

Thumbs Up!!!



Northern Centres Annual Showday 2015 - Kittyhawk Airfield

1969



2015

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

August 2015

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Johannesburg Centre

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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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Thumbs Up!!!



Well, another month has passed, so it is again time to put my head together and let you all know what has been happening on the Johannesburg MG front at present.

This has been rather a very busy period, starting with The Northern Centre's Show Day at a very exciting venue, the Kittyhawk Airfield out on the east. Here we were able to brush with like minded people whose interests were in the "flying field. Light aircraft was their interest, so it was interesting to meet some of these folk, and learn how they got involved in that particular area. I found them all with a common interest as ours, that is, to preserve and look after what we have for the future generations; be it cars or aircraft.

Then the following Saturday we were back at Zwartkops Air Base, where the MG and Mercedes car owners enjoyed another form of aircraft, all belonging to the Air Force, and going through their historic collection of aircraft and memorabilia hangars. Many of our members were able to win a ticket or two for flips during the day. I have heard that William managed to get two flips, (lucky fellow), and that made his day.

While I write this, the tour to Deneysville is taking place, which includes a visit to the Vintage Motor Cycle Museum, where there are some very interesting and collectable items on display. I had to drive to the Blockhouse 1-Stop this morning to drop off the attendance book, as Hyla was not well enough to go. To my surprise I found many MGs lined up, with another 30 minutes before starting time - that looked good.

Scottburgh is taking those MG folk who enjoy Motor Shows down there for next weekend. Hyla and I will be there, so I will attempt to do a "report back" for the next magazine, before it goes to the website.

For other MG events to follow in August and onwards, please check the calendar page.

Elsewhere in the magazine, there are adverts for regalia and the Piston Ring Swop Meet where we are again asking for donations of "Bits" to be sold for the Youth Project Funds. Also the A Team Tour will be taking place soon. We have all been invited to a gathering at Nick Parrott's for a farewell "Bring & Braai", just before their departure. Look out for announcements to follow soon.

I am again experiencing some computer problems, but hope to rectify that within the next few days.

Happy MGing

Your Editor
Tom

MG WEBSITES

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CHAIRMAN'S

August 2015



This from Holland (where I am on business learning how the Europeans handle their hatcheries) and the land of smelley cheese, foie gras, baguettes and berets - France where I am on a strict holiday of eating. It is super interesting to see, taste and drink I have to say. And France has added 3 kg to the old scale heave ho which is somewhat less fun. Nonetheless the late nights and the nice warm summer is much appreciated!

All the more so in context of the Zwartkops Air Force day which was brilliant. Hilton Wolfe and his team at the Merc Club pull off an amazing event and as always I won my flip in the helicopter and as always, it was amazing!

It really has become a regular event that is not worth missing - with a value for money factor that cannot be over-stated. You walked away from there satiated both in the body and mind.

Owing to my trip I missed the run to Deneysville in July - I flew out the night before thanks to the schedules being full at this time of year, which I regret as I was really looking forward to it. Blue Marlin will have come and gone and now it's the turn of the Inter Club car quiz and of course the A tour - which I am dreading - taking MORE time off work is not going to make me popular but, hey, tough.

Of course the BloodHound noggin was excellent - this is starting to get really exciting now. Things are beginning to happen in earnest there and the car is coming together - this thing is really happening!

On that front (yes, that was a subtle hint for those who can put two and two together) - please register for the Indaba and soon. I see entrance fees have been reduced thanks to hard work in finding more money from the sponsors and it's starting to take serious shape and like BloodHound the Northern guys have unleashed a project that is set to thrill and entertain. If you miss it, you'll regret it is all I can say!

William

The Northern Centres Annual Showday

A Happy Family Day at Kittyhawk Airfield

After an extremely cold week and a freezing Saturday, Sunday 28 June turned out to be a very pleasant day, but only after a very heavy mist cleared.

As usual we were greeted by Bill Grieg at the entrance gate, who welcomed us, and directed us to our respective parking areas. Surprisingly, many members braved the weather, and there was a great turnout of MG owners walking about, viewing the judging of the Concour Cars. Tops Only sported about 12 cars, all in spotless condition, testing the judges' ability in finding the best of each category. The we had the MG public arena where there was a wonderful collection of all makes and models in the MG range, most being in excellent condition. There were about 85 cars present on the day.

It was interesting to see so many MG members out studying these cars and comparing their with others, gaining advice and assistance from each other. This is what these showdays are all about.

While all of this was going on, the airfield was alive! Dozens of light aircraft flying in and out of the Kittyhawk Airfield. This too was most interesting to find so many people who were also pursuing their favourite hobby - "Small aircraft of all descriptions" from hovercraft to helicopters, and really tiny aeroplanes. These people are just as dedicated to their hobby as we are to our MGs.

We also found a very well organised dining lounge where great meals of all descriptions were being served at very reasonable prices. There was a roaring fire in the eating area inside, and for those preferring the sun, many tables were available outside in the open.





SHOWDAY!!!



Thanks to Northern Centre for an enjoyable combined show day

SHOWDAY

Submitted by Jenny Loader

Show Day was our first trip out to 'Kitty Hawk', a much spoken about venue so we were keen to see what it was all about. The drive out to the east of Pretoria was not as far as we had been led to believe especially as 'Jane Garmin' took us a quicker way home.

