

Thumbs Up!!!



1969

2018



OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

NOVEMBER 18

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MG CAR CLUB Johannesburg Centre



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Standard Bank, Rosebank branch 00-43-05: Account Name &# "MG Car Club" 00 203 458 1
All Payments can be made directly into the MGCC Banking Account.
Remember to reference your deposit with your name and preferably state your Membership No.

A Natter and Noggin is normally held on the first Thursday of each month at 8pm

The Old Edwardian Club, Houghton.

For more details see Motoring Calendar in this issue of "Thumb's Up!"

Club Runs are normally held on the second Sunday of each month.

AFFILIATED TO THE MG CAR CLUB -- ABINGDON-ON-THAMES - ENGLAND

MG WEBSITES

Our Website: www.mgcc.co.za
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INDEMNITY

All members, their spouses, partners, participating family and friends are required to sign an indemnity form.

DISCLAIMER:

Views, comments, opinions, advice or suggestions in this magazine are those of the contributors and are not necessarily those of the MGCC or its committee. Availability, condition and veracity of items advertised for sale are not guaranteed by this club or its committee. Whilst every care is taken in compiling the contents of the magazine and the advertisements, this Club, its committee, officials and representatives assume no responsibility whatsoever for any effects arising therefrom.



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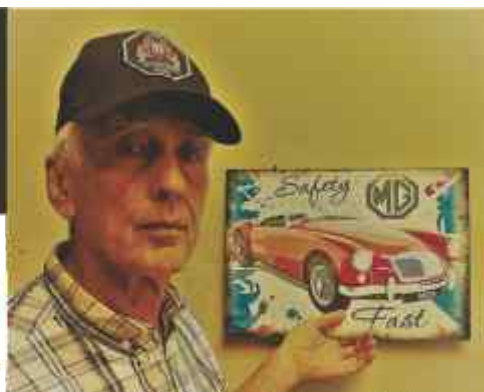
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From the Chair



With the first days of spring we have had some good news and some bad news. Fortunately in this magazine we don't dwell on the bad news and we avoid politics. In fact times have been incredibly exciting with the revelations of the various commissions. We can't ignore writing about the effects of the current political outcomes on our passion for MGs. The increase of 1% on VAT has a direct impact on every new part whether purchased locally or imported and then the exchange rate and the outrageous fuel price increase! We have also seen recently that the value of classic cars has suffered with the uncertainty in the economic outlook. Recent auctions have been an indicator of the trend. The good news then is our members will be hanging onto their cars in the hope that there could be better days ahead. Let's enjoy them!

Back to spring then- isn't it wonderful to see the jacarandas bursting into bloom and right on time. It is often said that our Jo'burg jacarandas are every bit as good if not better than those of Pretoria otherwise known as Jacaranda City. If you drive around Houghton, Parktown and Sandton you can enjoy these wonderful trees while we have them, as they are all now at risk of dying from a virus and the planting of more has been outlawed as they are high water users.

The combined centres show day that we hosted at the Museum of Military History was really fantastic and will go down in our history as one of the most memorable. The Military display is really well presented and displayed. At show day we were all too pre-occupied to have a good look at the display which is worth another visit to really appreciate it as a national treasure. War is of course testimony to what happens when politics fail. How many of you have visited the Codessa display at Emperor's Palace to see the very opposite, where good sense and reason prevailed, and we ended up with a constitution that, notwithstanding challenges, has produced the rainbow nation that works.

At the Natter and Noggin we had a very interesting and informative talk on Eskom's R 26 bil Ngula Pump Storage scheme and a time-lapse movie on the decade long construction. This development was little known even to the well informed amongst us. Presented by Anne-Linda du Toit

At this time of the year, in terms of our constitution, we announce the new subscription and offer a discount for those who pay before the end of December. After long deliberation, the committee have decided that a small increase is necessary. The new rate for single members is R300,00 pa and for family membership is R400,00. Pay early and get a 10% discount – see details in the magazine

By popular request the Christmas Lunch will be at the Serengeti Golf Estate in the Far East on 11th November. As numbers are limited you will hopefully have booked by now. For more detail, see Forthcoming Events.

Michael Trollope and Jonathan Burke have been working on the Interclub Games/Quiz night. Previously some members, especially the ladies, have been bored with the predominately Car questions, so they have developed something different and special. This event takes place at Old Ed's on 1st November. 19h30 for 20h00.



