

THE
OCTAGON

Dec. 2023

Newsletter of the Victoria MG Club



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PLEASE— Mark events on your Calendars

Cover Photo: "THE CHRISTMAS TREE" at 6 Mile Pub. Photo Patricia

WELCOME NEW MEMBERS

Jan & Mitchell Lorne, Kike & Kathy Falkiner, Phil Wilkins & Deb Ballak

**Thanks to the following for their contributions to this month's newsletter
Ken Lockley, Malcolm Ives, Stu Moore, Malcolm Baster, Maurice Emery,
Terry Sturgeon, Mark Rossi
and everyone who came to the Christmas Luncheon - great photo opportunity.**

*Extraction from the Societies Act Constitution of
THE VICTORIA MG CLUB"*

The purpose of the society is:

1. a) To promote the enjoyment of MG cars:
b) To encourage the preservation, maintenance and use of MG cars and:
c) To conduct gatherings of a sporting or social nature for enthusiasts of the MG marque
d) To encourage involvement of British and other marques in the Club

EXECUTIVE

--- 000 ---

President
Malcolm Ives
president@victoriangclub.ca

Vice-President
Gayle Adams

Secretary
Maurice Emery
secretary@victoriangclub.ca

Treasurer
Rob Draeseke
treasurer@victoriangclub.ca

Director of Events
Ken Lockley
events@victoriangclub.ca

Membership
Stu Moore
membership@victoriangclub.ca

Motorsports

Newsletter
Patricia Sparks
newsletter@victoriangclub.ca

Webmaster
Marc Speed
webmaster@victoriangclub.ca

Historian
Position Vacant

**NOTM Ice Cream Runs
(North of the Malahat)**
Malcolm Baster
spmanor@msn.com

OCTAGON DEADLINE:

Submissions:
Please submit as you can.

Ads: 2 month maximum unless re-newed.

NO PDF's please - they are not that easy to process.

Please use a Word type program or email.



Editor's Notes:



Hi all,

As an Editor of the Octagon Magazine, I know how much goes into putting the magazine together.

Help can come in many ways.

- (1) The best way is when I receive articles written by, or submitted by, members. This is always very welcome!!!
- (2) Photographs. Yes, I always have the camera ready—but I don't always have the 'best' picture. Photos submitted by members are awesome!!!

Now I know that I am not the first editor of the magazine—but I do know that the magazine had been 'dropped' around 2020 some-time in favour of short notes being sent out to the members on a monthly basis via Mailchimp, a company dedicated to sending out bulk mail. Randy Slade was in charge of this task.

I discussed the situation with club members at meetings, and with President Hugh Carroll. The Octagon was reborn.

A small history of The Octagon:

The club started in 1981—Jackie Beaudoin (our Founding Member), had been to a GOF (Gathering of the Faithful), and wanted to hold the event in Victoria. BUT, in order to do this, there needed to be a group of people to form a club in order to HOST the event. A tall order to fill. But Jackie and a band of members got together, formed a committee advertised and by word of mouth, got the VMGC started. The rest is history—and yes, THE GOF was successfully held in Victoria. (Unfortunately we did not have a working car at that time).

Jackie wrote short letters—or notes—and these went out on a monthly basis. This was the very beginnings of our "magazine".

Now the reason I am writing this is because one of the early helpers in all of this was David Morton, who did not edit the magazine at first, but he 'published' it. Everything went out by mail. A group of members got together after each publication, to assemble, staple and stuff envelopes which were then mailed out to the members. This method of sending out the NEWSLETTER continued on for some time, with members eventually getting email addresses and finally most ,(as far as I know) all, members received them via email.

David was a Publisher, Webmaster and Editor.

A BIG THANK YOU to DAVID MORTON, for doing this important job—which is a often times the lifeline of the Club, bringing the news and future events to the notice of all members on a regular basis.

We will soon be saying goodbye to DAVID and ARMANDE as they emigrate to Australia on January 25th.