Our Magnette was not entered in the 'Tops Only' section and was parked in the 'other' car park. It looked like there were enough cars on display to keep the judges busy, along with Northerns members entering the 'Comique' and 'd'Elegance' sections. The cold weather of the day before may have kept some members away. The ladies congregated in the sunshine in front of the clubhouse, enjoying catching up on news as it has been quite some months since everyone last had an opportunity to chat, whilst the men walked and talked their way past the cars in the field.

A few small aircraft came and went from the runway, which added to the photo opportunities. The venue is different and will be a good place for holding some of the Indaba events next year. All in all, lovely cars, good company and tasty food from the restaurant made for an enjoyable day out.

Jenny Loader

PS Interesting to note that Rajesh introduced himself to Esra while at Show Day, taking the opportunity to remind Esra that they'd met way back around 1981 when Esra's MG TC had broken down in Ladysmith while on the "Durban Dash". Rajesh & his mates helped get the car going again. (Rajesh has 5 brothers & they're all interested in MGs.)



A place to meet friends - greetings from Glen & Hilde Parker for Jenny Loader



Concours d'Elegance - Chapman family team (3 moderns hidden from view)



Deep in thought about things old; Shireen & Rajesh Thulsie chat to Pepie Gaspari about his M-type



The venue, Kitty Hawk Airfield, also to be used for the 2016 Indaba

Showday Pics



Some of the Top Only cars after judging



Some of the concours cars on display



Some of the folk planning to do the MGA tour; Alex, Mike, Pierre & Amanda, John & Mike



The interior of the club house was well heated - great atmosphere for a cold winter's day



Trevor Beddy & Esra Martins checking up on things



The William Wave; that's it folks - Show Day over for another year

Submitted by Kevin Loader

PISTON RING SWOP MEET

Sunday 20 September 2015
Modderfontein

A reminder to collect all your "Bits & Pieces" to be sold on the
MG Youth Project Fund Raising Table

Arrange with William to have them collected.
Call 082 886 7114 or Cameron McLeod 082 822 0175

AUGUST REGALIA

Description	Size	Colour	Price
Tie		Blue	R10
Ladies Blouse	S	Black	R160
Ladies Blouse	M	Red	R160
Ladies Blouse	L	Black	R160
Ladies Blouse	XL	Red	R160
Braai Apron		White	R110
Braai Apron		Black	R110
Ladies Umbrella		Bl, Yel, Grn	R130
Ladies Scarf		Red	R75
Ladies Scarf		Black	R75
Beanie		Red	R45
Beanie		Black	R45
Multi Tool Kit			R215
National Cloth Badge		Pocket	R30

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A great old MGA story

Submitted by Kevin Loader

One day back in 1998 or thereabouts, Joe Texeira invited John MacKenzie to his workshop to look at “a brilliant car”. It was Heyn Stead’s green MGA, which Joe had just built with an MGB motor and 5 speed box. John sat in it, fired the motor, engaged first gear, and moved all of 3 metres in the workshop, got out and said, “I need!!!”

A few days later he bumped into Norman at the other Joe’s workshop, JC Auto. While talking about MGAs (what else?!), he mentioned Heyn’s car and Joe said he had a Marina engine. John suddenly remembered that he knew where there was an MGA. In 1990 he had custody of a red 1500 roadster with twin cam running gear and deluxe seats. Not only that but he knew it was for sale and as the then owner worked for him, a deal was struck and before he even took delivery of it Bo Giersing insisted on seeing it to check the numbers.

A few months later, as John was telling Roger Pearce about his plan, he suggested doing one of his 1935cc big valve motors, so Joe’s Marina engine became Engine #RP1935/03BV (Roger Pearce 1935cc built in 03 Big Valve). At the time, Roger was importing bits from Australia and organised delivery of a bell housing, to fit a Toyota Cressida gearbox. It duly arrived and a mould was made as it is also suitable for MGB conversions.

The body was sent off to Bob Baylis in Pretoria to get ironed out and the rust removed and from there it was taken to JC Auto for painting. Green is such a difficult colour to decide on, but luck was on John’s side as Justin Moore’s TF was in having a scratch on the fender repaired and John decided it was the right colour so he asked Joe to mix him a batch at the same time.

As you can see lots of people have had an influence on his MGA!

The wheels were next and Nick Parrot’s twin cam had just the ideal wheel, but he had acquired them in the UK. However, John was sure we could find some here. He had 5 original twin cam wheels and acquired 4 widened ones from Clive Alexander. They were of the welded rim offset variety whereas John wanted 6 inch inset wheels. After much searching he found a set of 15x6 wheels from a Kia Sportage in a breaker’s yard in which Nigel Stokes had an interest at the time. So off to Joe Tex with his old widened rims and the Kia ones. John asked Joe to spin off the rims on all the wheels on his monster lathe, and insert the twin cam centres into the Kia rims. He lined them up with the help of a hub from Bob Baylis and, either by good luck or fine engineering (the latter he thinks) these wheels do not have a gram of balancing lead on them.

