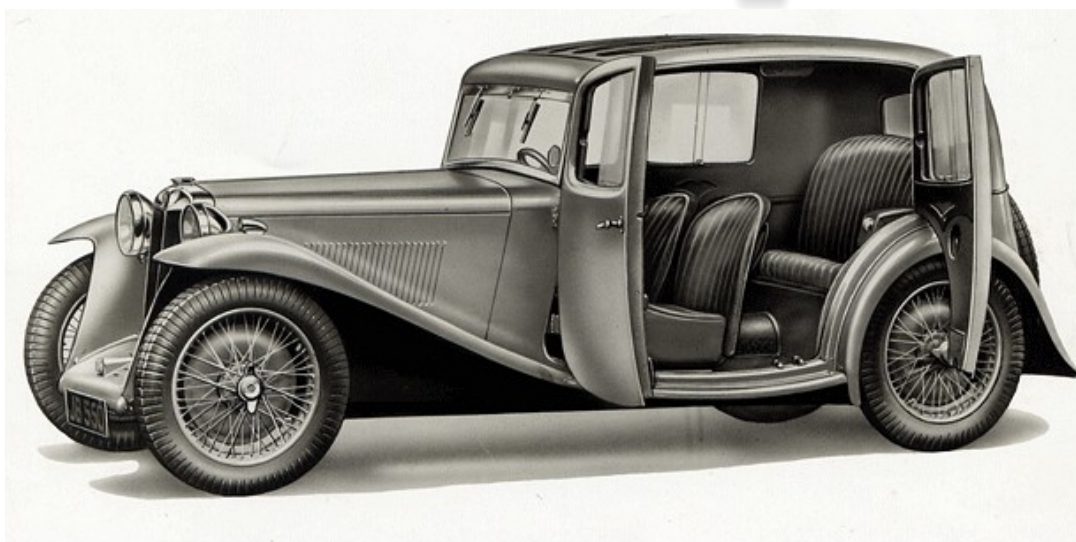


Thumbs Up!!!



1969

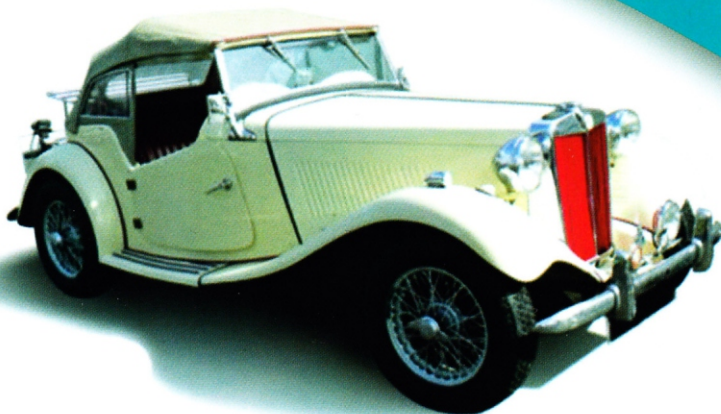


2014

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

August 2014

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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.

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Thumbs Up!!!



Your Committee

Editorial

From The Chairman

The A Team - Part 2

BTCC Race Season

Norman Talks

Getting there is half the fun

Annual Inter Car Club Quiz

Motoring Calendar

Memo to me when I'm 75

Points Position - March-June
2014

MG WEBSITES

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Hi Folks: Yet another exciting MG month has just flown away into history.

We started with the Zwartkops Air Base event, but unfortunately it was not up to its usual vibrant standard. There were far fewer cars, in general, than there had been in the past years. Also not as many hangars were open to the public this year. That was my observation, perhaps I was expecting too much.

Then the very successful Quiz evening which was very well attended, and a great enthusiastic vibe prevailed during the evening; the Lotus Club being the Victors.

The Scottburgh Classic Car Show, will be taking place on the 20th and is going to be well patronised by many MG members having booked at the Blue Marlin Hotel for the weekend. A full report back in next month's Thumbs Up!

For the next Noggin on 7 August, we are expecting a large gathering of MG Members all eager to listen to a presentation by Stewart Cuninghame telling us of his experiences while riding in the Annual DJ Run over the past many years. This year the event was won by Stewart's son, in record style. Come hear all about it! Then later in the month the Tour to Underberg and Sani Pass where many MG enthusiasts will be testing their ability in 4x4 vehicles up the arduous pass.

If any of our members have encountered difficulty getting our Thumbs Up! Magazine, possibly by not having a computer, or for any other reason please advise me should you require a printed copy to be posted directly to your address. I have just been informed by John De Villiers that he has not been getting a Magazine for the past 4 months. He genuinely misses being out of the loop, and has requested those copies to be posted on to him. This shall be done!! Post Haste. John stated that he has missed the odd article written by 'Martie' on odd occasions in the past. I was very touched!!!

Enjoy the forthcoming events and "Keep Warm"
Happy MginG,
Your Editor, TOM

August 2014

Chairman's chirp, chirrup and yussus it's freezing!