We wish both of them all the best for a wonderful future, and perhaps they will be able to offer their skills to the ALL BRITISH CLASSICS CAR CLUB of AUSTRALIA, who will be lucky to have them.

Cheers, Patricia





The Driver's View!

VMGC Presidents Message: December 2023

As many of you know we had a great turnout for the Victoria MG club Christmas party at the 6 mile pub. I think we had 53 people turn up, which I think is a bit of a record It was a lot of fun and a lot of nosh and conversation going on, and hopefully everyone had a good time.

We raised \$1290!!!, for the local mustard seed food bank so thank you to everybody who contributed to that fund. That money will be used to in Victoria to purchase food for the charity.

Our annual general meeting was held on 11 December and we will have the paperwork filed with the BC societies organization for the year end.

At the AGM, most of the executive agreed to stay on for one more year, as there were no nominations for most of the positions..

Ken Lockley was thanked for his great contribution to the Events team in the past and he nominated a member for his place on the team, (more about that in this copy of the Octagon).

The Christmas get together is the last event of the year for our club. Already plans are being talked about as to the next years events with the New year Days Burn launching us into a great year. So we still have a few days left to get the cars ready for FUN!!

For Trish and I we think the run up to Calgary was the highlight of our MG club year, it was hosted by the Calgary Sports Car Club and it was in celebration of the hundredth year of MG. The event was put on by the North American MGB Registry. It was well organized. Lots of things going on for everybody and it was good to take a few days off and just do fun things, I think on the run up to Calgary, we saw the full spectrum of Canadian weather, despite all of that, all of the cars that went made it, and our little group took home more than the fair share of awards at the show.

I am mentioning this, as I believe there may be a run down to Oregon for a similar event arranged by the North America MGA registry. another great event and drive coming up I think!

Before signing off.

I would like to thank ALL of club Members and the executive and all of the people who volunteer their time to make this a Great Car Club.

Enjoy the Holiday Be Safe and kind.

Malcolm



VICTORIA MG CLUB (Victoria, BC, Canada)
ANNUAL GENERAL MEETING - DECEMBER 11th, 2023
7:30 PM

Malcolm Ives called the Meeting to order at 7:33 pm

Attendees: Russ Cape, Lindsay Clark, Rob Draeseke, Nick Fitterer, Dafydd Foster, Malcom Ives, Ken Lockley, Don Manning, Mary and Tim Marks, Jim Mills, Stu Moore, Randy Slade, Pat and Derrick Sparks, Maurice Emery

Opening Remarks

Malcolm Ives welcome everyone to the annual meeting and made note that \$1100 had been raised for Mustard Seed.

Reports/Acceptance of Annual Reports

1. *President*
Malcolm thanked the leadership team and members for making it a successful year for the Club.
2. *Vice President*
No report given
3. *Membership (Stu Moore)*
Stu reported for the 2023 year 75 members and 4 honorary members (total 79) including 3 new memberships. Reported that the club is growing. 25 members paid dues for 2024 + 4 honorary members for a total of 29 members.
4. *Treasurer*
Rob reported stable finances for 2023 with ending balance as of the meeting at \$8648.31. \$2500 of this is held in reserve/\$1500 for slalom events. There is approximately \$1000 of pending expenses (insurance/website). The estimate is that there will be approximately \$100-200 over last year's ending balance to start off 2024. Rob thanked Russ for the support over this transitional year.
5. *Secretary*
All monthly reports are finalized. Maurice apologized for the transition to different platforms for virtual meeting. We will use Zoom going forward for next year's virtual meetings.
6. *Motorsports*
Two autocross events are being planned for 2024. Jim (Mills) answered several questions about autocross requirements.
7. *Events*
Ken announced that he is stepping down; January 1st will be his last event. Reported a successful year with many well attend- ed events. Malcolm thanked Ken for a job well done.

Election of Officers

Jim Mills presided over the conduct of the election of Club Officers.