After Roger mated the painted body to the chassis with engine and running gear installed, the car was sent back to Bob Baylis for trimming of the interior, fitting the hood etc and finally back to Roger to complete the wiring and fire the motor. John took delivery of it in April 2004 and to date it has never missed a beat, thanks to all who contributed to a very enjoyable fun car



The Alfa Trofeo Race Series at MIDVAAL RACEWAY Championships

By Cameron McLeod

Once again the youngsters from the MG Youth Project were invited to join in on the action as well. Disaster struck for Paul Griffin (Sud) before the race had even started however when a broken oil seal, during qualifying put paid to his chances of a decent race day.

RACE 1: Pole man John Hendriks (Sud) led the pack through the first few corners with Jose Jardim (Guilia Sprint) and Jose De Carvalho (155 GTA Twin Spark) in tow. Christopher Tarboton (Berlina) slotted into fourth position with Ralph Kernes (Alfetta) and Kyle Viljoen (145) hot on his heels. De Carvalho was on an early charge as he passed Jardim down the straight to pick up second place. Kernes followed his example and passed Tarboton to claim fourth, with Cameron McLeod (MGA) slotting into sixth. Phillip Hendriks (Sprint) was also making up for lost time as he passed Viljoen through turn three to pick up seventh position.

De Carvalho continued his charge and passed Hendriks junior down the back straight to take the lead on lap four. Hendriks Senior followed suit as he passed Tarboton to pick up yet another spot as well. With the end of the race looming Kernes made a concerted effort to get past Jardim to claim fourth on the penultimate lap of the race.

When the chequered flag came out it was De Carvalho who claimed the victory. Hendriks Junior held on to second place with McLeod picking up two positions on the last lap of the race to claim a well-deserved third position.

Race 1 RESULTS: 1 Jose De Carvalho - Best lap 1:22.999 2. John Hendriks - Best lap 1:25.915. 3. Cameron McLeod - Best Lap 1:24.491 4 Ralph Kernes - Best lap 1:26.006 5 Jose Jardim - Best Lap 1:26.026 6 Phillip Hendriks - Best Lap 1:25.559.

RACE 2: The second race of the day picked up where the first one left off with De Carvalho leading the field after the first lap. The battle behind him was closer than ever with a trio of cars all fighting for the same piece of tarmac.

When the dust had settled McLeod, Hendriks Junior and Kernes emerged in what would turn out to be a ding dong battle for the rest of the podium places in the race. Hendriks Senior was trying to hold onto their coat tails, but just didn't seem to be able to match their pace.

The battle behind them saw Jardim and Tarboton involved in a tussle of their own with both drivers being very evenly matched. Bhagved Singh (MGB) also had his hands full as he battled to keep Viljoen and Anthony Theobald (Guilia) at bay. The second placed battle was closer than ever with Hendriks Junior putting in his fastest lap on the penultimate lap of the race trying to find a way past the MG driver.

But it was De Carvalho who crossed the line to take his second win of the day. McLeod only just held Hendriks Junior at bay to claim second position -0.352 separated the pair as they crossed the line!

RACE 2 RESULTS: 1 Jose De Carvalho - Best Lap 1:24.143 2 Camerom McLeod - Best Lap 1:25.205 3. John Hendriks - Best Lap 1:23.970 4 Ralph Kernes - Best Lap 1:24.859 5 Phillip Hendriks - Best Lap 1:25.139 6 Jose Jardim - Best Lap 1:26.527.

The fifth round of the championship will head back to Zwartkops Raceway on Saturday 18 July. The new sprint race format has worked well and has now been adopted as the way forward for the category. Hopefully this will inspire more Alfa fanatics to get more involved with the fun and action. Reported by Greg Reilly. Photographs by RacePics.co.za. View photographs on our website.

The great racing action would not be possible without our valued sponsors. Alfa Trofeo Sponsors.

Deneysville Vintage Motor Cycle Museum



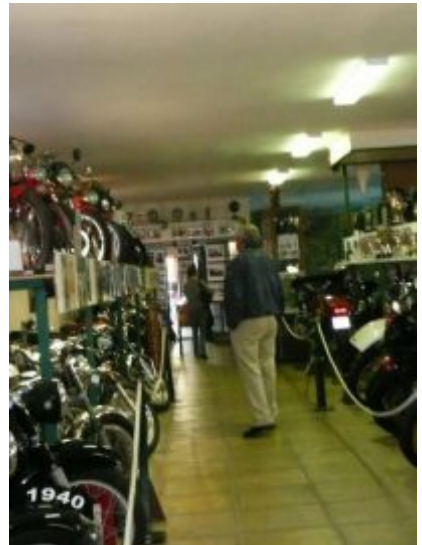
17 beautiful, sleek, colourful & desirable MGs trundled along the banks of the Vaal Dam, crossed over the Vaal River and entered Deneysville in the 'goeie ou Vrystaat'. We all met at the Blockhouse, with the sun pouring down on a typical Highveld Winter's day, where we all set off in convoy under the expert leadership of Esquire John GB (known to the rest of us as John Buttress!)

We turned down Alice Lane, a dirt road, and lo and behold, here was this cornucopia of Motor Cycles awaiting us. The museum has a vast array of old and new bikes, which can be further split into competition, off-road, dirt-track and any other form of motor cycling you can think of.