Christmas Lunch Run to the Serengeti Golf Club

11th November 2018

Please pay the Club's Account R 195,00 per person to confirm your booking.



Serengeti Parking and Serengeti entrance where you will need a pin number for access



Preparing the MG TC

A number of people have asked about the specifics of our preparation of the MG TC for the Monte, and as such I've sat down with the team and written a list- as we all know, there is nothing that a good list can't fix!

Our MG TC had only had light local use prior to being purchased, the car was sound but clearly required a good check over prior to our Monte adventure.

As such the team and I went through the car checking and replacing or upgrading as follows:

Engine/Drivetrain

- Partial engine strip down, check and rebuild

- Oil Filter conversion

- Carbs stripped and re-built

- Rolling road tune

- New rear exhaust system fabricated

- Engine mountings replaced

- New thermostat and cooling pipes

- All fuel pipes replaced

- High torque starter motor fitted

- Modern WOSP alternator fitted

- New clutch

- New brakes shoes and linings

- Front wheel bearings replaced and upgraded

- Wheels re-built

- New tyres

- Upated steering box (VW based)

- Smaller 15" Steering wheel fitted

Gearbox

- Gearbox stripped and checked over

- Spring shackles, bushes checked and replaced where required

Electrics

- Re-wire - weatherproofed where applicable

- Additional twin driving lamps fitted

- Additional rear lights and reflective marker board added for safety

- Additional internal light fitted to assist with navigation

- USB & Cigarette lighter power sockets added to cockpit

- Brantz trip meter fitted

- Go Pro mount fitted to passenger side pillar

- Upated BOSCH wiper motor fitted

- Peltor headset Intercom system fitted

Trim/Bodywork

- Cabin sealed and draught proofed as best as possible with an open car!
- Seats modified to give more comfort and space
- Passenger footrest added
- Additional spare wheel fitted

Driver/Navigator

- Large quantities of warm clothing purchased
- Two head torches
- Many Pocket hand warmers
- Flasks and ration packs
- Lots of maps
- Romalight C cordless map magnifier

Here are some pictures of our work in progress:
As you can see, there's been no shortage of work to do!
All the best,



Submitted by Rajesh

SHOW DAY SUMMARY AND THANKS

Submitted by Robin Clarke

The 2018 combined Centres' event was hosted by the Johannesburg club on 30 September and held at the Ditsong Museum of Military History in Saxonworld. Norman Ewing, ably supported by Mike Trollope and a few "volunteers" ensured that all arrangements were in place for the day. Pepi Gaspari from the Northern's Centre played the wing man to Norman during the planning and preparation phases.

Norman asked me to fill the role of chief judge and this triggered a few administrative tasks in the weeks before the event. Again I learnt on the experience of Jay Westaway who guided me through the issuing of both Standing and Supplementary regulations for the D'Etat and tops events. Pepi agreed - with a little persuasion - to host and put together a judging team for the D'Elegance and Comique events. Kevin and Jenny Loader were roped in to capture and collate scores. Mike Trollope was of huge assistance in keeping the communications flowing with club members via WhatsApp, leading up to the event. Some difficulties were experienced in getting the entry forms onto the respective clubs' websites, but this will be resolved in time for the next event. The Show Days are very important for 'maintaining the breed'. At the most elementary level encouraging owners to prepare for show day gives us all the motivation to perform a deep clean of our cars and also the opportunity to finish the last tasks on the long outstanding to-do list. The day also allows for discussions and debate on the correct part for a particular model or who recently found a source of hard-to-get bits. Show Day also showcases high standards of workmanship available to those restoring cars and hopefully motivates those of us engaged in rebuilds. Balancing these aspects of show day is the fun to be had through the Comique and D'Elegance competitions.

Well over 80 cars arrived for the show and 34 were entered for judging. A truly wonderful display!