As we migrate to the digital medium that is the Internet it has not been without it's difficulties. It is one thing to talk about it and quite another to ensure it's successful implementation and it would be naive to think the transition would not be without teething issues. Largely our database has been tested and the gaps I think have been plugged now with Suzette and I personally contacting each of you on our list that we have not had confirmations of contact numbers or e-mail addresses. Hence we are now where we have what we believe to be a clean database now.

This means you should all be receiving our e-mails and SMS's. We've been told that events are being poorly attended because people genuinely don't know that they are happening - and hence our drive to get that matter resolved soonest!

On the note of the printed Magazine. Our costs on it have dropped as a result of going electronic but for those that want to receive a printed version we'll post you a B&W version at cost - remember the whole point of going electronic was precisely to save the club these costs (!) and to put our subs to other uses for you, our member's benefit. Reading about what we have done is not as much fun as doing it - this much I can assure you of! We're investigating just what these costs will be and we will get back to those that want them.

That said whilst we're on the topic of events the DJ Run talk at the Noggin this August is going to be a seriously cool event - Stewart Cuninghame has gone all out with this bringing along bikes, the clerk of the course, and a few other VIPs to really give us a helluva show. If you miss this one it will be your genuine loss.

The less said about the Inter Club Car Quiz the better. Lotus came, they saw, they beat us fair and square. There is more in the mag about this evening further on so I shan't dwell on it other than to add that I did have to reassure the Alfa club that they were in perfectly good hands - and that after the quiz we had volunteers who would walk through the parking lot afterwards and put into a box all the bits that fell off their cars for collection from us at some point in the future. Thankless task it may be but at spare a thought for the poor sods left behind scrubbing away all the oil stains left behind by the ruddy Jags...

You will notice that your event's calendar is full. When in doubt, email or phone to ask! We've had some super events recently and we have even more coming up. This is YOUR club after all and getting into your MG and driving your MG and enjoying your MG is what it's all about. I absolutely love driving mine and at every opportunity I cannot wait to get behind the wheel of an octagonally powered vehicle... It is my wish that all of you feel the same.

In terms of important events - please get your names down for the Xmas Lunch at the

Indaba - it is going to be one of those super events that we're all looking forward to already. The run this month c/o Michael Dixon is sounding intriguing - can't wait to see what's planned there. And of course hearing about the DJ at the next noggin - I would love to see as many of you there as possible! And in October Aki Kalliatakis is going to bake your noodle. I am dying to know just what he plans on talking to us about - just Google him to see what I mean.

I have been remiss in my thank yous of recent times. My apologies! We have many, many people to thank - and I always manage to leave someone off the list because of sheer weight of numbers. The Committee who work as a team to get stuff done - Suzette has been a star in this. We have the likes of Sizanani Plastics and the Parker clan who send the youth project some much needed cash to help keep the cars on the road, we have members who stand up and give us their time, effort and energy in helping this Club tick along.

The Youth Project goes from strength to strength - the youngsters are doing some amazing things and Cameron is doing a sterling job managing the team for us. He has helped take a big load off my shoulders which given my business at the moment has been a monumental help! Our register captains are all working away behind the scenes and one way or the other despite our ever increasing average age of membership people find the time to come along, to get involved and to meet and greet new faces.

I think that we've had more events on the go than ever before in fact and we've all had the opportunity to pick and choose. As I write this we're packing for Scottburgh and the run down in the Landy packed to the rafters with toddler stuff is going to be an interesting one with young James either going to be as good as gold or screaming his head off the entire way.

Lastly I cannot help but be a spoiler. To our friend, Tom K, congrats! I cannot wait to be buying you a drink and we're all simply delighted for you!

William



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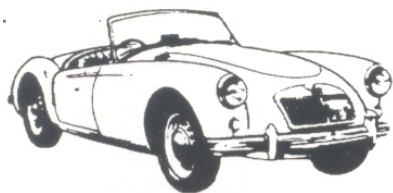
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THE "A" TEAM

PART 2

Early cars used the MGA/ZB Magnette's 4psi cooling system, but later this rose to 7psi. Again, the distributors had a vacuum advance from the MGA/ZB, (type 40510B,) but this was later deleted and replaced by distributor, (type 40718A,) with no vacuum advance. It was often retrofitted to many earlier cars. From engine number 1523 the ignition markings were stamped on the distributor, (22-26 degrees advance at 3000rpm.) Distributor drive gears would wear rapidly if the distributor was not fitted in position exactly as described in the Workshop Manual.