The memorabilia of the likes of great motor cyclists including Gary Hocking, Jim Redman, Paddy Driver, Keith Zeeman, and the list goes on, abound on every wall within the museum. Outside under an afdak, a fine collection of stationary engines which they have running for all to see, can be found. After having filled our minds with all these treasures, we ambled up to the dining room where we all partook in a typical Sunday Roast with veggies, ending off with a decadent chocolate and Fudge pudding.

After much chatting we all headed home via Vereeniging. To make it fair, this was a joint effort!

Clive & Tania





Indaba Newsletter No 3

July 2015

Just 13 months to go!

Dear MG Enthusiast.

We are extremely pleased to announce that, due to the generosity of our major sponsor, it has become possible to reduce the cost of the 2016 MG Indaba.

For those that register, R502 fee paid, before September 30, 2015, the Indaba cost has been re-reduced to a total of R3900 per couple excluding accommodation. A saving of R600. (Single entries have been reduced to R2300)

Hence your total cost for the event is likely to be less than R6600 per couple, including B&B accommodation at Villa Africa.

For those who register after September 30, the cost will be R4250, thus there's a saving of R250 to be had.

We have simplified the accommodation process, and for those who request an hotel, we will fill Villa Africa first, and any overflow will be accommodated at Willows Country Lodge. Bookings will be made on your behalf by the Indaba organisers.

Final accommodation costs should be available around the end of September when we have a better indication of the numbers, as we will be negotiating the rates on your behalf. As mentioned earlier the total cost will be under R6600 per couple all inclusive.

Registration forms are available on our website www.mgcc-north.co.za/indaba2016, or on request from this e mail address.

A revised payment plan will be issued shortly.



Banking details

FNB Account - MG Car Club Northern Centre, acc 62363284359, branch 252045.

Please send proof of payment to Hazell Eden at indaba2016@gmail.com or PO Box 11430, Silver Lakes, Pretoria 0054

Please pay by internet transfer to avoid additional charges. Please give your name as reference.

Cash or Cheque payments will attract extra charges, please contact us if you wish to pay this way.



CROFT

Close to the urban centres of Darlington, Middlesbrough, Newcastle and York, Croft Circuit brings the BTCC to the northeast of England and thousands of passionate race fans. Though a relatively recent addition to the BTCC calendar in the late nineties, the 2.1-mile circuit has been developed for over 50 years into a top-flight racing venue.

Coming just before the ‘summer break’, Croft is always a pivotal round as teams seek to pull out an advantage over their rivals before mid-season testing commences. 2013 saw a resurgent Colin Turkington haul himself into the title battle with two wins and a second place while a bad tyre choice for MG took both Jason Plato and Sam Tordoff from the lead to the back of the field.

BTCC 2015 MG-6 Racing Results

Drivers: Jack Goff and Andrew Jordan

<u>Circuit Name</u>	<u>Date</u>	<u>Qualify</u>	<u>Pos</u>	<u>Race 1</u>	<u>Pos</u>	<u>Race 2</u>	<u>Pos</u>	<u>Race 3</u>	<u>Pos</u>
Brandshatch	4-5 April	Goff	6	Goff	6	Jordan	7	Goff	2
		Jordan	10	Jordan	7	Goff	9	Jordan	19
Donington	18-19 April	Jordan	5	Jordan	4	Jordan	4	Jordan	2
		Goff	13	Goff	7	Goff	8	Goff	31
Thruxton	9-10 May	Goff	7	Jordan	6	goff	4	Jordan	2
		Jordan	11	Goff	8	Jordan	7	Goff	11
Oulton Park	6-7 June	Jordan	8	Jordan	4	Jordan	3	Jordan	2
		Goff	18	Goff	7	Goff	9	Goff	8
Jordan O/All 4th 144 Pts									
Croft	27-28 June	Jordan	6	Jordan	6	Jordan	9	Jordan	8
		Goff	10	Goff	8	Goff	14	Goff	DNF
Snetterton	8-9 August								
Knockhill	22-23 August								

MaGical Memories

Bv Jim Dietz

In an early 1960's Art Center College catalog, there was a small photo of a student outside on the front lawn of the school, sitting on one of the drawing benches. He was working on a painting of a car that was parked on the lawn, presumably placed there as a prop for the students. Never mind that the shot was staged, and that although the car was an MGTD, the nearly finished painting showed an MGTC. To my eyes, it appeared to be a beautiful rendering, and was, in large part, responsible for my decision to attend that institution, pursue a life as an illustrator and a painter—and my infatuation with classic MGs.

Over the years, I've had many reasons to bless that photograph and the results it prompted...and not a few times to curse it. But this is one of the good stories...

The overseas participants for the South Africa MG indaba (roughly translated--rally and get-together) arrived at the Johannesburg airport throughout the day of Friday the 13th, September, 1996. Many had traveled nearly as far as my wife, Patti, and I had to get there. Each was met by not only their host family, but also the meteoric personality of Norman Ewing, the driving force behind this rally and MG enthusiast extraordinaire.

