

Thumbs Up!!!



Nic Parrott's Touring Car - Showday 2014

1969



2015

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

April 2015

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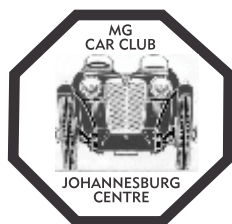
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All Payments can be made directly into the MGCC Banking Account
 Standard Bank, Rosebank branch 00-43-05; Account Name & # "MG Car Club" 00 203 458 1
 Remember to **reference** your deposit with your **name** & preferably state your Membership Number

A Natter & 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 "Thumbs Up!"

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

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



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NEXT TO TOTAL GARAGE

Thumbs Up!!!



“Believe it or Not” -- A quarter of the year has just flown by. Here we are already into April! By the time you receive this magazine I shall already have had a week down at Sandstone, and the Annual Stars of Sandstone International Show will have just started.

I go down each year as a volunteer, and help with the preparations, and mainly attend to getting as many old vehicles on the road as possible; these include 2 Model T Fords and several other varied models from the 1920s upwards. During the show these vehicles are driven around following the steam trains, where the many professional photographers arrange to have certain vehicles and tractors placed in strategic positions for them to get the “Best Shot of the Year” award. Photo shoots can start as early as 5.30am for them to catch that early morning sunrise event which can be exceptionally cold, but very rewarding pictures are attained. This year I believe many of my MG friends will be visiting the Show this year.

Due to this, I shall unfortunately be missing Angela's Picnic, and most likely also Norman's Mystery 'Kimber' run. But, will soon be back into the MG saddle (or seat) again.

There are however many other interesting events taking place in the near future, starting with the Triple M and T-type event in Franschhoek, where all those earlier MG models will be on show, just a pity that Norman was not quite able to have his J-2 ready in time; so he and Pat are flying down for the occasion.

Knowing Norman, there will be an MG emblem placed somewhere on that aircraft. Showday will be next, then the Maritzburg Annual Show followed by Peter Fielding's Classic Car Show in Scottburgh, with the Blue Marlin Hotel again making their special tariffs available to those staying there. Later, for the very popular MGA 60th Anniversary Tour of the country, with I believe a visit to the most southerly tip of Africa.

In the meantime Shelly Dixon, our new Events Organiser, is putting together some very interesting events for the regular Monthly Runs, each month. Consult the Calendar page in this magazine.

It was pleasing to see these last past events have been very well attended. And, on our last event to Hogsville, there were 26 cars in convoy from the Kyalami gates, with a further 4 who had travelled directly to the farm. Not often we see 30 cars out on events these days. So, it can be done!!!!

I have managed to squeeze a little TC into my slightly oversized double garage. I have been asked by a friend to give it a once over, arrange for the valve conversion to accept the new unleaded fuel including a full service. So I am presently having additional FUN! Until next month.

MG WEBSITES

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CHAIRMAN'S



April 2015

To bring you all up to speed with matters happening - well, it's all happening at the moment! Our calendar is full - there are tours galore and I can't recall the Club being busier. There are moments of madness it has to be said but what the heck, we manage.

Some brief feedback from your committee. We discussed the issue of our investment account recently at a Committee meeting. Several of us think that we could earn a bit more cash rather than the current negative real return we get from it sitting in a Standard Bank call account.

Obviously we'd want a guaranteed return and no risk to the capital and there are a number of vehicles that offer precisely that. I doubt the Club will ever become rich out of it, and nor should we, but an additional ten or twenty grand in a year would for instance cover a contribution to the Youth Project, or a couple of extra nice to haves at a Club event.

My feeling is that it's your money, and we're merely the custodians of it. So we'll take a few looks into the matter and put it to you, our members, as to what you would like to see us do with it. We've already had positive feedback from a few sources and we'll feed this back to you all in due course.

Speaking of the Youth Project, they landed with their bums in the butter

courtesy of the De Castros who chucked a coupla parts their way recently. You know, stuff like a nearly complete car, a spare body shell, body panels galore and heaven only knows what else! It give the kids a new race car to build as a New Project and I'm thrilled to see them with the bit already between their teeth and running with it. Our thanks to Anita and Joe in particular for their generous donation.

The Flag Car has been re-wrapped in new flag colours and it looks awesome - Clive did that for us and we thank him deeply! It has made a dramatic transformation of the car.

Shelley, our new events co-ordinator has hit the ground running. My thanks to her for her damned hard work and efforts already so far! And the same goes to the rest of your Committee - it's a bunch of work running the stuff that the Club manages to get run.

Same goes for our Northern brethren - their presentation on the next Indaba that they gave us at the last noggin (thanks Mike for a helluva entertaining talk about the Dakar, and thanks to Paulie for organising). They have nailed down a bloody fantastic sponsorship from Sports Car Centre and the stuff they have already planned for the Indaba looks amazing - it will be an Indaba to remember.