From the twenty eight "tops" entries there was a joint first place for the Woods' MGA and the Mosterts' Mulette. These cars both scored 90% and could not be separated on review. Anita de Castro bagged a second place at 88% with her MGB. Again a joint third place was declared with both Hentie Erasmus and Henk Schimmelpenning scoring 87,7%. It is interesting to note how close these scores are. This is a positive reflection on the standard of the cars and the pride taken in ownership of them. To emphasis the point a few statistics on the 28 entries:

- 🍷 11 cars scored between 80 and 90%
- 🍷 11 cars scores between 79.3% and 70%, some tying on exactly the same scores
- 🍷 3 cars between 60% and 69%
- 🍷 3 entries withdrawn/ not scored on the day

The six D'Etat entries were all wonderful restorations done to an incredibly high standard. The scoring was exceptionally close and score sheets checked for arithmetic accuracy on a number of occasions!!! Richard Grover took top spot with a 97,8 score for his Y-type, winning his class and overall car of the day. Bob Wilmot scored 97,4% with his J2 bagging first place in the MMM category and also took top MG TC honours with 95,6%. Gary Chapman's MGB brilliantly converted to V8 power took the Specials category at 93% and Derek Langsford the MGB prize with a 85,5% score.

Mention must be made of George Schierings' TC that attained a 89,3 % score. Finalising the "car" scores with Kevin, Jenny and Jay and Dave largely prevented Liesel and me from watching the D'Elegance and Comique events. The clapping, whistles and laughter at times was a sure signal that the entrants were putting a great cap onto the day.

Peter and Paul won the Comique competition and did a fine job of reminding us to fight for fossil fuel and resist the electric car revolution. Second place went to the other stalwart entrants, Bernard and Marelize Mostert who very accurately re-enacted - with much gusto - the famous photographic depiction of the sailor and nurse embracing in a VJ day kiss in Times Square.

The D'Elegance competition had the top three entrants split by a mere 4 marks. Dave Muller and Gina came out as worthy winners, followed closely by John Meiring in his TC and Johnny Van Wyk in the MGB.

There were many cars to admire on show day. A MGB works style racer recreation, a 1950's TF, several TCS, a supercharged K1 and some MGA twin Cams were relatively rare cars that we seldom see on runs. On a personal note I was delighted by the arrival midway through the day's proceedings of a certain 1935 MG P-type, largely unrestored since the 1950's, but with a swagger befitting a seasoned warhorse which, if able to speak, has many MG stories to tell. Keep him going, Sir!

A massive thank you from me to the judges, scorers, stewards and Mike Trollope who scooted between the scorers and the judges collecting and collating the scoring sheets. Oh and also a big thanks to Mike Trollope's Mum who did the certificate calligraphy. The biggest thanks however goes to those that entered the various competitions. Some travelled from afar (Mafikeng!!) and some families who made the effort to get two or more cars to the show.

See you next time.





THE INGULA LEGACY MOVING A MOUNTAIN
A DOCUMENTARY RE THE BUILDING OF A PUMPED STORAGE
SCHEME



What takes tons of rocks, hundreds of people, 20 years of planning and billions of Rands?

It is called the **INGULA PUMPED STORAGE SCHEME**.

Eskom has been gearing up by building one of the most efficient types of power generation schemes in the World.

The Ingula Project lies in the belly of the mighty Drakensberg Mountains and it is so massive that it stretches between two Provinces, namely the Free State and KZN. It is at this stage the 18th largest Pumped Storage Scheme in the World in terms of generating capacity.

It houses the biggest mud rock cavern in the World and the powerhouse complex is 116 storeys below the surface and houses 4 turbines that generate 1332 MW for 16 hours of operation.

During peak electricity demand periods, the upper reservoir - Bedford Dam - situated on the Free State side of the Drakensberg feeds water into the massive waterway tunnels. The water travels down incline shafts over a height of 450m, goes through the four turbines discharging water into the lower reservoir - Bramhoek Dam - in KZN over a distance of 4,600 metres.

The force of the water drives the turbines, which in turn drive the generators, thereby creating electricity. The generated electricity is dispatched to the transmission grid, which then becomes available for consumer use.

The waterway tunnels are another impressive feat. Each of the main tunnels has thousands of meters of linings. 3,300 metres of concrete linings and 3,445 metres of steel linings. The waterway tunnels connect both the upper and lower dams allowing water to be transferred between the waterways for the generation of electricity. There is a total 15,000 tons of steel linings.

At Ingula, Eskom as part of its commitment to Conservation, has not only found the remains of creatures that went extinct millions of years ago, it is caring for the rare fauna and flora of the area.

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Eskom, driven by its' Sinobuntu values have established and maintained mutually beneficial stakeholder relationships amongst the host communities within the various Municipalities. With an area that now has dams full of water, in the distance the majestic Drakensberg, the Ingula Pumped Storage Scheme has become an amazing amalgamation of man and nature.



