" If you fancy a splash of white with your red, Shiraz Viognier could be just what your looking for. But beware – this is one very sensual wine. Already Shiraz has been termed "the new weapon of mass seduction". Be warned that when you couple it with Viognier's silky softness and voluptuous perfume, it could become the highly sexed Aussie wine style of the future. I can remember when a bottle of "Barossa Pearl" or "Barossa Rose" had similar effects !! There is also an article about a South Australian winemaker who "one day a week works as a sex therapist while the rest of the time she is busy

creating her range of wines". The article states that she gives as much attention to her vines as she does to her sexual therapy clients. In fact the problems encountered are often not dissimilar. One she had faced is a bunch of rot and another is hanging canes. I order to establish a healthy upright cane she recommends relaxation

and sensual massage. Another essential aspect of producing good wine is terroir, that subtle interplay between position, sexual orientation, the elements, ying and yang and the dirt. It is this concept of terroir that underpins the finest wines in the world. She also makes the analogy the "Sex is about being real to your partner in the

same way a wine reflects its terroir".

Shakespeare observed – 'wine provokes and it unprovokes: it provokes the desire, but it takes away the performance'. 

Your Calorie Queen

Mandy Lou



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MGA to the Arctic Part 3

By David Williams

From 'Safety Fast' June
1968

Reprinted with permission
from the MG Car Club (UK)

It miraculously escaped when the Germans fired the town, as they did all northern communities in panic over a possible Russian invasion towards the end of the war. Hammerfest is a port and lives by the sea. The only industry of any size we saw was a fish-meal factory which issued a considerable pong.

The choice of meat there is seal or seal, so we had seal—fishy but quite tasty. We had arranged to meet our Dutch friends at Russenes where that

night we were all to board the ferry for Honyingsvag. So we left Hammerfest and returned to the E6 where we came across thousands of reindeer between Skaidi and Olderford. We left the MGA at Russenes and joined our friends in the Citroen, then boarded the steamer. Car places are limited for this four-hour trip anyhow and by joining them we saved some cash.

The boat was 90 minutes late so we had a flat-out crossing with everything vibrating that could vibrate, and docked in Honningsvag at 1 a.m. We had to knock up the local guest house proprietor, but we were quite well received and got a bed for the night. The 20 miles across the island to North Cape is rugged, rough, narrow and winding. Our old friend fog was with us again so we did not see the sun—midnight or otherwise—but we were initiated as subjects of King Arctic

and had a long chat with the owner of the North Cape restaurant who was packing up to go south and home for the winter. There were 3,000 reindeer on the island and the Lapps were preparing to take them inland for the long winter—which includes a hazardous swim to the mainland. We returned to Russenes, picked up our MGA and drove to Lakselv, absolutely bursting with Lapp life.

The hotel lounge was full of them—a colourful sight in their gay, predominantly blue and red costumes. They sat, chatted, and waited patiently for the special buses that were to take them to their winter quarters over in Finland.

Next day we travelled into Finland too, where the border guard cheered us up no end by jokingly asking why we did not have winter tyres. It could snow, he said. We made

good time on long, straight, tarmac roads, deserted apart from ourselves and it was good to let the MGA do the ton again without breaking the law. Occasional dirt road wet from recent rain, slowed us down considerably but didn't last for long.

On these we met Herrman and Dora with a burst tyre, changed the wheel and got the Citroen on its way again. Fifty miles further on my front offside tyre burst at 85 m.p.h. But all was well after sweating to get the jack under the car on the heavily cambered road. We re-crossed the Arctic Circle and arrived in Rovaniemi, having covered 325 miles that day. Next day we clocked 400 miles in both Finland and Sweden, following the E4 alongside the Gulf of Bothnia.