If you have not yet booked for it, I will not urge and encourage you to do so,

for one cannot lead fools to water and expect them to be horses - do not be an ass and get left out to be able to only hear about it afterwards. Book now and join us for what is going to be a Most Memorable MG Event. I want to remind you that this is also YOUR magazine. Please contribute anecdotes, stories, pictures, letter of outrage or whatever to Tom (kirk1@lantic.net). We'd dearly like to hear more from you about your lives with your MG - we are a club of people first and foremost, with a common interest in these (shall we call them quirky?) English motor cars that somehow transcend across all levels of motoring enthusiasts. No matter who and no matter which MG you are at all times welcome at our centre with us, this collection of MG enthusiasts and with us, this big warm hearted family.
William



After you read the a few of these, let them all soak in and if you have a friend or relative that would benefit by reading the same, please do pass it on to them. It's strong and will stick in your mind.

The best sermons are lived....

Today, I interviewed my grandmother for part of a research paper I'm working on for my Psychology class. When I asked her to define success in her own words, she said, "Success is when you look back at your life and the memories make you smile."

Submitted by Kevin

Scottburgh Annual Classic Car Show

Another Awesome Motoring Event to be held on

SUNDAY 19th JULY 2015

A Bigger & Better Venue, to cope with a Bigger Crowd

**This will be the year for the
Great American Classics with all their "Fins & Chrome"**

Peter Fielding - Event Organizer

Website: www.scottburghclassiccarshow.co.za/039 976 1995

A SUPER RUN TO HOGSVILLE

Oh, what a glorious sight!!!! No - not haggis - all those MGs on an MG run!

As the parking lot at Kyalami gradually filled with MGs it looked as though the club was coming back to life. 24 MGs and one plastic - even a young couple in a Merc Sports, who just stopped to admire, were enthralled. We will keep in touch with them, as they are restoring an older Merc and wanted advice on leather.

Hogsville is a great spot, and those who came marvelled at the tranquillity and the beauty of the surroundings. I really appreciated Wilf and Lindy blasting all the way from the Free State to see us - and the tail enders certainly appreciated their effort. It was also great to see "Lady Hamilton" out on a run, and Admiral Beddy to join in the fun.

Let's keep this up and try and get back to over thirty MGs on the Kimber Run on 12 April. Yes Angela's Picnic is before that - BUT - Cecil Kimber created MG - and as that is his birthday THAT should be commemorated as well, here, as it is all over the world. BE THERE!!!

This year those of us lucky enough to own MGAs will be celebrating the car's Diamond Jubilee - so, I trust owners will be getting their cars prepared for what should be a joyous and trouble free trip to the tip of Africa. Get those cars ready. Fan belt, rubbers, coils and condensers should be carried as well as a spare tube for spoke wheel cars, AND an additive if your head has not got hardened valve seats -- as you can no longer buy LRP at most of the motorway stops.

Although we will be travelling in day light - ensure you are carrying spare globes - you never know.

Octagonally, Norman.

PS. And yes - Tools, a Jack and Triangles.



Lost & found; Norman & Esra off to rescue the Admiral (Trevor) who was lost on land



Rendezvous point at Kyalami Race Track, from where Norman led the charge to Hogsville

A Relaxing Day at Hogsville

Written by your Editor & Pictures by Kevin Loader

As arranged, members assembled at the gates of Kyalami at 9.30am in beautiful sunshine; all eager to visit Wilfred Mole's Farm in the midst of Midrand. Just after 10am the gates were opened and soon 22 MGs and several 'plastics' were lined up on the lawns, overlooking the tranquil dam, and the graceful Willows on the bank, providing ample shade during the day.

This turned out to be a very social occasion for all. We had several older faces out in our midst, which indicates the good old days when one could just go on a picnic jaunt to some river resort, or other quiet spot in the country. Most folk had brought their picnic lunch which was soon shared out amongst each other. The men folk casually milled around, looking at the old tractors, cars, and relics of farm equipment of yesteryear. While the ladies seemed to be chatting about all those things that ladies Chat about!

Most of the conversations went around the many MG events which are taking place at different times of this year, which included visiting Sandstone, in the near future.

We did miss Wilfred, who was on his way back from his farm near Ficksburg. We thank him most sincerely for allowing us to revisit his Hogsville Farm in Midrand. It is always a most relaxing and enjoyable experience. Thank you Wilfred.



Welcome back to Robin Clarke's (back to camera) MGA Twincam, which has recently been restored



You cannot have an MG event without opening a bonnet. "Your problem is there."



Go well, go Shell - Jenny & Daphne having a good natter



Can of the best please - take your pick



A selection of MGs parked outside the fuel station (which used to be on the Krugersdorp - Pretoria road & has been re-built on Wilf's farm)



Angela's Picnic

All South African Motor Club Association affiliated clubs are invited to attend the

34th Angela's Picnic

In memory of Angela Heinz who initiated and arranged the event until cancer took its toll

Venue: Delta Park, Victory Park, Linden

Date: Sunday 5th April 2015

Time: from 08h00 onwards

Directions: see route map below

Entry fee: Donation to Witwatersrand Hospice

SPECIAL REQUIREMENTS :