President: Malcolm Ives agreed to serve another term. Additional nominees were called for thrice and there were none. Jim called for motion to elect Malcom-Stu/Pat seconded. Motion passed.

Vice-President: Gayle Adams was absent but agreed to serve another term as Vice-President. Additional nominees were called for thrice and there were none. Jim called for motion to elect Gayle-Malcolm/Stu seconded. Motion passed.

Secretary: Maurice Emery agreed to serve another term as Secretary. Additional nominees were called for thrice and there were none. Jim called for motion to elect Maurice-Pat/Ken seconded. Motion passed.

Treasurer: Rob agreed to serve another term as Treasurer. Additional nominees were called for thrice and there were none. Jim called for motion to elect Rob-Russ/ seconded. Motion passed.

Events: Ken has decided to step down and identified Tim Marks to be a replacement. Jim called for motion to nominate a new Events Coordinator. Malcolm nominated Tim/Pat seconded. Additional nominees were called for thrice and there were none. Tim Marks was elected as new Events Coordinator. Gayle and Stu offered to help Tim with the transition.

Motorsports: Dave Shepard was not present but agreed verbally to stand in another year as Motorsports Director. Addition- al nominees were called for thrice and there were none. Jim called for motion to elect Dave-Randy/ Rob seconded. Motion passed.

Jim Mills extended thanks to all who were elected for all the efforts wished good luck and success for 2024.



AGM Meeting continued:

Awards

All Club awards were issued at the holiday dinner.

Thank You's

Malcolm thanked everyone for attending and asked for any new ideas/directions for 2024.

The following ideas for events were offered:

- Tour of Coachworks. Closed on weekends and typically need 30-40 people. (Derrick)
- 328 Taphouse and Grill-has wall of 30 craft beers. Give them 24 hours' notice. Nice place to stop after a highlands drive. (Stu)
- NAMGAR (North American MGA Register) Annual Event is in Welches, OR July 15-19, 2024. Should be a good event. (Russ)
- Should consider an island trip suggested Campbell River, Port McNeill, Gold River, Qualicum. (Stu)
- Pacific Coast trip Port Renfrew, Sooke.
- Return to Salt Spring

Other business:

- A discussion of website was raised. It was stated that \$300 annually is a good price and Mark Speed, the webmaster has done a good job. Stu nominated Vice President (Gayle) to oversee the webpage.
- Pat Sparks stated that the FaceBook page results and views are encouraging. It has drawn in several visitors.
- Randy has volunteered to be Pat's copy editor for the Newsletter.

Closing Remarks:

Randy wanted to thank everyone involved in Club activities for their efforts in 2023.

Malcolm wished everyone a Merry Christmas and looking forward to the next event January 1st.

Meeting adjourned at 8:28 pm

MARK YOUR CALENDARS:

THE NAMGAR EVENT IN 2024, will be held the week of:

July 15 - 19, 2024 GT – 49, Welches, Oregon, U.S.A.

ALL MG's are welcome to attend. The featured marque, of course, is the MGA - other marques will be displayed in their own groupings.

This is such a beautiful area of the country you don't want to miss it. There is no time like the present to start planning for next year's GT.

There are a few members that are wanting to attend. So if you would like to join in with them, let Stu know and he will be keeping a list. Patricia, Ed.



Ready to roll:

Ph: Ian Sparks



Christmas Party with the Victoria MG Club, Dec 10th 2023, at the 6 Mile Pub.





OUR FAITHFUL "TRANSPORTATION " AWAITING THEIR DRIVER'S ARRIVAL



↕ Garth Axelson (Oh No!) Piston Broke Award



Santa Malcolm, checking the sleigh



Elf Stu says "This is the way, to Santa's Sleigh"



The famous Piston Broke Award!



Phil & Carol Winterbottom WON THE BASKET



↕ Eric Williamson with "Old Faithful" Award



Rob Draeseke receives the Mike Manning Trophy



The Restoration Award goes to: "Daffyd Foster"



Eric decided to Blow his Horn!!!