Sweden had just changed over driving on the right, so everyone was doing a steady 50 with headlights blazing and in great

bunches. I joined them, for there were a lot of police about and I couldn't afford a fine at that stage of the holiday. After an overnight stop we pressed on leaving the E4 at Soderham, and arrived in Mora more by luck than judgement. We re-crossed into Norway again next day and in misty rain half-way up a mountain the fan belt broke. Wet and dirty, there followed a dark, foggy crossing of the mountains to Favang.



Now a day ahead of schedule we had an easy run to Lillehammer and on to Oslo. We stayed overnight and did the usual tourist rounds next

day—in the rain—and took the Reindeer Road to Bergen. We made this trip in two days through some very beautiful country including the hair-raising hairpins of the Mabodal Valley.

We packed most of our luggage in the boot and behind the seats. The spare wheel was strapped to the roof rack along with tent and petrol can. We cooked much of our food in the day on a camping gas burner

which also provided numerous cups of tea.

Fortunately we had dry weather or it could have posed problems in the confines of the MGA. One

thing is certain—we shall be back. 





MG Car Club of Western Australia Inc.

Minutes for General Meeting held on Tuesday 19 March 2024

Please note:- The general meeting minutes are approved by the committee and will be ratified at the next general meeting.

Meeting opened: at 8:00 pm

Attendees: refer sign on sheet

Visitors: refer sign on sheet

Apologies: Rob Hagarty, Rowena Williams, Ann Dawson

Minutes of previous general meeting: 20 February 2024 taken as read.

Proposed by: John Mulcahy Seconded by: Neil McGee

Correspondence:

Mail Inwards: March 2024

- 1 x Letter from CWA, thanking us for our contribution to their Building Upgrade Plan
- 1 x email from VSCC inviting us to join their display at Northam
- 1 x Invoice from Net Search re: Website Maintenance
- 1 x Newsletter from MGCC UK + Membership Renewal Form
- 1 x Invoice from Perth web hosting
- 1 x Invoice from Motor Museum

Business arising:

None

REPORTS:

President's Report: David Hardie

- Well done Doug and team for great 100th celebration. 161 cars!
- Format for tonight:
 - Meeting layout (aiming for smaller tables to allow easier movement and reduce juggling food etc)
 - Post formal meeting we'll have 10minutes on TD (Mick Chester)
 - Supper
- 2 raffle prizes
- Supper by Christine (thankyou!)
- Free stuff (thanks to Graeme: clutch cylinder and other end for MGB, Mirror, Gear Knob, Generator - needs back end bearing)
- Next general meeting is Ann and John Dawson's European excursion in MGA

Vice President's Report: Pete McGrath NTR

Assistant Secretary's Report: John Mulcahy NTR

Treasurer's Report: Chris Hart

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

Proposed by: Chris Hart

Seconded by: Malcolm Goode

CARRIED Yes

Membership Report: Richard Gusterson

Currently we have 319 financial memberships. This total is closely similar at the same time last year.

The following are the member applications I'm nominating for membership:

1. Warrick Rankin – 1969 MGB (White)
2. Terry Emmerson – 1968 MGB (Red)
3. David Oliver & Joanne Shelley – 1997 MGF (Green)
4. Daryl Neilson – 1963 MGB (Red)

Proposed by: Richardson Gusterson Seconded by: Graeme Minchinson

CARRIED Yes

Competition Report: Rami Brass

- 16 April Jag car club event has openings.
- Last Saturday in April Northam Hillclimb has openings (thanks from Peter for the 7 people who volunteered to help).
- Last Sunday in April Northam Round the Houses.
- Refer other business for the Shannon Show and Shine.