No braai fires under any circumstances

No vendors and boot sales will be allowed

There will be No Food for sale Please bring your Picnic basket

Each club to provide 1 x 4,5kg fire extinguisher at picnic site

Each club to have a Security Marshal with High Visibility Vest

DISCLAIMER

No Alcohol is permitted by the organisers (SAMCA) and alcohol brought and consumed at the event is at personal risk

Have fun and have your donation ready at the entrance



M.G. Members Participate in the D.J. Motorcycle Commemorative Rally Dorian Radue Excels in D.J

The 2015 Durban-Johannesburg Rally for motorcycles built up to 1936, took place on 6 and 7 March. Several MG Car Club members took part, including Dorian Radue, who came out from Australia to ride her 1935 250cc Rudge Tourist. Dorian did very well on day one, coming 4th overall, from Hillcrest to Newcastle, but due to treacherous roads and problems with the bike, she dropped back to 10th overall.

However, once again she received the Trophy for Highest Placed Lady, just beating Day 2 winner Taryn Rice, on her 1936 BSA Empire Star by 3 seconds. Also spotted on the rally were Tony Lyons-Lewis (10th on day one & 7th overall); Alan Cunningham (13th on day one & 12th Overall) and Brian Wallace (66th overall).

Numerous MG Members were at the finish in Germiston to welcome the weary riders, who had made their way through treacherous conditions, roadwork detours, potholed roads, a-wash with rain water, and irresponsible drivers.

Congratulations, to all those Intrepid Motorcycle Enthusiasts.

Rodney Norton



Dorian Radue with their 250cc Rudge Tourist

Tony Lyons-Lewis on his 1928 Norton CSI. In the background, Anneke De Groot chats to SAVVA President Peter Hall, who rode his 1929 Royal Enfield with his wife Pam, in the sidecar.



NrmanTalks!

A Glimpse from the Past!

Submitted by Norman

MG Car Club's Motoring Evening with Tom Swallow:

On the 16 May 1995, a small contingent from the Jag Club, and I went to the War Museum in Forest Town to hear Tom Swallow speak about his years in Stalag IV B P.O.W. camp in Germany as President of the "Muhlberg Motor Club 1944 - 1945".

This fascinating evening was arranged by the MG Car Club after a great deal of research - Norman Ewing first heard about Tom Swallow and Pat Harrington-Johnson with regard to their publication "Flywheel" in 1988, and set to on his return to SA to find Pat Harrington-Johnson, who had spent most of his life in SA, Northern Rhodesia and later Bulawayo. This proved difficult, however, and in 1992 Raymond van Staaden took up the search again, finding Pat Harrington-Johnson's son David in Johannesburg, brother Charles in Botswana and their mother Joan in Bulawayo. Through his sleuthing, Tom Swallow was finally found in Ross-on-Wye, UK, and it was agreed in 1994 to fly Tom Swallow to South Africa for the 50th Anniversary of V.E. Day/125th Anniversary of the Red Cross/50th Anniversary of the resumption of peacetime MG production with the MG TC.

A series of lectures for fundraising purposes for the Red Cross Children's Hospital in Cape Town was arranged at MG Centres countrywide, the one I attended being one of these, and what an evening it was - the book of "Flywheel" is now out of print, but a limited number of copies was obtained, and these were on sale as numbered and autographed copies.

The book is an amalgamation of all the lovingly and laboriously hand-drawn, hand-written copies of Flywheel that were released in the Camp over the period of their internment. All this is even more remarkable when you think that everything had to be done from memory, as obviously no reference material was available!

The front cover is from the imaginary Motor Show covering "Pikchere" from Jaguar and Hillman to Chevrolet and the Cadillac V*. Quite a daunting task considering that initially there was nothing to write on, and nothing to write with, but by adopting a system of beg, borrow, buy or barter (stealing from Jerry was taken for granted), the magazine came together. Quinine tablets from the German Sick Bay were used to add to the colour range, it was discovered that millet soup began to ferment after four to five days and became very gooeey, and was then used to stick things in the school exercise books that became the magazines, and they are still "Stuck" after 50 years.

Following is an extract of two articles appearing about SA which we were allowed to reprint by kind permission of Tom Swallow. Mention is made in the "Christmas in South Africa" articles of Berndt Rosemeyer, who after Fangio, was rated third in the World on rates of winning races at a percentage of wins of 35.7%. Dick Seaman, also mentioned in the article, featured highly in the 1938 and 1939 Grand Prix racing circuit.

The first of two letters written about South Africa

Written by J. Hill

Christmas in South Africa means the end of the harvesting season and mid-summer, so everybody who can manage it, knocks off from work to flock down to the coast, or to one of the many inland holiday resorts, where there is usually a swimming bath or river, where it is possible to cool off before settling down to iced drinks and cold lunches.