Some engines suffered from fracture of the tappets. This would normally lead to follow-on engine destruction. It was mistakenly believed that this was due to the tappets tilting and locking in their bores and the length of the tappet was increased from 1.25" to 1.50" at engine 1087. However this did not cure the problem and a second incorrect diagnosis was that the tappets were picking up aluminium from their bores and seizing, and so cast iron sleeves were fitted to the tappet bores at engine 1587. The fractures continued until it was finally realised that the tappet material composition was incorrect. At engine 2211 molybdenum was added to the tappet material. All fractures ceased and many engines were retrofitted with the new tappets. These can be recognised by a large 45 degree chamfer on the top edge. This chamfer was to allow BMC service mechanics to check if the change had been carried out by merely removing the camshaft covers. The camshafts were chain driven off the half speed shaft, itself driven by a gear on the crankshaft nose. This was a long chain, and needed to be tensioned/timed correctly. The chain could stretch in use and adjustment was very important. The tensioners were aluminium and the threads could be pulled out by the constant whipping of the chain, after high mileage. This can be cured using a helicoil thread insert, or fitting aftermarket steel tensioners

At engine number 315, the number of teeth on the gears on the half speed shaft and matching oil pump drive spindle were changed to reduce wear.

The oil consumption on early Twin Cam engines was extremely excessive. This also caused fouled spark plugs. The piston rings were changed on several occasions with the latest changes being late in the production period at engine 2057. The main changes were the replacement of the top chrome ring with a cast iron type and a new scraper ring with an expansion ring. This resulted in a normal oil consumption.

There were quite a few niggly things with the Twin Cam engine, other than the above problems. On early cars, numbers 504 to 531, the starting handle dog on the front of the crankshaft could foul the steering rack. Dynamo brackets would crack, so MG issued stronger cast-iron items. The gearbox ran very hot, and if its breather blocked up, the expansion of the oil could cause leaks.

If, after suffering too much, MG would fit a normal ohv 1600 (1588cc) engine for you. The Twin Cam production ended in April 1960, after 2111 cars. Over 1000 were exported to the USA. A 1588cc development Twin Cam MGA beat a 2639cc 'C' series engined prototype Austin Healey 100/6 in the USA, in August 1956, in a record attempt. The MG, EX179, did 170mph, the Healey just managed 152mph.

Experience with racing the Twin Cams over the years has led to the possible cause of the piston problems. After all it was not the timing or plugs, but simply fuel starvation at certain rpm, giving a very hot, weak mixture. The cause was fuel frothing that leaned out the mixture, and then burnt out the pistons, the fault the engine became notorious for. This occurred at two specific engine resonant frequencies that coincided with about 2500 and 5500rpm. The first would pass by quickly, but the second was within the rpm range often used. All SU cars had this problem, but those fitted with Webers did not. The solution, use Webers, or have the SU manifold machined to take the Weber rubber 'O' ring from the 45 DCOE. This fits the SU H6 bolt pattern. The slightly flexible joint that results cures the vibrations. The engine was still fantastic for its day, and like many highly strung machinery, demanded constant attention. It was not a car to pose in, but to drive.

Originally written by Neil Cairns, with lots of help from Bob Seymour's brother, (and editor of "Morris Bull Nose Engines" book,) Peter Seymour; and Bill 'S' who races MGA Twin Cams in the USA. Updated January 2012 by Mick Anderson.

The meaning of "Complete" and "Finished"

Submitted by Kevin Loader

No dictionary has ever been able to define the difference between "Complete" and "Finished."

However, in a linguistic conference, held in London, England, and attended by some of the best linguistics in the world, Samsundar Balgobin, a Guyanese, was the winner.

His final challenge was this:

Some say there is no difference between "complete" and "finished." Please explain the difference in a way that is easy to understand. His response was:

When you marry the right woman, you are "complete." If you marry the wrong woman, you are "finished." And, when the right one catches you with the wrong one, you are "Completely finished."

His answer received a five minute standing ovation.

Smile For the day

A STUNNING SENIOR MOMENT



A self-important college freshman walking along the beach took it upon himself to explain to a senior citizen resting on the steps why it was impossible for the older generation to understand his generation. "You grew up in a different world, actually an almost primitive one" the student said loud enough for others to hear. "The young people of today grew up with television, jet planes, space travel, man walking on the moon. We have nuclear energy, ships and cell phones, computers with light speed....and many more." After a brief silence, the senior citizen responded as follows.

*"You're right son. We didn't have those things when we were young....so we invented them. Now, you arrogant little sh*t what are you doing for the next generation? The applause was amazing!*

Youth Project

June 2014

Well what an eventful last 2 months this has been, from tv interviews, to very hard work and race prep, and the fun part of racing, April and May certainly has been very busy for the MG Youth Programme.

Coming into April after the endurance race at Zwartkops, there was a lot of TLC to be done to both the race cars. The MGA we had a very unusual power loss, it then came to the valve seats being damaged, we removed the head and sent it in for hardening valve seats and a very light skim. When the head arrived back we had a very busy workday at Nick Parrot's place, preparing the MGB for the next race meeting, assembling the head back on the MGA including race prep and a little tuning. On the same day the MG Youth Project was visited by Ignition TV for an exclusive interview on the project, how it all started and what our future plans are etc. All in all it was a lovely day; we all had plenty of fun and still worked hard.