Social Report: Terry Banton

- Updated calendar will be issued tomorrow. Some details...
- Golden Bay run, reference details at end of minutes. About 15. Meeting at old Narrogin Inn in Armadale, refer flyer (see details)
- Southern Chapter (Waroona Hotel Lunch), refer calendar update.
- 16th June Sarah is organising the ladies very social day.
- 14th July Southern Chapter
- Social mid week runs continue with different clubs organising. Thanks to Maxine for organising most recent run

DATE	EVENT
March & April 2024	MGCC Social & Competitive Events 2024
Social	
March 24th	Golden Bay Commemorative Run
March 29 th - April 2nd	MG National Meeting – Tamworth NSW
April 2nd	MGCC Committee Meeting
April 11 th	Mid- Week Run
April 16 th	MGCC General Meeting
April 18 th	Observatory Night Sky Tour
April 21st	Southern Chapter Social Run
April 21st	MGA Register Run
Competition	
April 16 th	Wanneroo Track Day
April 27 th	Mt. Ommaney Hill Climb
April 28 th	Northam Flying 50

Refer to detailed social calendar information in details section after end of meetings

Editors Report: Rob Hagarty (Apology)

Safety Fast Run Report: Ann Dawson (Apology)

Club Captain's Report: Annette Gusterson

New members

- Tony and Amanda – MG TD.
- David and Jo – MGF.
- Warrick (original member in 1965 and now rejoining) - MGB

Regalia Report: Chris Hart

Still some 100th Gear available if you are interested.

If you expressed interest and don't want it then let Chris know and he can make it available to others.

Librarian's Report: Sarah Fry

Webmaster's Report: Brian Turner

Club Registrars Report: Doug Bush

Show and Shine has done the role for

- 1) One registratoins Code 404
- 2) 100th Anniversary Report
1930's to 2024 models there.
Largest gathering of one marque cars ever seen at the museum
Christine did lunches – thanks muchly.
Pride of ownership winners in classes 1, 2 & 3
Very successful day!

Any Other Business:

1) Event of Interest: Shannons Show and Shine Northam Sunday 28th April

We invite your club and members to be part of an exciting new event – the Shannons Car Show, as part of the Northam Motor Sport Festival on Sunday 28 April.

We understand your club is asked to be part of many car shows and displays throughout the year, but this one is different. We offer:

- Convenient location (only 1.5 hr drive from Perth)
- Easy access via Peel Terrace and Minson Ave.
- Short display time (10am – 2pm)
- There will be plenty to do:
 - Watch the action of the Northam Flying Fifty "round-the-houses"
 - Plenty of food vans, coffee vans, cafes nearby
 - Wander around town, walk through the pits to see competing cars
 - Sit in the shade by the Avon River
 - Mix with other car enthusiasts and look at their cars

Shannons will also be presenting awards for the best club displays and best cars (as judged by the VSCC). If your club decides not to be part of the event, we ask that you promote the event to your members who are welcome display individual cars.

On the day

We ask that cars arrive between 9:00 and 9:30 am on the Sunday to enable displays to be set up before the show starts at 10:00am. Please see the attached maps showing access to the display area from Gt Eastern Hwy and the layout of the car show.

Cars are able to leave from 2:00 pm.



Chris Hart proposed we do our own club display. Second Rob Carson. Carried Yes

2) May General Meeting

Reminder that May's GM is at Stirling Arms the room is open from 6pm for members to buy their own dinner

Meeting closed: at 8:38 pm


President's report cont.

Following the shortened meeting, Mike gave a general talk about the car and it's history for 15 minutes which was then followed by supper. Mike was still fielding questions of interested members as he reversed the car from the back room to go home. I think a successful meeting.

Next meeting is Ann and

John Dawson on their recent trip in their MGA through Europe and UK. A movie and popcorn themed night in keeping the idea of mixing things up in our meeting format. There will be no meeting part of the night for this meeting. The May meeting is going to be held at the Sterling Arms Hotel when members can opt to have a meal prior

to the meeting while they natter. Drinks of course will also be at member's own expense. More variety.

Happy motoring to all members for the rest of the Autumn. There are plenty of runs for members keen to dust the cobwebs out of their cars after the heat of Summer. 