And what were Patti and I doing there, you may well ask? After all, South Africa is a very long ways from Seattle and we don't even own an MG anymore, as a matter of fact, we were somewhat infidels in this group, being confirmed Morgan owners. The quick answer is that we were invited and made a split-second decision to "just do it." The longer answer is that I have owned several MGs throughout my driving life and have painted portraits of many more--enough to establish my credibility with this group. The exotic nature of the trip offered some really interesting possibilities for sketches and photography for future paintings. The Indaba would take us through the sights of Johannesburg (largest city in South Africa), across the country via the Blue Train to the lovely city of Cape Town, from there by road along the beautiful Garden Route to Port Elizabeth, and to cap it all off, a flight back to Johannesburg for a motorcoach tour

through Kruger Game Park. All those MGs, all that countryside—there just had to be an automotive painting of some sort making all this travel and expense worth it from a purely artistic standpoint. Personally, it promised to be the trip of a lifetime.

We got the trip off on the right foot by stopping to see John Young, a noted English aviation artist, during our 9-hour layover in London. He and his wife, Barbara, showered us with hospitality and advice ("Watch out in Johannesburg"), managing to fit in lunch at a charming English pub, a few equally charming English villages, a trip to John's studio and tea at their home in Chesham, before hurrying back to Heathrow to catch our 10-1/2-hour flight to South Africa. I was artistically primed, if somewhat weary!

There were approximately 20 overseas guests, representing the U.S., England, Holland, Australia and the Far East, including MG Car Club Worldwide President Bill Wallis and his wife June, and MGB designer Dou Hayter and wife Mary. We were all staying with host families in Johannesburg. This means that ten members of the Johannesburg MG Centre Car Club opened their hearts and homes to strangers (well, actually only nine MG households, Pat and I, being somewhat black sheep, were hosted by Terry and Erica Allan, distributors of Morgan sports cars in South Africa). We were all hosted unequivocally with gracious and friendly hospitality and openness, and made to feel at ease in our new surroundings.

We found South Africa relatively easy to feel at home in, for it is a modern, stylish country—yes, with some staggering social problems—but at least to our superficial eyes, every bit as up-to-date as any place we've been and a good deal friendlier than many others. This modernness may have been a surprise to some, who might have expected more of the 1930s MGM backlot version of Africa than what we found in the South Africa of 1996.

There was, however, one place we saw during our fast-paced sightseeing around Johannesburg that qualified as strange and exotic, and indeed, Clark Gable's swagger would have fit right in. That was Sun City, South Africa's version of Monaco and Las

Vegas, all wrapped up in the trappings of King Solomon's Mines. It is virtually impossible to describe this gambling resort (but you know I'm going to try) set out in the high veldt some 100 miles away from Johannesburg in what had to be a separate tribal homeland. It is a complex of hotels, golf courses, casinos, water park, ruins with a smoking cave and rumbling bridge and monumental sculptures that would fit nicely on Kong Island. It even has huge gates much like Bruce Cabot (or was it Robert Armstrong) commented on in King Kong: "They want to protect themselves from whatever is on the other side of those walls..." With its beautifully crafted Atlantis cum Africa illusion, it simply has to be seen to be believed (and even then, you can't believe it).

Our first weekend in South Africa flew by in a whirlwind of non-stop entertaining, meeting our new traveling companions from overseas, what seemed to be the entire MG Clubs of Johannesburg and Pretoria and let us not forget the smaller, but equally fun-loving Morgan Club that gathered spontaneously at the Alien's house on Saturday night. Little did we know that this was setting the pace for the next two weeks. We were also introduced to the wonderful South African Castle Lager (watch out, it's 5%!) and equally wonderful South African wine--as good as Australian and very reasonably priced. We received our packets of information at a gathering of what seemed like 150 people at Norm Ewing's cozy house on Sunday night. The house is a museum of MG paraphernalia, artwork (including a prized Ken Dallison print), books--both new and old--every MG model ever made, signs, mugs, plaques, engine parts, clothing, several actual full-size MG cars and the piece de resistance--a hand-carved wooden toilet seat with an MG logo on it. We had only been in South Africa three days and we were reeling from MG-mania...and this was only the beginning!

The next morning, 60 of us eagerly converged on the train station with mountains of luggage--including 16 MGs--to board the luxurious Blue Train for our 1000-mile trip across the Golden Crescent from Johannesburg to Cape Town at the southern tip of Africa. The cars were loaded into special auto-carrying train cars, our luggage piled in

beautifully-appointed (but very small with the addition of our luggage) private compartments. The appointments included two cold splits of champagne, to which was heard from one very Pukka retired SAAF, RAF type, who had flown Mustangs in Korea. "Jolly good show--bar's open!"

With beautiful scenery, good food, good company, good spirits, the train trip would have been memorable enough. But for the entire trip, a group of eight stalwart MG owners raced the train, day and night, on the frontage road adjacent to the tracks. One lasting memory will be waking up on Tuesday morning and spotting outside the rain-swept window, some 100 yards from the train, two speeding MGBs, hell-bent for leather kicking up plumes of spray as they charged past the train. Shades of Wolf Barento and his race with the Monaco/Paris Blue Train.

At the Cape Town train station, we were greeted with champagne and great enthusiasm by the Cape Town MG club; the press was there to film the unloading of the cars, as well as the recent arrivals of the race (who beat the train by some four hours!). And the partying continued that night at Cape Town's renowned cricket club. Our numbers were growing as we moved across South Africa picking up car club members in each new stop. A highlight of Cape Town was a tour along the spectacular coast to the Cape of Good Hope where the Atlantic Ocean meets the Indian Ocean viewed from a lighthouse high atop a rocky cliff that overlooks the watery junction. Cape Town also provided us with the single opportunity for a "night off" from partying, and Patti and I had a wonderful seafood dinner alone at one of the many excellent restaurants in the newly built waterfront complex near our hotel.