In May the race meeting at Midvaal came, and what a cold morning it was. Without any Friday practice I went out for qualifying in the MGA and only did 4 laps until the distributor came loose, for race one we fixed it, and race 1 went strong, I had loads of fun having a brilliant dice with a ford escort. Lap after lap trading positions, it was really fantastic.

Race 2 was exactly the same, lap after lap trading positions with the escort and racing even closer to each other! I have never had such close and exciting racing before, that was extreme!

Just at the end of May we had another workday at Nick's place, we then replaced the distributor and tuned the MGA again and hopefully it will be running stronger at Zwartkops. We also did full race prep on both the MGA and MGB for the Zwartkops race in June.

Report by Ryan Iudik



Hello all hope all goes well because the MG Youth Program have been gearing up for the upcoming races for this year but before a driver gets in the seat for a race they must first take on the training day.

On Saturday the 5th all of the MG youth Program met at Midvaal raceway (one of our biggest supporters), nice and early at 7 am, it was a bit cold and there was a touch of wind but that was not going to put the fire out for our young drivers as they were already go. Scott Rainier was going to show us how it was done and our drivers showed what they have learnt from the ride along. After each person was coached around the track they were taken to the pits where Scott spoke to them on how to improve their own unique driving style as none are alike. All the Youth Program members had positive feedback and even some stunned Scott like in the case of Yorick, he had the pace and has the car control which was like he has been racing already. Another member that's new to the program is Warrick who drove to a pace he prefers (which was quick and he hasn't even driven a race car before.), Warrick shows great promise.

Also on Saturday our third youngster Louick who is 14 got to feel how a race car goes as Scott took him around the track and in the last few laps gave the boy a bit of sideways action, Well done Scott, in talking to Louick he says that it was great fun and he can't wait to learn how to work on the car and learn how to drive it.

With myself; trying to get away from driving the car as I was trembling, I was met by Scott and was told it's my turn, so I geared up and was ready to go. With my hands shaking and my nerves getting to me I started the car, the car revved to life and wanted to go on the track again. I felt a pat on my left shoulder from Scott in the passenger seat and with a few words of confidence and a simple nod we took to the track. After driving a bit with Scott showing some lines and braking points, we pulled into the pits and ladies and gentlemen the rush was epic.

So all and all a grand day had by all and some new faces are around, I would like to take this moment to say a big welcome to some new members Warrick, Louick and Lenny Also I would like to wish all the drivers a good luck for this weekend's race at Zwartkops and a last thing a big thank you to Les, Ignition TV to film the program, Midvaal for having us and giving us a big hand on the training day, Scott and Alan Kernick for the training.

Well folks my rant is over but the funs not done come see the MG youth Program take to the track on the 12th of April as we take on Marque cars, Little giants and the big ISP, all this at Zwartkops raceway hope to see you all there.

Written by Steven.J.Kernick

Youth Project

On Sunday, April 6, 2014, Michael Kernick wrote:

thanks to scott, aj, trevor and nino for the training and the support for the youths training.

The training day went well some guys need more seat time and some need brushing up otherwise it all went well.

Michael Kernick



On arrival at Midvaal raceway, we helped unload the MG-B off the trailer. Alan Kernick was kind enough to take us in his van around the track and show us what lines we should be taking and what gear we should be in at the different points on the track. I was the second one in the team to do training. Steven Kernick let me use his race suit as i don't have one yet. I got dressed and waited nervously for Scott to come into pits, Scott took me out for a few laps and I watched how he was driving and what he was doing. Then it was my turn, on my first pull off attempt I stalled, but once I got going I was feeling a bit less nervous. My first lap around the track I went at a slow pace to get used to the feel of the car and get my lines correct. But after the first lap I was feeling quite thrilled and excited and so I started to speed up. It was a great experience and can't wait for the next training day. And thanks to Scott for the opportunity and advice and input.

Report by warrick eva

BTCC RACE SEASON IN UK

30/3/14

BRANDS HATCH:

Jason Plato sets pace in Practice, MG's Plato maintained his supremacy at the front of the top seven, with less than a tenth between them.

20/4/14

DONINGTON PARK:

Jason Plato led Sam Turdoff in a dominant one-two for the first race of the day. Race Two, Sam Turdoff this time led an MG one-two, a-head of Jason Plato.

4/5/14

THRUXTON: They both suffered mechanical ailments, but finished mid field.

8/6/14

OULTON PARK:

Plato took over from BMW's reigning Champ but neither MG drivers excelled during the day.

29/6/14

CROFT: Sam Tordoff ended practice, running top of the pack, after rain shortened the session. Both drivers ended up in the upper half for the day.

Some interesting angle shots of our MG6's on the Race Track during the year.





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NormanTalks!

Forty five years ago, on 29 June 1969 to be precise, the Johannesburg Centre of the MG Car Club was formed.