POST EVENT REPORT

Golden Bay Picnic Run

24th March 2024

Story: Robyn Mullins

township the previous week and so to be sure the roads were all open, a last minute check for safety reasons on the Thursday.

The morning of the run gave us a little uncertainty as DFES had put out information of an out of control bush fire that was heading towards Waroona. In case of road closures I we knew of another road to take to get to the Township.


The smoke coming from the hills was quite frightening as we approached the meeting

point.

A big thankyou Steve and Jessie and Ian and Maxine for coming on the run today.

I know you've both has situations recently involving fires at your properties.

So 3 MGs headed along the backroads and county side, all looking very dry, but still it was a really enjoyable drive.

It was nice to catch up with Northern part of the MG car club, and gather on the lawns at Golden Bay by the beach. 



Our car run was planed to leave from Waroona. However, there was a fire to the west of the

Mike Chester bought his lovely 1950 MG TD to the March Club Meeting. Here are his notes on the car for those who didn't attend!

My name is IMA50MG (I am a 50 MG). I was born on the 20th of September 1950 at the Morris Garage factory in Abington United Kingdom. As soon as I was born, I was exported to the United States of America as a RIGHT hand drive car, not Left.

Mike Chester has no idea of my history and who I belonged to, until I was bought by George Phelps of Los Angeles, California in January 1986.

George did a large restoration of my body and coach work in 1990. I even got a new paint job, Autumn Red! I think its gorgeous! Sadly, George passed away in 2007 and his son put an ad on Ebay to sell me.

Brian King, an Aussie guy working in the USA at the time, saw the ad and flew to see me. Brian thought I was great and purchased me in June 2007 and I went to live with him in Oklahoma.


I lived with Brian and his wife in Oklahoma until late 2008. When Brian retired and then I went with them back to Perth, Western Australia. Brian had the same number plate made in Perth as the one I had in California IMA50MG.

Brian became ill and sadly passed away in 2017. I was sent to Shannons to be auctioned and I was passed in. It seemed nobody wanted to love me anymore. So, I was stored in a shed under a cover for 3 years.

Then in January 2020, my luck changed! Mike went to see Colin Bonney who only does mechanical work on classic and vintage cars. He had an MGA in British racing green for

sale.

Mike, said it's nice but I want something that's more vintage looking. He said I just might have what your looking for. He put a hoist down and pulled the cover off of me. I heard my new owner say, "That's exactly what I want"! Mike had a ball with me. I got washed and polished, twice and had a service as well. My engine konked out in June 2020 so I now have a brand new one and I purr!

Mike Chester is the current custodian of the car. 





MARCH PHOTO GALLERY



COMING EVENT

NIGHT SKY TOUR – THURSDAY 18TH APRIL

The previously scheduled **Night Sky Tour** at the **Perth Observatory** was not conducted on Sunday 18th February due to the total cloud cover on the night and the vote by those present to defer to another date.

An alternative Night Sky Tour has been arranged for **Thursday 18th April** exclusively for our Club, commencing at **7:30pm** (an hour earlier than in February). The Tour will take 1 ½ to 2 hours with four groups circulating around four telescopes. This Tour will not be open to the public.

As at the time of Octagon printing, we have room for another 12 people on the Tour. Therefore, if you have **not** previously paid to attend the Night Sky Tour (on Sunday 18th February) and wish to attend the Tour on Thursday 18th April, I now invite you to secure your place on the Tour by making payment at (\$35 per person) to the MGCC's bank account, as follows:

Account name: MG Car Club of WA

BSB: 066-111

Account number: 10025340

Reference: {your surname} {your MGCCWA membership number} NST

If you previously paid to attend the Tour on 18th February but will be unable to attend on Thursday 18th April, please advise me by email to tonyford@westnet.com.au (if not already done).

An optional run (reprising the **Twilight Run**) has been organised, meeting at the Clubrooms at the earlier time of 4:00pm for a **4:30pm start**. The Run will be 54km in length, winding through the Perth Hills and ending at the Perth Observatory in Bickley. There is a BBQ/grassed area with limited seating at the Observatory and it is recommended that you bring folding chairs/rug and a picnic/BBQ supper.