From the Cape, we traveled by motorcoach, followed (and occasionally passed) by a caravan of MGs of varying vintages, on a two-day trip along the coast (Indian Ocean side) to Port Elizabeth. There was a lot of trading of passengers between the motorcoach and the cars, so that those of us who wanted to get a taste of the countryside from an MG could do so. I even got a taste of driving, with a short stint behind the wheel of Norm

Ewing's MGA (which later in the trip lost a main bearing, but honestly, I had nothing to do with that). We took our time, stopping at every major photo opportunity (and a few minor ones), including scenic views of seascapes, gardens, parks, and for some reason known only to Norman Ewing, bridges. We would sometimes pass a group of MGT types clustered along the road, a hood open and several heads bent over staring intently into the engine and we would honk and wave wildly, hoping that we would see them at the next stop. There was the usual confusion of someone getting lost, misunderstanding the instructions or setting off on their own without telling anyone else, but in the end, everyone made it to that night's stop and no one missed a dinner--car trouble or not. This group definitely had their priorities straight! Speaking of dinner, we spent a delightful night at a resort called Ashmead, on the banks of a river/canal/tidelands that provided yet another perfect photo opportunity for MGs. I think our lodgings were picked for their abilities to show off the cars. It also provided us with another riotous dinner with our newly made South African friends, Ken and Stuart, who had raced the train, Gary and Kim, who had brought their car on the train and personified the best of South Africa's Beautiful People; and Allan Collins, representing First Bank, sponsors of the entire Indaba, and who was a most UNstuffy banker.

We arrived in the windy city of Port Elizabeth, now slightly road-weary, and settled into the resort/campground called the Willows on the rugged and windswept coast east of town. Here we were greeted enthusiastically by yet more MG club members--the Port Elizabeth group, who were responsible for the weekend's activities of a rally, concourse, auction and banquet. Our numbers continued to swell--the parties were getting bigger--and louder.

The Concourse itself was held on a beach boardwalk in Port Elizabeth, it was large (nearly 200 cars), yet delightfully casual. Port Elizabeth is known alternately as The Friendly City and The Windy City, and it lived up to both names that day. The wind was a cruel 20 knots all day and blew everyone around quite a bit. It was much too windy to

sketch, but as if to emphasize the casual friendliness of the event, I was roped in to judge the MGVA and VBs with some other poor sod who had just slightly more knowledge than I did. Luckily there were only two examples of this class to view and we had plenty of help from a resident expert who used to own one of the cars being judged! This difficult work was topped off by a magnificent lunch of fish 'n chips and buckets of Castle Beer with a dozen of our new best friends in a convivial seaside pub called Barney's. The Concourse was followed by a tug-o-war between the different car clubs and a Concourse d'Comique, which had to be seen to be believed. I will just say that the South Africans don't take themselves or their cars too seriously. And to make sure that we were all completely exhausted for the next day's rally, mystery run, driving test and hill climb, the evening was topped off with a spit braai (barbecue to us) and a spirited auction of--yes, you guessed it--MG memorabilia.

The next day was warmer and a good deal less windy, which made the day's outdoor events much more enjoyable. The Mystery Ride around Port Elizabeth consisted of a set of directional instructions and clues that needed to be filled in, usually requiring some arcane knowledge of MG history (i.e., the name of a forgotten racing car driver who had once driven an MG). Interspersed at various points of the Mystery Ride were skid pad tests--a chance to squeal tires and knock over road cones. It was fun to actually see the difference between MGFIDs wallowing through the course and one of the new MGFs blast around the same cones moments later. I was given the opportunity to be Gary Millar's co-pilot in his tricked out MGB and I still can't understand how we didn't place; must have been a judging error of some sort.

That night was the last big black-tie get-together of the various MG centres of South Africa, with 330 in attendance. It was a memorable night in several ways: the wind was howling at gale forces with rain blowing at a 90-degree slant, which made getting from our cabins scattered along the rocky coast--in our finery--a particular challenge, especially for the women. Once in the banquet hall, it was discovered that the wine

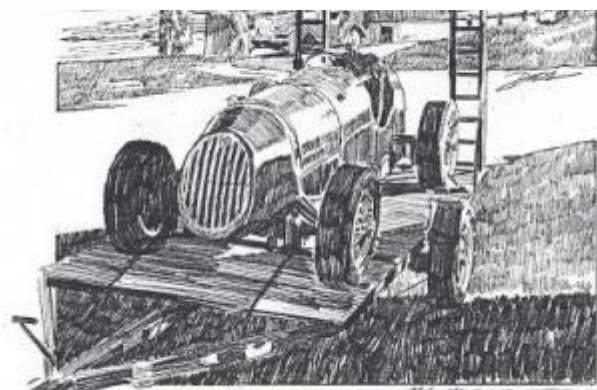
delivery had not been made, due to some snafu, and the bar's stock was about to be depleted. Town was a long ways away and besides, it was a Sunday night so there was nothing open anyway--we knew we were in a remote spot at that moment! But the evening was saved with the arrival of the wine truck and the candlelight dinner, replete with awards ceremonies, went on. A special memory for me is the post-dinner, post-midnight, impromptu get-together at the little bar with 20 or so of the prime movers of the event from Johannesburg. Suffice it to say it was not easy to get up to pack and get on an airplane to Johannesburg early the next morning after this late-night celebration.