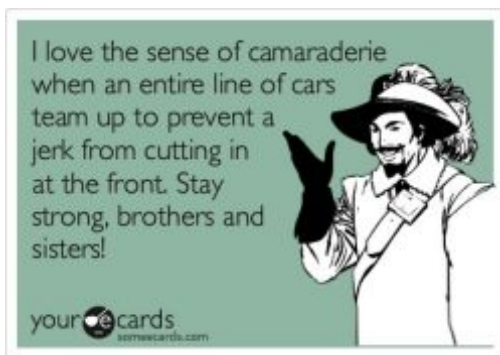
Xmas also brings a motor gymkhana for the enthusiasts - held on Boxing Day. For New Year's Day we have the biggest motoring events of the year: The South African Handicap to warm up on, and then the S.A. Grand Prix -- both run on the Prince George Circuit, which is in East London, a port for the Cape Province. People go there from all over the Union, covering great distances in pretty short times to see some of the world's best drivers at work, pitting their skill and machines against each other. Among the British and Continental drivers were to be seen, Earl Howe and the late Dick Seaman in their ERA's, Rosemeyer in his Auto Union, and Villiers in the Maserati. From South Africa, "Mario" and Steve Duppini in their Maseratis, Roderick in his Alpha Romeo, the late Roy Hesketh with his MG and many others could be seen taking part in the two races.

Accommodation being very difficult to procure, it is a common sight to see thousands of people camping alongside the track - which follows the coast. I usually leave home the evening before the race and go straight into one of the car parks on the track, see the racing and return home the same night, covering a total distance of 640 miles, very tired but happy.

The Second Letter - On Four Winds

Unknown writer

Speaking of records, it is not generally known that we have a record holder in the ranks of the Muhlberg Motor Club. It's a fact. Pat H.J. holds the "altitude record" (M.T.) in South Africa. Mounted on an Excelsior 172cc. Villiers "Brooklands"- engine motor cycle, he climbed up Mont-aux-Sources (11,700 feet high, the highest peak in SA) to a height of 8,500 feet. At this altitude he was forced to abandon his attempt, owing to hunger and the boulder-strewn nature of the surface, and - but that's another story, we'll get him to write it out for later issue.



BTCC 2014 MG KX Momentum Season Ends Well for MG Jason Plato & Sam Tordoff

Since 2012 Jason Plato has been racing with the Triple Eight-run MG Squad. He has finished third in the Championships in the past two seasons, and surpassed the milestone of 400 BTCC races at Donington Park in 2013.

Sam Tordoff: Following seasons in the Renault Clio and Porsche Carrera squads, he joined Jason Plato in the MG Squad in 2013. He too has had some impressive results during the past season. Note his results are shown in (brackets) alongside those of Jason's.

Full Results for 2014 Season for Jason and Sam in (brackets)					2015 Dates
Raced at	Qualifying	1st Race	2nd Race	3rd Race	Brandshatch
Brandshatch	2nd (12th)	2nd (10th)	11th (10)	3rd (12th)	4-5 April
Donington	1st (3rd)	1st (3rd)	2nd (1st)	6th (14th)	18-19 April
Thruxton	6th (7th)	6th (7th)	6th (10th)	7th (11th)	9-10 May
Oulton Park	2nd (5th)	3rd (6th)	4th (9th)	4th (6th)	6-7 June
Croft	2nd (7th)	3rd (9th)	5th (7th)	10th (12th)	27-28 June
Snetterton	1st (3rd)	1st (NC)	1st (9th)	4th (7th)	8-9 August
Knockhill	7th (2nd)	5th (24th)	2nd (18th)	10th (13th)	22-23 August
Rockingham	3rd (1st)	3rd (2nd)	2nd (3rd)	7th (8th)	5-6 Sept
Silverstone	1st (3rd)	1st (4th)	1st (6th)	4th (DNF)	26-27 Sept
Brandshatch	1st (2nd)	7th (4th)	13th (2nd)	1st (2nd)	10-11 Oct

Watch this space for this Seasons Results. They are both in this Series again.



TECHNICAL

So - you want to convert your late model MG B from left to right...

Randall Everson, has kindly submitted this article for publication in Thumbs Up! for those brave MGB owners who are thinking of converting their LHD Bs to RHD. Yes it is possible, but he points out the pit-falls and traps that you find along the way.

So you want to convert your late model MG B from Left to Right hand drive.....think again.

Back in 2007 I purchased a 1980 LHD Roadster, it was going for a song due to a faulty gearbox and of course LHD configuration. At about that time our wise Government officials also decreed that LHD cars were a danger on the roads, thank goodness none of them had the guts to enforce this stupid regulation and by now it is hopefully in file 13, this was another negotiating factor in the purchase.

During the 2007 overhaul I decided I would do the cut outs required for a RHD conversion, to this end I purchased a "how to do it" manual from one Clive Murray in UK for 10 quid.

Well that was in 2007 and I have been procrastinating about doing it until January this year, so back to Clive's instructions. Bruce Dixon was doing a similar conversion so I sent him a copy of Clive's instructions.

Clive makes it painfully clear that the later Bs circa 1976 onwards are much more difficult to convert than any other model year due to the fact that Abingdon stopped providing dual left or right hand fittings and mountings for the later bodies.

Some years ago I came across a couple of Bs and midgets at a scrapyard in Durban and I was able to buy the full dash with wiring loom and all the instruments plus a few other bits for

less than R1000 from a late model GT.