Anne-Linda du Toit

Jacaranda Run

Carol and I have done the Jacaranda Run across the Jukskei a number of times over the years and when we set off we were not expecting a very good show of blossoms having heard about rain and hail in Pretoria. The expectations for the weather were also not good and it was cold when we left Jo'burg, but—Wow! We were in for a surprise! When I say early; we had to go via Piston Ring to collect the CDs of music played at our Show Day on the way to the meeting spot at the Shell Ultra City. Derek had beaten us and had already had breakfast by the time we arrived. We left for the Union Buildings on time with Len Dutilleux in his TC following directions printed out by Derek. We arrived in time to sign the indemnities and the briefing by Pepi. Pepi and his team had done a sterling job of arranging the 46 km route through the suburbs of Pretoria. Thanks Pepi. Many of us got lost due to some of the road signs having been stolen over-night. We are told that these are stolen by university students, they use them to decorate their digs! It was amazing to see the bus loads of Japanese and Chinese tourists who were photographing the blossoms. Somehow Kevin managed to position himself ahead of us at various spots on the route to photograph the cars against a background of the trees. He took some incredible photos and was usually one step ahead of us on the route. Once back at the Northern's Centre Club house, where braai fires were on the go, we got going on the chin wagging. It was a great day enjoyed by all who attended.



Erasmus & Jones mini convoy taking in the beauty along Bootes St



Chef Hentie sorting out the braai & chatting with Peter



Len's TC taking in the colours from the Bougainvillea & Jacarandas



On your marks... Robin & Leisel Clarke lead the pack in their J2

Good to see Glen & Hilde (not in photo) back on an MG Run



A zebra in the nature reserve with a view of the Union Buildings in the background

Two MGs making their way through the nature reserve



Roy and Joan



Line up at Shell Ultra



Hive of activity at the start, there were over 50 cars taking part in the run



Clerk of the Course, Pepi explaining the route



Almost a line of 3 blue MGB GTs setting off from the start



Sisters Carol & Robyn preparing for lunch back at the NC club house



Waiting patiently for lunch while Chef Hentie was cooking the meat on the braai



The Merc Club were also out in force - one of their classics seen on route



Last to leave

Pics by Bruce, Carol and Kevin

Our Private Jacaranda Run

Shelly and Michael and their very own breakfast run in the MGA Twin cam
This run was a substitute for not being able to make the Jacaranda Run

Submitted by Shelly



MGA at home



MGA at The Trellis

INVESTMENT SOUGHT TO BREAK LAND SPEED WORLD RECORD

PROJECT NEWS



Monday, 15 October, 2018

Bloodhound Programme Ltd, the company behind Project Bloodhound, the initiative to break the land speed world record, has entered into administration with the appointment of Andrew Sheridan and Geoff Rowley, partners at specialist business advisory firm FRP Advisory LLP, as joint administrators on 15 October 2018.

Project Bloodhound was founded in 2007 and aims to hit speeds of 1000 mph at a specially built, 18km long, 1500m wide race track at Hakskeen Pan in the deserts of the Northern Cape of South Africa.

In addition to seeking to break the land speed world record, the project is a major R&D catalyst and the focal point for a STEM education campaign which has reached over 2 million children since its launch, including 120,000 UK schoolchildren per year.

To date the project has operated on a partnership and sponsorship model, with support from a variety of partners including Rolls Royce and Rolex as well as the Ministry of Defence which has lent prototype jet engines for the car, and the Northern Cape Provincial Government in South Africa, which has supported the creation of the track. Individual donations from members of the public have also supported the development of the car and the global education programme.