Journey in a PA

Octagon Newsletter ... November 1991

By (the late) Peter Lee - (who owned the PA in his early years)

The moment in time was a magic one for a young man in his first MG, everything was right in the world, from well polished black bodywork with a tall gleaming chrome radiator, to the beautiful summer afternoon on the 'B' roads of Cornwall - roads that were just wide enough for an MG, with an occasional pull-in for other vehicles to pass. This was the time of the annual vacation - the two weeks one could venture away from home, in a pilgrimage for the sun. With the hood down and wearing the correct headgear and driving gloves,

I revelled in the cornering of the MG and that copper pipe really did improve the sound of the exhaust as it was reflected from the high stone walls.

Slowly it is realized that not all is well, the ears are tuned to a less entrancing noise than a straight through exhaust, the hill you had to change into second gear for has levelled out, but engine revs will not let you get into third. A brief look at the handbrake tells you it is not on, but 20 mph; right foot to the floor on a level road adds up to a large lump in the throat. Upon raising the bonnet with the engine idling, an appalling clattering noise assailed me from the innards - piston broke? not quite. A 'P' type MG is a single overhead camshaft engine with the dynamo mounted vertically at the front of the engine driving the camshaft through bevelled gears. The valves are operated by forgers each side of the camshaft and oil is pressure fed by an external pipe through a restrictor in the head - this was the cause of the problem. A blockage which resulted in melting white metal out of the camshaft bearings and reducing the effective valve lift.

With oil supply restored the engine would run – just, but it now sounded like a Busby Berkeley sound track, a new set of bearings were required.

Towards the end of the second week, having visited all the garages in St. Ives and having phoned all the MG people I could think of, was all to no avail. A set of bearings did not exist - no one would sell me a set out of their cylinder head and my finances would not run to purchase a complete head. Most young men with a sports car at the end of a two week vacation would know the feeling.

Walking and considering all alternatives, such as towing the car 300 miles, returning with bearings, or selling it where it stood, in front of me on the street was a broken piece of leather strap, 3/4" x 10" long. With stories of people using paper clips and ladies underwear to hold a vehicle together for thousands of miles, the idea of replacing the bearings with leather dawned on me. Using the two good remaining halves at the front to take the thrust from the bevel gears, I secured short lengths of leather strap into the housing with counter-sunk brass screws. After adjusting valve clearance and a prayer to Allah, I started the motor. It ran beautifully, with a good supply of oil to the 'new' bearings.

Driving with great difficulty, because all digits were crossed, and thinking "Why did I not subscribe to RAC or AA?" I departed St. Ives quietly, chanting prayers a Tibetan holy man would have been proud of. However as the miles rolled by confidence in my repairs grew, it ran for many miles before they were replaced by the proper bearings - about 3 months later.



Road Safety Impacts Everybody



The wheelbarrow was at fault, but not insured.....

Recall the proud day that you passed your driving test, having demonstrated your mastery of operating a vehicle and successfully obeying the rules of road etiquette. Do you still drive to that standard? In my experience many drivers neglect to adhere to that principle. Not convinced? Consider taking an advanced driving test, which will reveal any weak points you may have.

On average 3,700 people die every day in the world from road crashes; over half are pedestrians, cyclists or motorcyclists. People aged between 15-44 years account for 59% of the global fatalities. Among young people aged 5-29 road crashes are the leading cause of death.

As a teenager living in Britain in the early 1970s, I was shocked to learn from a TV documentary that 20 people died on our roads every day. I resolved to take Road Safety seriously and treat it as a risk to be minimised, when in due course I got behind the wheel. The figure has fallen every year since then; today it is 5 per day, although this is still needlessly high.

(cont. on next page ...)



Road Safety continued

Road fatalities per 100,000 inhabitants, per year by country make grim reading:

Australia 5.6, Belgium 5.4, Canada 5.8, China 18.8, France 5, Germany 3.7, India 16.6, Ireland 2.9, Italy 5.2, Japan 4.1, Liberia 35.9, Mexico 12.3, New Zealand 7.8, Norway 2, Russia 18.9, South Africa 25.1, Spain 3.7, Sweden 2.2, Switzerland 2.2, United Kingdom 2.9, United States 12.4.