Joe de Castro kindly supplied me with a portion of a top shroud panel (that's the panel under the windscreen) and a long shaft rack and pinion from a GT wreck so I was well on my way although it still took me a few years to get down to it. The thought of cutting and welding the shroud on my pristine roadster gave me the jitters as I did not want to re spray the car nor was I planning to remove the engine for easier access.

So got dash, got instruments & got shroud and steering rack but wait there's more you will also need 8,11,12, 13 & 15 mm spanners, a small angle grinder , 1mm cut off discs, a jack and axle stands a welding machine, drilling/screwing machine, wire stripper electrical lugs, soldering iron, safety goggles, lots and lots of patience and a wife to ply you with coffee in the garage. I am retired and although I usually devote 5-6 hours/day 6 days a week to my MG, this job still took two months to complete so reckon on at least 200 hours. I work on my own so you could reduce the time with a helper.

To speed up bleeding the brakes and clutch I made a simple pressure bleeding device using a bicycle pump and some tubing but more on this in another article.

I started by removing the bonnet, windscreen, radio console, seats, carpets and kick panels, anything that could burn ie wiring loom wiper motor was protected with asbestos cloth, yes asbestos and I am still alive, I then masked off the door panels and window quarter light glass for protection from cutting sparks.

The USA dash was a job to remove as I

had difficulty finding let alone getting to the nuts to loosen them, anyone looking for a good LHD dash, comes complete with 100mm gauges?

Next I removed the inner bulkhead steering column bracket this is a neat fit and required a not too gentle tap with a hammer to get it out. Prior to getting help from the hammer I contemplated calling it a day and just put everything back, but I have always enjoyed a challenge so here goes. Finding the new position is a problem if you don't have another car to take measurements from. Fortunately I could get that data from my GT but there are no mountings or welded nuts on this side, Abingdon cost cutting. I used several short 5mm hex head self drilling TEK screws to locate and hold it in place before welding.

Next was the rack and pinion.

I removed the steering column as I needed to cut a hole in the firewall conical support for the column I made and fitted the cone when I did the cut outs back in 2007.

I removed the LHD rack and pinion and here is where it gets tricky as the mounts on the LHD are biased to the right by 6mm compared to the RHD cars. Clive did mention these brackets had to be cut off and repositioned. Now if you are not an expert at vertical welding, forget cutting them off. It is possible to heat and bend these brackets to their new position. Finding the new position requires multiple trial fittings to get the steering shafts correctly aligned.

Before removing the pedal box I opened all the brake and clutch bleed nipples and drained the hydraulic system, I had already cut out the aperture for the pedals so just drop the pedal box in ..oooh no, the main wiring loom is in the way and there is only one mounting point.

Fitting the pedal box and booster would mean that I could never get to the bullet connectors that supply power to the overdrive, fuel pump and rear lights etc. The only solution was to extend all the wires by 200mm to where the connectors were accessible. This was the first of my wire extensions with 32 soldered joints I used some of the wiring from the USA dash loom to continue the colour coding of the extensions; I applied this rule to all of the extensions.

Before fitting the pedal box I had to fabricate a mounting bracket for the accelerator pedal and drill a new hole for the throttle cable also had to make and fit tabs for the pedal return springs. All this had to be done while lying on your back on the floor and drilling upwards so make sure you are wearing good safety goggles.

Once the pedal box and brake booster was secured I could start on rerouting the brake pipes. There is sufficient piping on the car to do the conversion to right hand orientation; the left front pipe run is rather long and difficult to handle in one piece so I split it into two sections using a hydraulic coupling as used on some modern cars to join the two halves. I did the double flaring of the pipes with a tool that I borrowed but most brake fitment centres will do it for you at a fee.

Everything up to this point was reversible if things went wrong but the next step was the turning point no going back from there.

Firstly if you are going to use a GT top shroud you must fit the two capture nuts for the windscreen lower mounting. Dear Clive forgot to mention this and there is more he omitted to mention as I proceeded.

I spent a week agonising over where to cut how far from the windscreen sealing rubber, what's under the dash

that could ignite e.g. tar like sealants, will the rest of the shroud warp from the cutting disc heat, etc.etc.

To be on the safe side I made a template of the new shroud portion, positioned it on the car and marked out the cutting line. I used the existing capture nuts to get the template in the correct position. At this stage I also decided to retain the three windscreen wipers as converting to two would require closing the existing holes, more welding and repainting the top shroud.

The new shroud had a joggled edge so I retained that to minimise distortion during welding. I tack welded every 50mm with my MIG welder then after cooling I repeated this between the first row of tacks, unfortunately there was some distortion of the new shroud especially around the air vent slots but I managed to reduce that by heat shrinking . The joggled edge created a recess at the joint between old and new so the welding tacks were nearly all lower than the shroud level and there was very little need to grind away any high spots.

I later found a website where the owner merely riveted the two sections of shroud together thus avoiding welding, if I do another I will use this method.

I next cut a cardboard copy of my shroud template, covered that with vinyl and positioned it on top of the shroud to create a smooth neat surface.