The final leg of the trip was a three-day trip through Kruger Park, the largest game reserve in Africa. This was done only by the overseas contingent, about 20 of us, and we were on a small motorcoach. Not your movie-style Land Rover, but small enough that we were able to get off the main highway and travel some of the dirt roads. We saw all the large African animals (save Cape Buffalo) and many of the small ones as we peered through the sometimes thick brush that curtained both sides of the road. In a way, it is what a trip to Africa is all about, at least what one anticipates; but in actuality, it was second to the warm travel friendships that were formed within the confines of the motorcoach and over dinners in the luxury resort of the Winkler Hotel just outside the reserve.

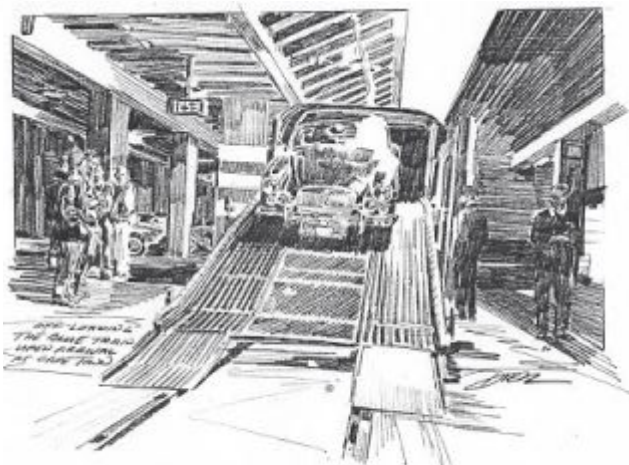
It was these friendships made throughout the trip that I reflected upon during the wrap-up party held at the grand home of a merchant banker—who just happened to be an MG enthusiast as well. Amidst the glasses of wine, the massive barbecue and fond farewells, I had time to think of what my expectations had been--exotic places and people--and what really had happened, which was a good deal less exotic, but a good deal more human. I had thought I would be spending far more time in and around cars and instead found myself enjoying primarily the diverse collection of people participating in the event. The majority of our time was *not* spent discussing the wonderful little MGs that were the backdrops for the event, but about the interesting lives led by their owners and their

passengers--wherever they were from. It reminded me about how important people are in our lives; without that connection, these machines that we worship would just be...machines. And that somehow, that is what I want to convey in my paintings.

Sketching? Painting? Well, to be honest, there was never really enough time. I took lots of photographs (many of which Patti asks, "now why exactly did you take *this* tree?" and "Where are the pictures of the animals we saw?") and I hope to use them in several paintings I have planned. But I have to admit that in looking back at the trip, it was an enriching experience all unto itself and perhaps in some way, that is what will add a certain something to my work. I certainly hope so.



MG HEDGEHOG AT THE WILLOWS



OFF LOADING THE BLUE TRAIN
ON ARRIVAL IN CAPE TOWN



MGS AT THE LOST CITY AT SUN CITY



BIG BLUE AND FRIEND



LAST MINUTE FIX ON A TD BEFORE THE



CONCOURS AT PORT ELIZABETH

CONCOURS AT PORT ELIZABETH

NMG Norman Talks!

An MG Month with Philippe and Jasma

Some months ago, discussing the 60th Anniversary of the MGA with Philippe, he suggested I join him in taking the Ex182 Replica of the MGA to Silverstone. I told him that I did not have a passport - silly me - but if I was able to get one in time I would be keen. He suggested when I told him that I now had a passport, that I should come over a week earlier and join him driving his late wife Jeanne's '54 TF to Holland for the European Event of the Year at Tilburg in a - wait for it - Safari Park! And days later a suggestion that before I book maybe I could help him take a car down to Vichy for the Grand Prix! The airfare to Geneva (he lives in Aubonne) was R15 600 via Zurich and via Abu Dhabi R7 300 - it was a no brainer and I flew off to join Philippe and his six month boxer pup Jasma on a month of motoring MaGic...more next month.

Norman

THE MIGHTY MIDGET

With our double-cab in for repair & gas supplies running low during mid-winter, enter the "Mighty Midget" to the rescue. Had previously under estimated the Midget's packing space. Kevin





TTypes:

Some general notes on originality

We are frequently questioned about the importance of originality concerning the models that we serve, in fact some people think that we might disapprove of changes that they wish to make, sometimes even to the point of being apologetic!

This is only intended as a general guide to the spirit of the classic MG and its use in the 21st century and our comments, having been in the trade since 1966.

Back in the 60s there was no recognised classic car scene except for prewar vintage cars, but there were many, mostly young, enthusiasts who could not afford a modern car anyway but chose these models because they valued them far above other more mundane old cars, considering them worthy of preservation, although funds and mechanical knowledge were severely limited. During that time there was a tendency to modify and update the cars in ways that would be frowned upon today, such as the fitment of extra switches and gadgets to the dashboard, modern fog and spot lamps, nonstandard interiors, vinyl hoods etc.

Generally the movement is now towards changing these features back to original specification, but sometimes current owners assume certain features are original because they are not obviously out of character.