There had been previous meetings at the Six Gun Steakhouse in answer to Graham White's letter to "The Star" suggesting a register for "T" MGs. At this meeting, where there were also those who owned "modern" MGAs and MGBs, and who were told by a lunatic fringe that these were not REAL MGs, felt that a further meeting should be held to decide if all MG owners should be admitted.

I designed huge posters which John Baker silkscreened, in brilliant red, announcing a meeting to be held at the Baragwanath Flying Club south of Johannesburg. Now collectors items, they did the trick, and nearly twice as many arrived - one flying in, in his own plane, and a young German immigrant still building his MG, cycling over 40kms just to be there.

The rest, as they say, is history - and ten years later the Club had a return celebrating run to Bara to present tankards to the founders, Keith Burton, Graham White, Phil Howie and Norman Ewing.

Bara is no longer, and over the years we have celebrated in many ways - but a telephone conversation between Graham White and the first club secretary, Ruth Bezer, suggesting they were "survivors" was enough to get a "reunion of the first committee" going. I chose 29 June as the date, made sure that those living locally

and still alive could come - ensured that the first chairman, Keith Burton, now living in Knysna, would be near a phone, had a special SURVIVORS cake and biscuits made - and we were up and running - well, maybe not all of us!

There was much laughter and back slapping as we all discovered who we were talking to and a great afternoon was had. We trooped into my little MG Museum to cut the cake, Ruth Bezer and Graham White doing the honours, before we took it in turn to speak to Keith in faraway Knysna.

Reminiscences were many, the first committee meeting having been held in my mothers Amleigh Mansions flat in Yeoville, before we were married. The second was held in our tiny one room flat in Hillbrow the month after we were married. Pat sat in on the meeting in her dressing gown. "Why don't you go to bed?" Keith asked her. "Because you are sitting on it" she replied - and we're married forty five years this year!

We have decided to meet again, often, and we will.

Octagonally
Norman Ewing



Norman Ewing and Keith Burton present Graham White and Phil Howie with engraved tankards at the 10th Anniversary.



Peter Longhurst, Keith Burton, Tommy D'Arcy, Ruth and Clive Bezer, Bernt Jacobsen, Ken Wells, John Meiring, Phil Howie, Graham White and Norman Ewing at the 10th Anniversary.



Ruth Bezer, John Meiring, Nan Howie (widow of the late Phil Howie) Graham White, Peter Longhurst and Norman Ewing.



Graham White and Ruth Bezer cut the cake.



Some special MG biscuits to go with the cake.



The Baragwanath Poster announcing the first "official" 1969 meeting

Price 25p Free to Members

December 1979 Vol. 22 No. 12

Safety Fast



A happy Ted Young poses with his TF and a Tiger Moth

Photo: Alf Chapman

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Getting there is half the Fun.

(The other half is getting back)

We departed on the 7th May 2014 immediately after voting which meant that we couldn't get to Pretoria in time to leave with Steve Eden and co. who were going via Kimberley. We had decided to take a more direct route overnighing in Kroonstad and Graaff Reniet.

The weekend before I had made a luggage rack for the TC to carry Jane's crocodile skin suitcase, which had to go along because it fitted the part.

In Colesberg we met up with a number of members from the Joburg Centre including old friends Kevin and Jenny Loader. On leaving Colesberg we ran into a rainstorm about 10km out. Jane was concerned about her suitcase and I got out to remove it from the back to try and squeeze it inside with us. Fortunately, the Joburg Centre caught up with us at this moment and William Kelly being single in his car had space for the suitcase. The rain was blowing in strongly from the right hand side and I put on the right hand side screens leaving the other side off as it tends to be too hot in the TC with both side screens on.

Something I learnt about TC's side screens is that they are actually funnels that are cunningly camouflaged as side screens. By the time we had gone 20 miles I was soaked from my right foot up my jeans and with the water running down my right thigh, both buttocks were soaked in the hollow of the seat. Apart from this the rain was blowing through the gap between the side screen and the windscreen and coming in over the header rail. Jane was kept busy mopping the rain off the inside of the windscreen which was running down and off the dash including cleaning my specs every few minutes.

After 90 miles the rain abated which was still an hour and half to our stop over at Graaff Reniet by which time we were generally dry again. Little rain came in Jane's side except for once when we overtook a truck and the spray managed to soak her left hand side.

We eventually arrived Graaff Reniet only to discover that our accommodation which had been booked was unavailable. We managed to get a cancellation in the same lodge as the Johannesburg Centre. Wendy Smythe married to Cliff of the Joburg Centre wanted to know how it was that a crocodile skin suitcase, which used to spend most of its life under water, was not waterproof!

After a lovely meal together with the Joburg Centre we had a good night's rest and set off by 8.30 the following morning on a rather chilly trip without side screens dressed in woolly earmuffs and leather jackets. We went through a few light showers of rain but nothing serious like the previous afternoon.