Fatalities are very much higher in teenage drivers, it falls in their early twenties, markedly so after 25 years-old. It rises after 55 years-old and considerably after 75 years-old. Driving experience, perceived risk, mental alertness and sound body, collide to explain this aging trend.

The causes give a clue to how to avoid road crashes. The most important factors are driver behavior, weather, construction and condition of the vehicle and condition of infrastructure.

Distractions to driving will always be present, refrain from cell phones, texting, eating, grooming and recently intentional sleeping in self driving cars. Discussing an emotive subject with a passenger will break your concentration, as will rubber-necking. Driving demands your full attention, "expect the unexpected" should be your motto.

Drunk driving is so obvious it shouldn't need mentioning, yet many under-estimate the impairment to reaction times and ability to recognise danger. In the Sixties road safety campaigns advised "don't drink and drive." Wags interpreted this as a warning that drink could be spilt, rather than the spirit of the message. Drugs other than alcohol are also found in about one-third of tested fatally injured drivers, with a similar prevalence as alcohol. These drugs, which can be prescription (e.g. valium), over-the-counter (e.g. cold remedies) or recreational (e.g. marijuana), can also reduce drivers' reaction times as well as their attention to the task of driving.

Speeding is a common cause of road crashes, yet it is within every driver's control. Do you treat speed limits as a guide or a law to be adhered to? In my view it is safer to match the speed of traffic, as that reduces the need to overtake or be overtaken, which is a very risky maneuver, with the proviso that the actual speed limit is not exceeded by about 10%. Driving on public roads is not a race or rally.

"**Amber gambler**" was a term used in road safety messages in the Seventies; it referred to drivers who sped through an intersection just before the traffic light is about to turn red, while the middle amber (yellow) traffic signal is on. This action is reckless as it is accelerating into a hazardous situation. In general, the measured response to uncertainty is to slow-down.

Tailgating is intimidating to the driver and passengers of the car in front and constitutes a flagrant disregard for all parties' safety as the margin for safe stopping distance is infringed. Only the most ignorant, bully driver would ever do this and their passengers should refuse to continue riding in the vehicle to protect their safety. In the Seventies a road safety campaign's slogan advised "Keep your Distance." This wise advice is currently being recycled for the Covid pandemic.

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Road Safety continued

STOPPING DISTANCES - The following stopping distances are based on a typical car, in good, legal condition, good weather and on dry well-maintained roads.

Speed mph	Thinking distance Kmph	Thinking distance	Braking distance	Stopping distance		Car lengths
		feet	feet	feet	meters	
20	(32)	20	20	40	(12)	2.5
30	(48)	30	45	75	(23)	5
40	(64)	40	80	120	(36)	8
50	(80)	50	125	175	(53)	11.5
60	(96)	60	180	240	(73)	16
70	(112)	70	245	315	(96)	21

Motor manufacturers should emphasize their models 60-0 time, alongside the 0-60 time.

Frequent lane changing and failure to yield right of way are the hallmark of the selfish driver. Such tactics are dangerous and only marginally shorten journey times, causing unnecessary stress, strain and tiredness, for both driver and passengers. Kangaroo driving where hard accelerating and braking are employed, cause car-sickness in susceptible passengers and wear and tear on the vehicle. In a Sixties public information broadcast it was advocated to drive as though a glass of water was on the bonnet/hood of the car. If it helps, think of the contents being a single-malt whiskey.

I often recite this ditty from The Boston Transcript, as an antidote to road rage:

“Here lies the body of William Jay,
Who died maintaining his right of way,
He was right, dead right, as he sped along,
But he’s just as dead as if he were wrong.”