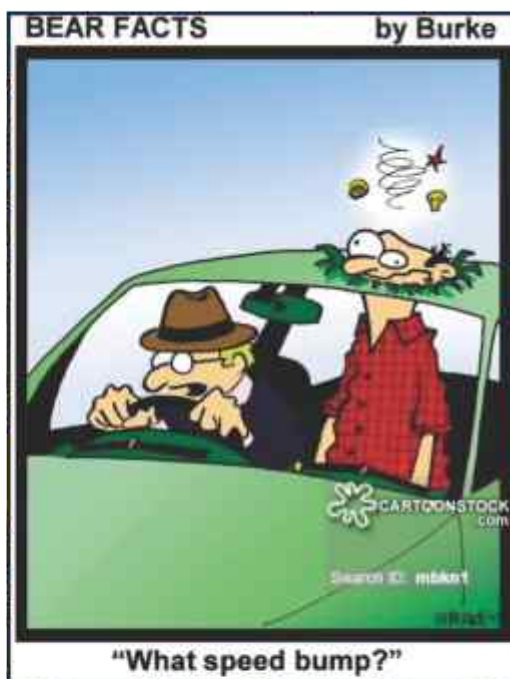
The project has already successfully built a viable racing car which has been tested to 200mph, whilst developing or testing propulsion, aerodynamic and telecommunications technologies with the potential for far reaching applications outside of the project. The team is now seeking around £25m in investment to provide guaranteed funding and see the project to completion.

Andrew Sheridan, joint administrator, commented: "Bloodhound is a truly ground-breaking project which has already built a global audience and helped to inspire a new generation of STEM talent in the UK and across the world. Entering into administration provides some breathing space to identify an investor who will bring the guaranteed funding, impetus and expertise required to drive the project forward.

"Whilst not an insignificant amount, the £25m Bloodhound requires to break the land speed record is a fraction of the cost of, for example, finishing last in a F1 season or running an Americas Cup team. This is an opportunity for the right investor to leave a lasting legacy. We are already in discussion with a number of potential investors and would encourage any other interested party to contact us without delay."

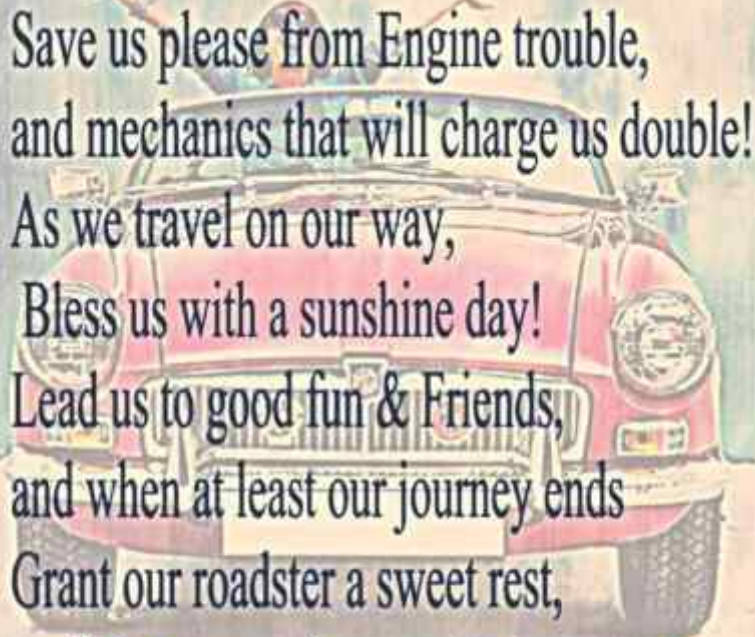
Mark Chapman, Chief Engineer, Project Bloodhound, commented: "Bloodhound has had enormous success in creating the world's most advanced land vehicle. As we now move out of the R&D phase and into the operational phase of the project, we recognise that we need a different approach to funding. This project is built around the most successful team in the history of Land Speed Racing, and with the right support we have no doubt that the project will achieve its aims and could be racing for the record in as little as ten months."

Interested parties should contact FRP Advisory LLP Bristol office on 0117 203 3700



Submitted by Bruce

The MG Prayer



God Bless our little MG car,
and guide us as we travel a far.
Help us find the roads we seek,
and please don't let the oil leak.
Save us please from Engine trouble,
and mechanics that will charge us double!
As we travel on our way,
Bless us with a sunshine day!
Lead us to good fun & Friends,
and when at least our journey ends
Grant our roadster a sweet rest,
until the next endurance test!

TM
BEETLE-INK

MG Kingdom Club in Scotland.
Submitted by Jenny Loader

Norman Talks!

This was handed out at Show Day but we have published it again for those who didn't make it to Show Day

MG'S WAR EFFORT

Throughout the dark days of the Second World War the loyal Abingdon workforce turned their considerable skills to the war effort and contracts secured by Cecil Kimber which, as Kevin Wise reports, proved to be the MG founder's downfall.