Leaving George, we noticed a red TC ahead and drove together with it then to Knysna. It turned out to be Dieter and Lorraine Reck from Somerset West. Our total mileage to the Protea Hotel from home was 1053miles. By this time the TC tappets were clattering and I reset them in the car park. Some were extremely loose and there were small flakes of metal on the cylinder head. Something was starting to go.

Hats off to the Southern Cape Centre for a really fantastic Indaba. The organisation was absolutely slick, taking less than 5 minutes to register and collect one's goody bags and regalia. The driving trials were fun as were the timed driving sections. All functions well organized and the dance evening really fun. We (Northern Centre) are going to have to pull out all the stops to come anywhere near competing with the Southern Cape in our 2016 Indaba.

Because of the flakes of metal on the head I had the oil and filter changed on the Monday before our drive Westwards to Plettenberg Bay. The advantage of driving in an open car is that one can hear what pedestrians have to say about you. While in Plettenberg Bay one coloured fellow said

to another 'kyk hierdie smal tyres op hierdie karretjie'. 'Ja' se die ander 'en die speke is ook net soos n bicycle s'n.' 'Miskien is dit 'n vier wiel bicycle' se die eerste. I've heard our quaint little cars called all kinds of things but never that one before.

On Tuesday we bade fond farewells to all the old and new friends made and set course along route 62 to Stellenbosch to visit our sons. The trip taking some 8 and half hours. On the Thursday morning we called in to see Dieter and get his advice on the tappet problem which were re-set again and we left Stellenbosch at 6.45am on Friday with all the side screens on in the drizzle. Some 680km later we stopped in Brits town. After checking into the hotel the car would not start. Jane was still sitting in the car and I was under the left hand bonnet trying to find out what the problem was, I had left the driver's door slightly open and the car was surrounded with the usual onlookers. Jane says that suddenly a young coloured female sat in the driver's seat not realizing that Jane was there. The girl's friend outside with the camera said to the one in the driver's seat 'Haai sit bietjie vorentoe, jy's te swart en ek kan jou nie daar in die donker sien nie.' Jane burst out laughing and the girl in the driver's seat, after recovering from surprise said 'Ai, skies Merrem ek het nie Merrem gesien nie.' I left it, (the car) for half an hour and it started no problem, we filled up with fuel and parked in the hotel parking.

Next morning at 8am it would not start. I suspected a fuel blockage and after firstly loosening fuel pipes off and finding all OK, the spark was checked and I discovered there was none, the points were fully closed. I now had a problem that one of the fibre washers on a banjo was leaking fuel and I only had copper washers which were slightly too small. I left Jane filing out a copper washer while I went to see if I could find any fibre ones. The garage at the opposite end of town only had copper washers. The copper washer was fitted but was still weeping slightly but we had no option but to push on. We eventually got away at 10am and travelled with the side screens on as it was 6 degrees. We tried to get fibre washers unsuccessfully in Kimberley and finally completed the trip with the slightly leaking copper washer.

That night we slept over in Klerksdorp and next morning the car would not start again. There appears to be some connection which when too cold or too hot does not allow it to start. Spark was getting to the end of the coil lead but not to the plugs. Once the car is at running temperature it goes very well with loads of power. I tried to borrow an extension lead and a hairdryer from the hotel but all the hairdryers were fitted in the rooms, after another 15 minutes I hit on the bright idea of taking the rotor arm and distributor cap into the room we had just vacated super heating it and re-fitting it and hey presto we were on our way. We drove virtually solidly until Kranskop 1-Stop where again it would not start. After filing and setting the points again it was still battling to start. The tappets were also re-set at Kranskop and by this time it was obvious that the adjusters on the tappets were busy disintegrating on 2 of the valves which will need replacing. We eventually arrived home at 5.30pm on Sunday, 18th after 2850miles or 4560km. Jane has a bit more suspension in her backside but mine was absolutely buggered.

It was a wonderful adventure. I have been toying with the idea of a round South Africa trip in the TC but I have been cured of that, at least for a few months.

My one abiding memory of the trip was the reaction of other motorists to seeing a vintage car chugging down the Highway, there are hoots, smiles, thumbs up, photographs while alongside, behind and from the front. People of all colours and creeds are so happy to see an old car. It unites people, I commented to Jane that old cars could unite the nation, we don't need politicians, (they only sow division.) Which reminded me of Billy Connolly's comment on Politicians, "Don't vote for them, it only encourages them."



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2nd ANNUAL INTER-CAR CLUB QUIZ

The annual inter-club motoring quiz was held on a chilly 4th July at Old Eds. I noticed that a few early arrivals opted to order supper, steak, egg and chips; perhaps an off-shoot of Tim Noakes' Banting diet, all cholesterol but delicious all the same.

Back to the quiz. This year the format for the quiz was changed to allow the audience to also participate which did make for more interaction. I think though with a few more tweaks to the format for next year, the quiz night could be even better.