I saw a bumper sticker decades ago that read "Drive like hell, you will get there." Motoring is a privilege, not a right. Take pride in your driving skill and enjoy the life enhancing benefits of safe travelling.

Seat belts worn correctly can reduce the chances of death in a collision by 47% and the chances of serious injury by 52%. When wearing a seat belt was made compulsory in Britain in the Seventies, some motorists felt it was actually dangerous. Would Princess Diana have been spared if she had been wearing a seat belt? As classic cars of sufficient age can be exempt legally from having seat belts fitted retrospectively, occupants must make their own decision of risk to reward. Proper use of child restraints can reduce the likelihood of death by 71% and injury by 67%; since children are not in a position to make the risk to reward judgement, the responsible driver must decide.

Tailgating is intimidating to the driver and passengers of the car in front and constitutes a flagrant disregard for all parties' safety as the margin for safe stopping distance is infringed. Only the most ignorant, bully driver would ever do this and their passengers should refuse to continue riding in the vehicle to protect their safety. In the Seventies a road safety campaign's slogan advised "Keep your Distance." This wise advice is currently being recycled for the Covid pandemic.

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Road Safety continued

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Bicyclists and motorcyclists must wear a protective helmet at all times, no exceptions. Riders should consider wearing protective jackets and pants that are brightly colored and reflective, to increase their visibility and to reduce the risk of abrasions, if they fall off the cycle. Traffic cops call reckless motorcyclists organ donors for good reason.

See and be seen. Pedestrians between dusk and dawn should wear reflective clothing and even a blinking light, to make themselves more visible to motorists; a vehicles with lights on are easily visible to pedesetrians, but pedestrians with dark clothing and no light are not readily seen by motorists. In Winter it is possible to overdo this by wearing all white clothing, as then snow ploughs pose a danger! As a retired optometrist I would suggest that motorists self-check their vision periodically, with spectacles if required, by reading a number plate at the required distance, in suitable lighting conditions. It is good practice to always carry spare spectacles in your vehicle, as in the event of loss or damage to your customary spectacles, the temptation to complete a journey illegally at a visual disadvantage, may be too hard to resist. In some European countries this is a legal requirement. A little-known tip when being dazzled by glaring oncoming car head-lights, is to close one eye to prevent it being bleached out, this preserves clear vision when uncovered. Practice this technique stationary before using.

The intelligent driver plans the route and estimates travel time, takes into account weather conditions, prepares and checks the vehicle prior to the journey. To ensure a pleasurable ride, take breaks at least every few hours, even if it is just to stretch your legs and go to the bathroom. Eat healthy meals at regular intervals to keep your energy steady.

Thanks for all your help in promoting the sale of my MGB.

Best wishes.

Mark



LIMITED EDITION MG-100th YEAR COMMEMORATIVE COINS

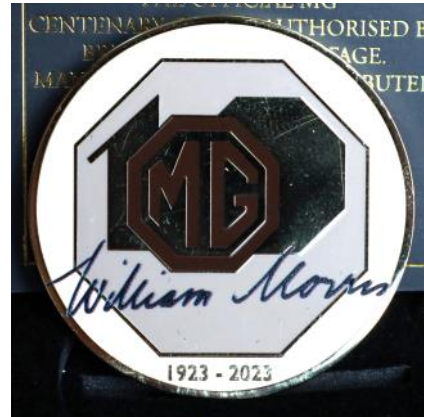
Terry Sturgeon brought a coin to the Luncheon at the 6-Mile Pub on Saturday. This beautiful 'coin' has been manufactured for the commemoration of the MG's 100th year .