The next challenge was to sort out the wiring, I had a dash wiring loom that came with the dashboard so that's sorted or so I thought. The main loom terminates approximately where the RHD cubbyhole is so all the steering stalk wiring for wipers, lights, indicators and ignition were 400mm away from their respective multipin

plugs, another thing that dear Clive did not mention. Two options were considered; undo the main loom tape, try to unravel the twisted wires move them to where they will meet the short leads from the steering column and retape or cut and extend the wires to where they should be, I chose the latter resulting in another 40 odd soldered joints.

The next unpleasant surprise was when I connected my dash loom to the main loom, the multipin plugs are the same but horrors all the dash loom colour coded wires were in different positions to the plugs on the main loom plus some new colours; yes another omission in dear Clive's manual. I tried to remove the pins from the plug without success so by now I was a dab hand at soldering so another 16 wires were cut and 32 soldered joints made. The wiring was tested with the dash sitting loosely on the steering column powered up and indicators, brake warning light and seatbelt light not working. With the complexity of that irritating buzzer I eventually made my own connections. It is advisable to disconnect the coil to avoid damage during testing and to constantly check the fuses just in case you have crossed wires without realising it and blown a fuse.

It's best to refit the windscreen at this stage as the bolts are still readily accessible and don't forget to fit the peg in the shroud for the tonneau cover or you will have to remove the windscreen again to do this.

Prior to fitting the dash in place you have to make and fit a bracket to secure the bottom of the dashboard. This is required to resist the effort when pulling out the choke. After retesting everything was working, next step start the engine. Oh no, not another challenge and yes, the car had

previously been rewired around the ignition coil and ballast resistor. I never touched this and there was no problem when I started the conversion so why now? I restored the wiring back to the original the engine started and the tacho was now working.

Here is where one really needs a very good wiring diagram, and fortunately Bruce found one on this website www.advanceautowire.com. It's the best I have seen and its colour coded for easy reference. It has diagrams for all the different year UK and USA versions for roadster and GT and this is a must have.

Finally refit the bonnet and get the wheel alignment reset.

Now happily driving a unique USA model RHD roadster.

Lessons learnt:

- The GT dash wiring is different to the roadster and there are differences from year to year.
 - The USA wiring is different to the UK wiring
-

Rather retain the section of the original shroud to include the captured nuts for the windscreen bottom mounting.

If possible obtain a roadster top shroud not one from a GT.

Save the USA dash loom it might be easier to modify (I didn't)

If you still want to do this conversion, Bruce Dixon and myself are available to advise and assist.

Caveat-Emptor

This article is written in good faith as a record of how I approached the task, it is not intended as a manual and I take no responsibility for any consequential loss or failure due to your actions.

Randall Everson

14 March 2015

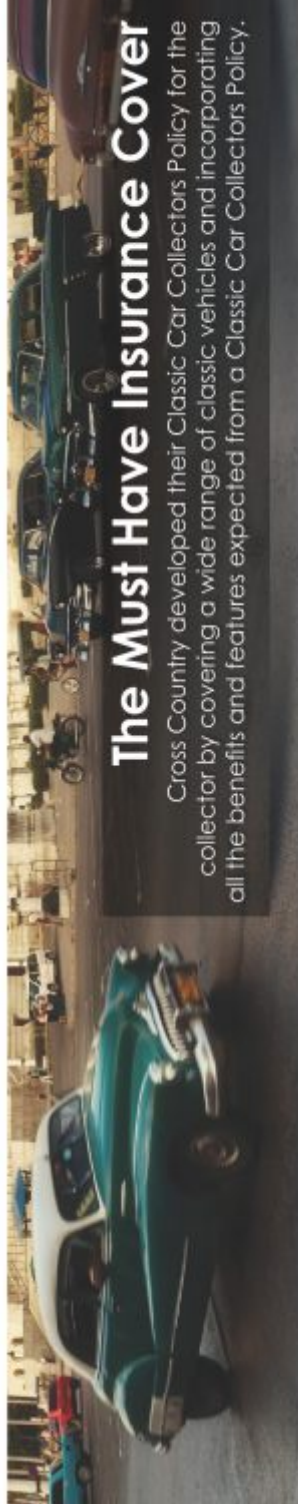
0824140438

The best sermons are lived....*cont*

Today, I asked my mentor - a very successful business man in his 70s- what his top 3 tips are for success. He smiled and said, "Read something no one else is reading, think something no one else is thinking, and do something no one else is doing."

Today, after a 72 hour shift at the fire station, a woman ran up to me at the grocery store and gave me a hug. When I tensed up, she realized I didn't recognize her. She let go with tears of joy in her eyes and the most sincere smile and said, "On 9-11-2001, you carried me out of the World Trade Center."

Today, after I watched my dog get run over by a car, I sat on the side of the road holding him and crying. And just before he died, he licked the tears off my face.



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THE BLOODHOUND PROJECT

ANDY GREEN'S DIARY - FEBRUARY 2015

You are here: [Andy Green's Diary](#) >...