Our grateful thanks go to Mike Gilchrist from the Triumph club and George Shipway for their invaluable input and time in putting the quiz together and stumping the participants with some of the questions.

The first two rounds pitted sixteen 4 man teams against one another answering questions in the allotted 20 seconds, with photo clues. One change in format this year was the answers being written on a sheet and then marked by another team (so no cheating). At the end of the two rounds, the top four teams and a 'wild card' team made up of the top four audience participants then battled it out through another two rounds before the eventual winners emerged.

Congratulations to the winners; the team from the Lotus club.

1st place - Lotus

2nd place - Jaguar

3rd place - Triumph Pretoria

4th place - Alpha 'A team'

5th place - 'Wild Cards'

Thanks to the MG committee for hosting and Old Eds for the snacks and tea and biscuits at half time. All were very much appreciated.

So until next year, keep your thinking caps on.



2nd ANNUAL INTER-CAR CLUB QUIZ PICS



Play Off's	R1	R2	Tot
Lotos	① 9	87	1716
Jag	② 7	8	15
Alpha A	④ 10	2	12
Triumph Pta	③ 8	5	13
Wild Card	⑤ 5	2	7



Team Name	R1	R2	R3	TOT
1. Triumph Pta	9	8	12	29
2. Jaguar	③ 12	9	10	30
3. Morgan	11	8	8	27
4. Mercedes 123	3	1	3	7
5. Alpha S	5	4	3	12
6. Alpha A	② 12	9	13	30
7. Austin Healey	9	6	3	20
8. Triumph T16	5	4	6	15
9. Mercedes S	7	6	3	18
10. Mercedes 2	6	5	6	17
11. MG T16	4	4	7	19
12. Roots	8	4	7	19
13. Sunbeam	7	4	7	18
14. MG MGB	9	8	5	22
15. Lotos	① 11	10	10	31
16. Jag	9	5	9	23





2014 Motoring Calendar

2014 MG Car Club of Joahnnesburg Events						
Date	Day	Time	Event	Details	Place	Organiser(s)
16-Jul-14	Wed	09h30 for 10h00 departure	Mid week Run	Pierino Scalco	Depart from Old Eds	Norman Ewing - 0836545433
18-Jul-14	Fri	09h30 for 10h00 departure	Tour	Trip to Scottburgh for the SCCS on Sun 20/7/14	Departure from Total Petroport on N3 b4 Heidelberg	Tom Kirkland (082) 445 6770
20-Jul-14	Sun	From 07h30	Tour	Scottburgh Classic Car Show (SCCS) (TBC) Peter Fielding (039) 976 1995	The Country Club, Airth St, Scottburgh	Tom Kirkland (082) 445 6770
29-Jul-14	Tue	12h00 for 12h30	Other	Ladies Lunch	Second Cup Deli. 840 Rugby St, Weltevreden Park	loubrett@wireless.za.co.za / 082 929 7999
7-Aug-14	Thu	19h30 for 20h00	Noggin	DJ Run Experience by Stewart	Old Eds	William Kelly (082) 886 7114
10-Aug-14	Sun	09h00	Run	Run to East Rand - Fire Station	we will have lunch at a local - TBA	Michael Dixon
17-Aug-14	Sun	09h00	Run	SA Polo "Bring Your Own" Picnic / We need confirmation of numbers attending for Free Entry Tickets courtesy of SA Polo	Waterfall Estate Polo Event	Suzette Bouwer (073) 274 1120
4-Sep-14	Thur	12h30 onwards	Offsite Noggin	Randall's Ultimate MG	TBA	Randall
21-Sep-14	Sun	08h30	Other	Piston Ring Swop meeting	Modderfontein	Cameron McLeod (082) 994 0989
2-Oct-14	Sun	19h30 for 20h00	Noggin	Int Acclaimed SA Customer Service Speaker Aki Kalliatakis	Old Eds	Suzette Bouwer (073) 274 1120
TBA	TBA	TBA	Run	Gardens on Show	TBA	Suzette Bouwer (073) 274 1120
6-Nov-14	Thu	19h30 for 20h00	Noggin	All about Sandtone Estate	Old Eds	Tom Kirkland (082) 445 6770
9-Nov-14	Sun	09h00	Run	Annual Christmas Lunch: Price includes welcome drink, entertainment, crackers, HUGE buffet AND R100 Mowana Spa voucher	Indaba Hotel / Boma R170 pp	Suzette Bouwer (073) 274 1120
4-Dec-14	Thu	19h30 for 20h00	Noggin	Andrew Thompson : F1 racing in the goold Old Days	Old Eds	Clive Winterstein
7-Dec-14	Sun	09h00	Run	Irene Kamers vol Geskenke	Irene	Suzette Bouwer (073) 274 1120