NOTE: The Observatory has advised that if the weather looks as though we will not be able to use the telescopes, then they will make an early decision, usually by 2:00pm on the day, to postpone the event so that neither guests nor volunteers need to travel to the Observatory. If this eventuates, all club members who paid for the Tour will be notified by email, so please check your email inbox on the afternoon of Thursday 18th April if the day is cloudy!

Tony Ford



UPCOMING EVENTS

Social and Competition events scheduled for the coming month



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

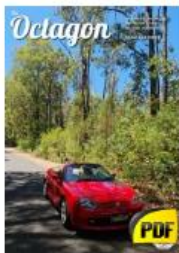
APRIL MG CAR CLUB EVENTS	
Social Events	
Thursday 11th	Classic Mid Week Run
Tuesday 16th	General Meeting
Thursday 18th	Observatory Night Sky Tour
Sunday 21st	Southern Chapter Waroona Hotel Lunch
Sunday 21st	MGA Register Run
Competition Events	
Friday 1st	State Motorkhana Round 1
Tuesday 16th	Wanneroo Track Day & Regularity
Saturday 27th	Mt Ommaney Hill Climb
Sunday 28th	Northam Flying 50 Around the Houses



MISSED AN EDITION?

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

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



MG Marketplace

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 May edition of the *Octagon* is **TUESDAY APRIL 23RD.**

**FOR SALE** **MG Parts & Stands**

 1967  


\$140

1. Polished roll bar to suit MGB. \$850.
2.1 x Mini lite mag 15x6 (AS 1638) suit MGB. \$140.
3.2 sets of 2 car stands \$30 per pair.

 \$30  \$850  \$30  \$30


 Dennis Fair 0419944427 dennis676@bigpond.com **AS MARKED**




**FOR SALE** **MG TF**

 2002  119500 


MG TF Le Mans Green. Very good car and reluctant sale, but it needs to be driven more.

 Nick Hunt-Davies 0407774200 nick.hunt-davies@bigpond.com **\$9 500**

**WANTED** **Speedo Drive & MGB Motor**

Seeking a speedo drive from a MGA 1500 Gearbox similar to photo. Must be from an MGA 1500 Gearbox. Also wanting to purchase an 18v BLACK MGB Motor, with or without head.

 Patrick Reed 0467063362 pnareed@gmail.com **NEGOTIABLE**



● FOR SALE

Castle Rail

📅 1954 ⌚



One castle rail and two floor pans (Left & Right) to suit MGB – 1978
Make an offer, new from Moss Motors.

👤 Wayne McCulloch 0427774611 wayne.mcculloch@multotec.com.au

Negotiable



● FOR SALE

MGB Roadster

📅 1969 ⌚



1969 MGB Red. Fully Licensed until October 2024. Drives well. New Soft Top and bows.

👤 Sue Sparrow 0407421969 sparrow.s@bigpond.com

\$30 000



● FOR SALE

MG RV8

📅 1995 ⌚ 83600km 📍 Pearsall

1 of only 258 Oxford Blue RV8s originally shipped to Japan then imported to Australia and certified in Sydney. Complete head rebuild in 2018. Ceramic Coated extractors 2018. Driven only 3-4 months per year. Always garaged. New windscreen 2019, 5 tyres

PRICE REDUCED!

👤 Peter Mittler 0411 587 857 pmittler@gmail.com

\$49 500



● FOR SALE

MGB Roadster

📅 1975 ⌚



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



● FOR SALE

MG Midget

📅 ⌚



1975 mg midget left hand drive in good condition has 3 covers low mileage just not being used. Roccoe not included!

👤 Gerry 0417959173 Sue 0427293403 sgcluning1975@bigpond.com

\$8 000



...tailend