ANDY GREEN'S DIARY - FEBRUARY 2015

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Sunday, 1 March, 2015



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We use cookies to give you the best experience on our website. If you continue we'll assume that you are happy to receive all cookies. You can always adjust your cookie preferences. [See some of them here in the Video of our '1st Car'.](#) BLOODHOUND is only able to do a huge number of sponsor companies who are producing world-class

[Continue](#)

To give you some idea of how the Project has accelerated recently, we've ordered more components in the past 2 months than we did in the whole of 2013. We're ramping up to run the Car in August of this year, so that we can complete our 'slow speed' (200+ mph) testing at Newquay airfield, before flying out to South Africa in September. Want to come and see the Car run at Newquay? We'd love to see you there - we're inviting all Gold Members of our 1K Club to come and see the Car run, so [join the Club](#) and we'll look forward to seeing you soon.

We have no real idea how many people have worked on parts of BLOODHOUND. However, given that we have 200+ sponsor companies, we estimate that we could fill a football stadium with all the people that have contributed to the world's first 1000 mph Car. Not that a football stadium would be the place to watch BLOODHOUND SSC run, partly because it would make a mess of the grass, and partly because it wouldn't be there for long.

The average football stadium measures about 150 m. At 1000 mph (450 metres/sec), BLOODHOUND SSC would cover 150 m in 1/3 of a second, the same time it takes for the human eye to blink. Quite literally, blink and you will miss it.

This year will be a test and development year for the Car, but we will also be aiming to set a new Land Speed Record of around 800 mph in South Africa, in preparation for the ultimate goal of 1000 mph in 2016. This step-by-step approach is a deliberate choice, giving us time to check the science as we go along.



3500 precision components to assemble



The Blink of an Eye



BLOODHOUND is faster...

After all, we're not only going 35% faster than any land vehicle in history, we're aiming to go faster than any jet fighter has ever been at ground level. Travelling at 1000 mph is easy above 30,000 ft, where the air is very thin (I've done it myself on several occasions), but it's a different matter in the very thick air at ground level. It was in about 1913 that aeroplanes first started flying faster than cars – and just over 100 years later, BLOODHOUND is about to reverse the result!

Last week we held a dinner at the [Coventry Transport Museum](#), to celebrate the opening of their new Land Speed Record gallery. The display is brilliant, as is the new '4D' simulator. If you get the chance, go and see it. I've driven at supersonic speeds, and the simulator still gave me goosebumps, bringing back memories of wrestling Thrust SSC's steering and fighting to keep the 10-tonne monster straight at over 600 mph. It is also sobering to see the physical battering that Thrust SSC took, leaving cracked panels and scorched paint after every supersonic run. BLOODHOUND SSC is going to have to survive much worse over the next 2 years.

This is also the first time that the 3 British Record cars had ever been together: Thrust 2 (1963 – 633 mph), Thrust SSC (1997 – 763 mph) and BLOODHOUND SSC (this year 800, next year 1000 mph!). The 3 cars are a great reflection of the technology developments of the last 30 years.

Thrust 2 was pretty much at the limit of 'simple' jet car technology. Even running its engine at 108% of maximum rpm, and near the limit of taking off, it only just broke the Land Speed Record. A new approach was needed to go faster. Thrust SSC was that fresh approach, using the best of 1990s technology, including the new science of computer modelling, to produce the world's first supersonic car. However, the challenge facing BLOODHOUND SSC is far more ambitious, and we'll need a hybrid rocket motor as well as a jet if we're to reach 1000mph.



Signs of a hard life

We will be test-firing the Car's rocket system in a few weeks. In preparation for this, we're testing the rocket pump down at Newquay right now. The 550 hp Jaguar V8 engine is proving to be the ideal pump motor, as it's reliable and simple to operate.



Testing rocket science

Once we've completed pump testing, the rig will be shipped to Næmno's test centre in Norway, for the full-power rocket tests. If you've been following the rocket programme, it might sound like it's taking a long time to complete all the testing. That's because it's difficult! While you can say 'it's not rocket science' about most things, in this case it really is.

Another challenge in running a Car faster than any jet fighter is looking after the jet engine. We're very lucky to have the loan of an ex-flight test EJ200 engine, from the Eurofighter Typhoon development programme. As well as having world-beating power output, the EJ200 is perhaps the most reliable military jet ever – which is good news from my point of view, as I'm going to be strapping myself to it fairly soon.

BLOODHOUND's EJ200 engine needs to deliver maximum power at supersonic speeds. The air intake is designed for speeds of 800 mph and above, so it is too small for high power at low speeds. Jet fighters have a variable air intake system to allow for this, but for BLOODHOUND we've chosen to keep it simple, with a fixed (high speed) air intake. That means that the engine will struggle to get enough air at low speed. To protect the engine from what is known as 'flow distortion' (turbulent air caused by sucking too hard through BLOODHOUND's small high-speed intake), I will only be using part throttle at low speeds. This will avoid any risk of the intake airflow becoming turbulent and (possibly) disrupting the engine performance.

Rolls-Royce has done a huge amount of work to let us know how the engine will cope with the BLOODHOUND intake, and I've just been analysing the figures. Subject to confirmation in our engine test programme, it looks like we'll be able to get to full reheat during the Newquay runway tests in August. If you are planning to come down to see BLOODHOUND SSC running at 200+ mph, then you won't be disappointed – there should be plenty of noise and excitement.