The MG-100 Commemorative 'coins' are a limited edition, designed and manufactured by Zenith Coins Ltd., Scotland. Each coin comes complete with a certificate,

- MG Presentation Box
- Certificate of Authenticity
- ZC Branded Lint Free Cloth
- Unique Serial Number (matching certificate)

Coin specification:

- Coin Weight - 35 grams
- Diameter - 44mm
- Thickness - 3mm
- Enamelling - Hard
- Plating – Gold Metal - on Brass



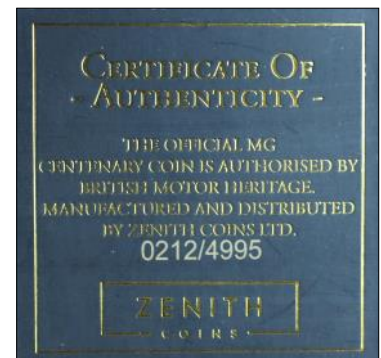
Larger photo of Back View



Front View



Back View



Certificate

Price: Cost \$42:00, all in! No shipping fees.

Contact: Terry at 250-370-2299 or E: terrysturgeon@telus.net

For Further details please contact Terry. The person who has them is in Vancouver and he will be shipping them over.

The coin could make a great Year End, Birthday or special Gift.

Photographed at the party at 6 Mile Pub, on Saturday.



WANTED & FOR SALE

VEHICLES & RELATED ITEMS FOR SALE:

MGB Custom made matching Trailer - \$3000 The rear section of a 1969 MGB convertible was fashioned into a trailer to complement the car. It has a connector for towing, electrically wired for indicators, rear and reversing lights, luggage rack for extra storage and it also has wire wheels.

(As I understand it, the Car and a Hard Top may also be offered for sale. Can you imagine how good it would be to travel across Canada with this great combo!) **CONTACT** E: lordtornsocks@hotmail.com



WANTED !!!

Stu Moore E: stu.m@shaw.ca
2000 watt generator suitable for charging an RV.

Bruce Taggart E: va7bgt@icloud.com
I am looking for parts for my car ('77 MGB).
Wiring harness,
Soft Top, (with zip-out back window if possible), etc .

Kevin Wood (part of the Jaguar club) E: kevinsgreat@shaw.ca
is looking for a differential from a midget. 3.90 ratio. He's working on a Nash Metropolitan project!
He currently has a 4.22 ratio differential and is looking to change that.

NEW YEARS DAY BURN INSTRUCTIONS

Hi Everyone, we hope you join us for the drive and lunch at the 1550 Pub on Cedar Hill X Rd. (If you don't know the area, please check this route out on Google so that you are familiar with it. Ed)

Driving Instructions:

10:15 Meeting at Elk Lake Parking lot on Brookleigh Rd.

10:30 Start by crossing over the Pat Bay Highway and on to Sayward Rd.

Right Turn onto Fowler Rd., continue and veer right on to Cordova Bay Rd. We stay on this road around Mt. Douglas (PLOK) Park , **left turn** on to Ash Rd. and continue up Ash till the Stop sign. Cross over onto Grandview Drive and veer right on to Ferndale Rd., **Right turn** on to Gordon Head Rd. and a **left turn** onto Arbutus Rd., we stay on this until joins Cadboro Bay Rd . **Right turn** onto Cadboro Bay Rd., through the village, up the hill and **veer to the left** at the Uplands gates. We are now on Beach Drive and will stay on this road until we reach Oak Bay Marina Parking area for picture taking.

Leaving the Marina take a right turn and a **quick Left** on to Windsor Rd and another **Right** on to Newport Ave., this becomes Oak Bay Ave and we make a **Right turn** onto Monterey Ave. Past the Fire Hall and a **Left turn** on to Bowker Ave. A couple of Stop Signs and a **Right turn** on to Cadboro Bay Rd. We continue on Cadboro Bay Rd. passing the golf course and making a **Left Turn** at Cedar Hill X Rd., continue onto the 1550 Pub.

This is a far easier drive than it reads!!!

Parking at the pub and at the Tool Rental next door. There is also parking at the Mall across the street. Enjoy your lunch and "Happy New Year" !!!! KL.