When war came to Abingdon the famous factory responded swiftly to the unthinkable reality. Just months earlier, a small factory contingent had captured three more World 1500cc Class Records on the Dessau autobahn, Germany. Now sporting rivalry had become deadly earnest with the outbreak of the Second World War.

Cecil Kimber, the driving force behind MG's prestigious sporting and record breaking triumphs, that had proudly placed the Union Jack uppermost on many occasions, now directed his considerable energy towards victory in its vital sense.

He packed away Goldie Gardner's Magic Magnetite that had so successfully mounted the recent record raids and cleared the decks of TD Midgets, VA, S and WA saloons, in an obvious effort to make MG's considerable expertise

God! The man that follows attacks!

It reminds me of my M.G.

There are still a few genuine gas cars left, even in this time of war and trouble.

SAFETY FIRST

THE M.G. CAR COMPANY LTD. Abingdon-on-Thames

and resources immediately available for war work.

But at the same time he had no intention of allowing his MG's to be overshadowed or forgotten in the dire days to

come, brilliantly seizing on the dual value of the patriotic posters depicting members of the armed forces and their associated machines in action – overwritten by the legend 'It reminds me of my M.G.' Such morale-boosting

Doing tomorrow's best and that will make this world a better place for you.

It reminds me of my M.G.

SAFETY FIRST

THE M.G. CAR COMPANY LTD. Abingdon-on-Thames

advertising maintained MG's profile, image and dedication to the British ideal – even when no MG's were being produced.

Channeling MG energy in a more material manner, Kimber was determined to get work for his now empty factory and idle workforce. He and his family, forced to let The Miller's House, had become tenants of John Howlett at Pyfield Manor, five miles from Abingdon. Howlett was now Southern Area Emergency Service Organisation Chairman and that of Welworthy Pistons – now making aircraft pistons in part of the Pavlova Leather Works, next door to MG and leased at Kimber's suggestion.

Doing the rounds, Kimber and Abingdon's George Properi assembled a variety of work; from mundane shell racks and light pressing produced in the press shop, to heavier work overhauling Carter-Lloyd and Matilda tanks and a Spitfire Browning machine gun-reconditioning programme that backed after three months preparation, owing to the lack of a firing range for testing at Abingdon. A truck assembly job paid dividends when the US truck assemblies packing cases were broken up to build a badly needed press shop extension! But who'd have thought armoured car repairs would lead to MG workers being bombed by the boys in blue from neighbouring RAF Abingdon! On testing runs on the Downs, the men from

MG and their armoured mounts proved excellent bombing targets for bags of four launched at low level! Meanwhile, Pyfield Manor had become a conference centre for bosses planning the means to fight the war. Wellworth and Rolls' men held regular technical meetings concerning aero engines. Incidentally, Kimber's sister-in-law, Mrs Hamilton, was responsible for the smooth running of the Manor.

Now, through John Howlett, Kimber finally got something for MG to get its teeth into – the forward fuselage of a new bomber called Albemarle. The front end of an aircraft is a complex area containing the cockpit and its associated crew, instruments and control equipment and it was further involved by the inclusion of the forward leg of tri-cycle undercarriage – seen for the first time on a British bomber

The end is no victory...
None other than of such
meaning... like the race
of M.G.'s in the old
Dunlop-Tyreless hour race.
No wonder this trip

reminds me of my M.G.

We can see available from
the world of distributors and
dealers throughout the country.
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THE M.G. CAR COMPANY LTD. Abingdon-on-Thames

in the Albemarle.

Over 900 Albemarle G1 sections were completed by MG at Abingdon – most built from scratch; the rest finished after others had given up!

Yes this great achievement – when even women workers lent a hand – will always be clouded by an event that, in the light of what had gone before, seems incomprehensible. For acting 'independently' to secure war work, Miles Thomas, MD of Morris Motors and Kimber's effective boss told him he could either resign or be sacked.

While his beloved MG worked on producing interchangeable Morris engine modules, Hawker Tempest

II fighter-bomber wing spars, Crusader, Neptune and converted Stroman, Chur

Tough and the track
Never lets me down
The only one can take it!

It reminds me of my M.G.

We can see available from
the world of distributors and
dealers throughout the country.
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THE M.G. CAR COMPANY LTD. Abingdon-on-Thames

chill and Centaur tanks and Oerlikos and Bofors gun turrets – its famous founder went first to Clearfworth Bodies then Specialoid Pistons, where his talents were seized upon.