One of the other things I'm having to focus on now is my own preparation for driving BLOODHOUND on a dry lakebed in South Africa. BLOODHOUND SSC will accelerate at close to 2g (40 mph/second) and slow down at almost 3g (60

mph/second). You can't really practice this level of 'g' in a race car. F1 drivers experience higher g levels, but only for a few seconds, while BLOODHOUND will be accelerating (and decelerating) for about a minute each way.



This won't hurt (much)



Big enough to make some noise

The best way to practice this is in an aeroplane – which also gives me the chance to show other people what it feels like.

I recently took racing driver Chris 'Monkey' Harris flying, after his tour of the BLOODHOUND Technical Centre. [You can see the video of his visit and flight here](#). Chris doesn't really like flying at the best of times, and I'm not sure that the simulation of the 'BLOODHOUND Profiler' helped much!

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a few Funnies...

A blonde was driving home after a football game, and got caught in a really bad hailstorm. Her car was covered with dents, so the next day she took it to a body shop. The shop owner saw that she was a blonde, so he decided to have some fun. He told her just to go home and blow into the tail pipe really hard, and all the dents would pop out. So, the blonde went home, got down on her hands and knees and started blowing into her car's tailpipe. Nothing happened. She blew a little harder, and still nothing happened.

Her roommate, another blonde, came home and said, "What are you doing?"

The first blonde told her how the repairman had instructed her to blow into the tailpipe in order to get all the dents to pop out. Her roommate rolled her eyes and said, ...

"HELLLLO" "You need to wind up the windows



Nelson Mandela is sitting at home watching TV and drinking a beer when he hears a knock at the door. When he opens it, he is confronted by a little Japanese man, clutching a clip board and yelling,

"You Sign! You sign!"

Behind him is an enormous truck full of car exhausts. Nelson is standing there in complete amazement, when the Japanese man starts to yell louder,

"You Sign! You sign!"

Nelson says to him, "Look, you've obviously got the wrong man", and shuts the door in his face.

The next day he hears a knock at the door again.

When he opens it, the little Japanese man is back with a huge truck of brake pads.

He thrusts his clipboard under Nelson's nose, yelling,

"You sign! You sign!"

Mr Mandela is getting a bit hacked off by now, so he pushes the little Japanese man back, shouting: "Look, go away! You've got the wrong man. I don't want them!"

Then he slams the door in his face again.

The following day, Nelson is resting, and late in the afternoon, he hears a knock on the door again. On opening the door, there is the same little Japanese man thrusting a clipboard under his nose, shouting,

"You sign! You sign!"

Behind him are TWO very large trucks full of car parts. This time Nelson loses his temper completely, he picks up the little man by his shirt front and yells at him:

"Look, I don't want these! Do you understand?"

You must have the wrong name! Who do you want to give these to?"

The little Japanese man looks very puzzled, consults his clipboard, and says:

(It's a beauty)...

(wait for it)...

(Get your best Japanese accent ready).....

"You not Nissan Main Deala?"



...a few Funnies cont.

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2015 Motoring Calendar

MG Johannesburg 2015 events calendar

Date	Day	Time	Event	Details	Place	Organiser (s)
28 March 2015	Sat	08:00:00 AM	Youth Project	Youth Project racing	Kyalami Race Way	Cameron
02 April 2015	Thurs	19h30 for 20h00	Noggin	Youth Project and MMM	Old Eds	Norman and Cameron
05 April 2015	Sun	9h00	run	Angela's picnic Please get the early. It gets busy quickly	Delta Park, Jhb	SAMCA
08 April 2015	Wed	10:00:00 AM	Run	Brenthurst Library	Brenthurst Library Federation road, Parktown www.brenthurst.org.za	Norman Ewing 083 654 5433 - Limited places avail
12 April 2015	Sun	TBA	Run	Norman's Surprise Run	TBA	Norman Ewing 083 654 5433
07 May 2015	Thurs	19h30 for 20h00	Noggin	MG Movie Night	Old Eds	
10 May 2015	Sun	10:00:00 AM	Run	Saun Tyler Pvt Museum	Benoni Details to follow	Michael Dixon 0828685316
04 June 2015	Thurs	19h30 for 20h00	Noggin	Blood Hound update - world land speed record	Old Eds	

Scottburgh Classic Car Show held in July.

19 July 2015	Sun	Early	Run	www.scottburghclassiccarshow.co.za/039 976 1995	Scottburgh south coast KZN	Peter Fielding
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NON CLUB EVENTS OF INTEREST

2-12 April 2015				Stars of Sandstone		babitan@sandstone.co.za
Railway enthusiasts, car and tractor buffs will love this one! Special offer for MG Car club members						
19-Apr-15	Sun	Early	Other	Ford Day	Piston ring	
26-Apr-15	sun	Early	other	Red Car Day	VVC Club	
30 April to 3 May 2015	MGCC - Border Centre : Cape Centre 2015					
17-May-15		Early	other	Cars in the Park	Pietermarzburg - 29°38'43.23"S 30°28'8.62"E	

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