NEW YEAR'S DAY BURN





THE ROAD AHEAD

WINTER EVENTS 2023 & 2024 CALENDAR

Jan. 1/ 24 **ANNUAL NEW YEAR'S DAY BURN**

will be held on—you guessed it—January 1st!!! A great run, rain, snow or sunshine.
Lunch after the run at the 1550 PUB , at, you guessed it, 1550 Cedar Hill X Rd. Lots of parking available . Ken will retire after this run. Stu looking for new members on the Events Team!
Please see instructions on Page 16 of this Octagon.

NOTICE HOT CHOCOLATE RUNS — Mill Bay Area — North of the Malahat.

As the winds and dark days of winter creep ever closer, we will make our seasonal switch from Ice Cream Runs to Hot Chocolate Runs
Accordingly, we will meet on the Last Wednesday of each month at the Mill Bay Tim Hortons at 3:00 PM.
The address: 825 Deloume Road, Mill Bay. Malcolm Baster

Hi all VMGC Members:



If I could make a 'Bell' Ring in this area, I would.

But—the next best thing is: ... An Announcement!

KEN LOCKLEY has informed the Executive that the **LAST RUN** he will be organizing for our club will be The New Year's Day Burn. Then he retires from the EVENTS POSITION!

WE NEED MEMBERS ON THE EVENTS TEAM —please let STU know as soon as possible. Stu can be reached by email at: membership@victoriamgclub.ca

Or you can email one of the Executive Members. All addresses are on the right hand side of the INDEX PAGE on (PAGE 2) of The Octagon






REGALIA


PLEASE CONTACT STU MOORE FOR ALL YOUR REGALIA NEEDS


Email Stu: membership@victoriامجclub.ca


Stu has contacted a company that can EMBROIDER the badges onto shirts
FOR SPECIAL "COINS" - PLEASE CONTACT STU—email above



Ball Caps	Made to Order	\$ 25.00	
Please order through: Teamworks Promotions, 784 Spruce Ave, Victoria Ph: 250 380-9535			

Grille Badges (Victoria MG Club)	16	\$ 15.00	 
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Name Badges	Made to Order	\$ 7.50	
Choose Pin or Magnetic style to 'pin on with'			

Jacket Badges (Cloth, Iron on Badges)	14	\$10.00	
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M.G. Mugs	In Stock	\$ 15.00	
PLEASE NOTE: Mugs have MG Logo printed on both Left and Right sides			

100 Year Grille Badge	SOLD OUT	 
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NAME BADGES ARE VERY HELPFUL AT CLUB EVENTS

Stu Reminds everyone that dues are still \$25:00 and he is accepting renewals for 2024

PAYING BY E-TRANSFER:

You now have this option.

E-Transfer your \$25.00 directly to:

treasurer@victoriangclub.ca

We have auto deposit for the club account - no password required

PAYING BY CHEQUE:

\$25.00, made out to the **VICTORIA MG CLUB**

Please fill out the following form and mail it, together with your cheque

to: **VMGC, c/o R. Draeseke,**

405—105 Gorge Rd East V9A 6Z3 Victoria, B.C.

IF YOUR CONTACT INFORMATION CHANGES PLEASE EMAIL

membership@victoriangclub.ca Thanks a million. (Follow the Application Form on this page.)

Victoria MG Club Membership Renewal and Application Form

PAYING BY CHEQUE:

Name: _____

Spouse/Partner Name: _____

Address _____

Postal Code _____

e-mail Address _____

Partner e-mail Address _____

Phone: _____ Cell: _____ Cell: _____

Club Use Vehicle(s): _____

We have an on-line membership list which is NOT TO BE USED for solicitation, or distributed to non-members. It is meant for communication by Club Members only. So, by applying for, or renewing membership in the VMGC, I agree that I will not use other members' personal information for any commercial purpose. Please accept my/our membership application/renewal



Always happy to oblige, Stu is at the ready if you want to sign up and become a member!!

New Memberships are always welcome!

The runs are happening!!

Keep well,
Stay Safe

Stu:- membership@victoriangclub.ca

***Welcome to all the new members that have
just joined - and to those that have
renewed their memberships -***

Thank you!