But, as his daughter, Jean Kimbee-Cook, explains; 'He found the militant attitude of some of the London workforce inexplicable. He later told me that his friend and co-director, Eric Graham, had designed a modification for a tank piston ring. At this time our troops were poised under General Montgomery for the attack at Alamein and the invention would give each tank 400 extra miles. He told me he had gathered everyone together, just as he used to do at MG before a big race and the workforce had agreed to come in on the Sunday' my father told me sadly, 'but they stayed off all day Monday; so we lost a whole days production. Such was the man's orientation.

Kimber's effective sack from Abingdon had been bad enough, but at least the tides had now turned, and with the Allied invasion of Europe, victory was in sight. Yet, in the hour of triumph, tragedy would strike. Leaving King's Cross station to visit Perkin Engines, Peterborough, Kimber's overcrowded train slipped backwards and collided with the following express. The last carriage overturned, killing just two. Kimber was one.

But the greatest compliment from Abingdon's Cec Cousins to the man and MG was, "What we did before the war was nothing to what we achieved during the war."



The MGCC salutes Stuart on achieving his 96th birthday and still looking 65 and Thelma for keeping him in such good shape. See Stuarts letter of thanks below:

We wish Norman well after his hospital stay

Please pay your subscription to the before the end of December and get a 10% discount.

It was great to see Hilda Parker on the Jacaranda Run on Sunday after a long absence. Welcome back Hilda!!

*What a wonderful surprise on my birthday, to receive so many good wishes from members of the MG Car Club – To all of you, many thanks!
My association with the MG goes back many years – so much so!
At the age of 11 years – on my bicycle cycling through a parking area on Jan Smuts Avenue, Johannesburg, I spotted a magnificent sports car – a 1933 MG J2.
Although I tried - I never owned one. I have however owned, rebuilt, rallied and raced many MGs in my time.*

*To all you wonderful MG people – Again, many thanks
STEWART*



Jeanne Erasmus, Hilda Parker and Anneke de Groot

All members: Please let us know of any happenings in YOUR lives





2019 Club Fees

Single Membership: R300.00

Family Membership: R400.00

Junior Membership: R30.00

Banking Details

Mg Car Club

Standard Bank

Branch: 00-48-05

Account: 00 203 458 1

Please use your name and club number as reference.

Contact Tony with any quires:
tony@mgcc.co.za

Special Offer

Pay Before 31st December
and receive a 10%
discount.



TRADING POST



*Cars for sale
Spares wanted & for sale*



William Hocking
Car is in Ramsgate KZN
Cell no 082 895 1658
Email is; Will Hocking
fiferoad@vodamail.co.za
(95% complete chassis up nut
and bolt restoration 46 TC
with a bucket load of new and
used parts. Going as a job lot
for R310,000.00



1967 MGB GT - Price
negotiable
Phone Collin 082 559 8736

Phone Bruce for photos of
the engine bay and interior



Late Model B engine phone Ben
0834191810"



44 years of an Edwardian MG [built 1936 in King
Edward 8th reign] - it is time to find a younger
custodian of the elegant MG SA Tickford Coupe
which lives in McGregor.

Extensive work history available. Formerly owned
by the late Phil Howie and driven up Munro Drive by
Phil Hill - see "Norman Talks" December 2017

R680k to the "right home" Keith Poole - k-mpoole@lando.co.za or 023 625 1306

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Forthcoming Runs, Noggin's and Events.

November Noggin - 1 November

Inter Club Games Night

November Run - Sunday 11 November

CHRISTMAS LUNCH AFTER THE RUN- the route passes places of interests with lunch at Serengetti Golf Club. Meet at Old Ed's at 10h30 to depart at 11h00. Remember that Armistice Day is celebrated around the world at 11h00 on the 11th November- 11h00, 11th day 11th month and if you add the digits of the year $2+0+1+8=11$
For more details phone Bruce 0824578338

December Noggin - 6 December

The traditional social evening

December run - 9 December

Norman's Birthday - Venue to be advised

January Noggin- 3 January

TBA

January Run- 13 January

Annual run to the Vaal. Breakfast at Stone Haven. Let's keep this wonderful tradition going.

February Noggin - 7 February

AGM

February- 10 February

Another traditional run to Hoggsville for Valentine's Day



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