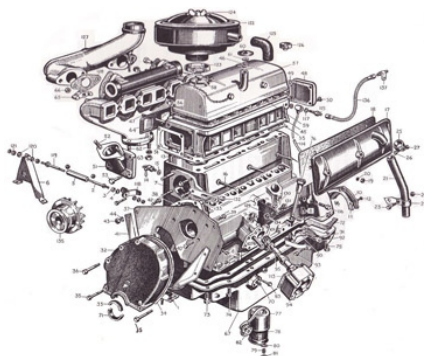
OTHER CLUB EVENTS

2-Aug-14	Sat	Get there 08h30 for 09h00	Run	Vaal Highland Festival & Games	Dick Fourie Stadium, Vereeniging	John Marshall 0823378586
17-Aug-14	Sun	09h00	MGNC	Dirt driving tests with Northern Centre GPS 26 02'34,02"S : 28 23'45,45"E	Rallystar Motorsport Academy between Petit and Babsfontein	Dave Westaway (078) 936 6853 / Northern Region
28-Aug-14	Thu	TBA	Tour	Lap of the West Coast		Roger Pearce www.afriod.co.za
7-Sep-14	Sun					
19-Oct-14	Sun	09h00	MGNC	Jacaranda Run	Pretoria	Steve Eden - Northerns
17-19 Oct	MG Club itinerary ON REQUEST / cost R2090 - R2690 per person for 3 NIGHTS' PACKAGE		Tour	Talana Live - Battle of Reanactment / ANYONE INTERESTED? BOOKINGS TO BE RELEASED 31 JULY 2014	Dundee	Suzette / Des Armstrong (Merc KZN) 0834997709
26-Oct-14	Sun	???	Run	SA National Drag Racing Champs	Tarlton Raceway	Nico v Heerden 083 309 8461



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MEMO TO ME WHEN I'M 75

Received from John Buttress

Written by the father-in-law of an acquaintance of Bruce Cameron, editor of "Personal Finance", when he was 60 and anticipated that he would possibly be too demented to write something such as this at 75.

- ✓ Don't try to organise your children living in their own homes; allow them to organise you in yours if they wish.
- ✓ If it doesn't actually matter much, don't make an issue of it.
- ✓ You will probably be more forgetful than you care to admit. Write things down if you know you have to remember them. Take care not to repeat yourself when talking.
- ✓ Pursue photography, woodworking, birding, and golfing to ensure that you remain socially interactive. Try to be reasonably up to date with current affairs.
- ✓ Your children have grown older and wiser as well; respect their ideas, especially about financial affairs, since these will be more up to date and possibly more appropriate than yours.
- ✓ Don't procrastinate when it comes to moving to smaller, more appropriate accommodation, especially if your children urge you to move. Avoid holding on to your home for sentimental reasons.
- ✓ Don't leave too late a move to retirement accommodation with frail-care facilities, better access to medical attention, and other services related to older people.
- ✓ Don't follow your children around, but if they seem settled in one place, consider moving to a retirement facility near them, to make contact with you simpler for them, especially at the end of your life.
- ✓ As time passes, migrate your investments towards cash-related investments only.
- ✓ Eliminate investment clutter; consolidate.
- ✓ Arrange so that Jill (his wife) can become the principal medical scheme member without undue difficulty.
- ✓ Arrange so that Jill will have enough cash for a year after your death
- ✓ Update your will regularly with the annexures about investment details and contact numbers.
- ✓ Keep important documents in a central place.
- ✓ Look after yourself, and always look presentable, so your children will be proud of you.
- ✓ Prioritise appropriate and regular exercise, especially walking and swimming.
- ✓ Prioritise brain stimulation, especially piano playing and crossword puzzles.
- ✓ Maintain annual medical checkups.
- ✓ Sign a power of attorney in favour of John (one of his children) or Jill.
- ✓ Rather keep quiet than say something for the sake of talking. Ensure that anything you do say will add value to the conversation.
- ✓ Don't insist on being part of a conversation if you are not being spoken to.
- ✓ Never embarrass your children or grandchildren; they will avoid you if you do.
- ✓ Don't comment on whether they are too fat or thin; it's their problem.
- ✓ Be ruthless about clutter; if you don't use it or need it, pass it on, or throw it away.



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The Points Position

March to June 2014

Points are earned for:-
Attendance at Meetings, and
Run, Tours etc. Submitting
Articles, or pics for the
Magazine, Assisting with
organisation.



Male Members

Surname

	Hentie	175
Erasmus	Cliff	164
Smyth	Bill	150
Greig	Glen	135
Parker	Derek	125
Spavins	Koos	125
Boshoff	Stewart	115
Cuninghame	Kevin	115
Loader	Clive	115
Winterstein	Mike	110
Watt		

Female Members

Surname

	Jeanne	255
Erasmus	Anneke	155
De Groot	Hilde	135
Parker	Daphne	120
Greig	Tania Borg	115
Winterstein	Jenny	105
Loader	Thelma	95
Cuningehame	Wendy	85
Smyth	Judith	85
Schweizer	Valerie	80

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