However, owners of sports cars have frequently modified their cars and added accessories that they feel enhance appearance, performance and convenience. Some parts, such as steering wheels are used in preference to the maker's item. Other parts such as aeroscreens, luggage racks, extra mirrors, gauges etc. would be chosen in relation to the type of use envisaged for the car, whether racing, rallying or touring is to be undertaken. There were also many accessories available from specialist manufacturers from heaters to hardtops, especially in the USA. Alloy rocker covers and sideplates were especially popular along with different air filter arrangements, sometimes required because of a carburettor upgrade or fitment of a supercharger.

Some common cosmetic departures from originality include: Chrome plating parts such as engine parts, headlamp brackets, tank straps, instrument panels and tank end plates (these last 2 only show a plated edge) contrasting wing piping (originally matched paintwork), coloured carpets

(originally black), black hoods and sidescreens except for TA/TB and a few early TCs.

A great deal depends upon the owner's intended use of the car. If the object is to compete in concours events, then the car cannot be too original, but many owners simply want the car to be to their personal taste. It is rare to find anyone whose sole interest is to compete in concours and willing to pursue originality as near as possible to exact factory specification.

Even then it is difficult in a very close contest for the judges to choose between one car that is more original but less well finished than another. The writer has judged on a number of occasions and has been faced with this dilemma. There is surely room for various approaches to restoration and it would be somewhat dull if everyone restored to exact factory specification. Many TD & TF owners like to convert to wire wheels even though these were only offered on the TF.

(MG offered a conversion for the TD only during TF production, so it is a moot point as to whether this could be considered original for the TD).

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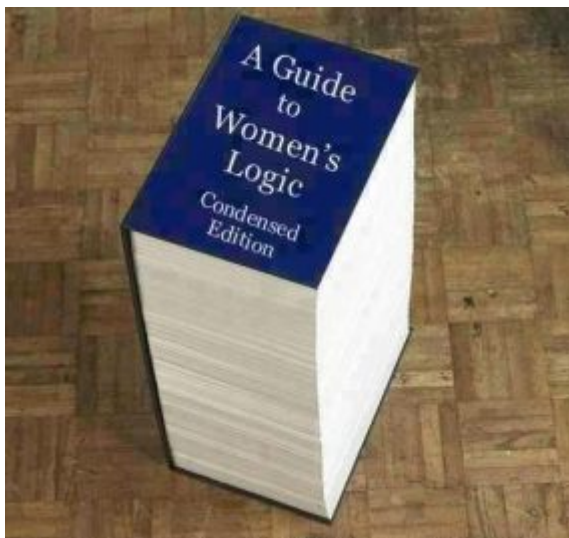
(MG offered a conversion for the TD only during TF production, so it is a moot point as to whether this could be considered original for the TD).

Some owners feel that in order to cope with modern traffic conditions certain updated features are desirable, such as 5-speed gearboxes, higher final drive ratios, brake servos, disc brakes etc. Having not driven a T-Type regularly, the writer returned to using a TD fairly recently, and was pleased to find that the standard machine felt safe and pleasant to drive in standard form. A 5-speed gearbox has now been fitted and the result is quite a transformation although some owners feel that the original gearbox should be retained as part of the period driving experience. Although the engine has been considerably modified, the standard brakes are found to be excellent in spite of being accustomed modern braking systems for daily motoring. Electronic ignition and an up-rated water pump are also installed.

To take an overview, personal preference will always prevail in the end. Few would re-paint or re-trim a car in the colours that it left Abingdon if they disliked the combination. We are always willing to discuss individual owners' requirements, so that the right decision is made at the early stage. It is unfortunate if a feature is adopted because the owner is not aware that it is not original, but a different matter if it is decided to make a conscious change because of personal taste. The writer has changed a few small features on the TD, and when pointed out as non-original the response is "yes, but I prefer it."

Remember - it's your car!!

"I have attached some suggested reading matter here, which is light and easy to grasp!"



Thanks Kevin!!



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August 2015 Motoring Calendar

MG Johannesburg 2015 Events Calendar

<u>Aug-15</u>						
Date	Day	Time	Event	Details	Place	Organiser (s)
06 August 2015	Thurs	19h30 for 20h00	Noggin	inter club quiz	Old Eds	
08 August 2015	Sat	12H00	Braai	MGA TOUR send off	393 Aureole Avenue, North Riding	Nick Parrott
<p>Nick Parrott has kindly made his home available and will provide the braai fires. Please bring your food, drink and chairs (yes, you can fit a couple of folding chairs into an MGA). GPS co-ordinates: S26 03.118 E27 56.430</p> <p>Directions to 393 Aureole Avenue from Jo'burg</p> <p>Take the Malibongwe off-ramp from the N1 highway and turn away from town. You will be going up a long hill through several sets of robots. You will go past the robots at Banbury Cross (on your left) with Bellairs Mall on your right. You will then pass MG Motors SA on your left. You will come to a large intersection with Witkoppen (R564) Turn left at these robots, towards Honeydew. You will then travel approximately 1.3 km to the next set of robots. Turn right here. This is Aureole Avenue. Down the hill 0.8 km. You will cross a sand road, which is Valley Road, North Riding Primary school on left. Next gate on the right is 393, which is in large figures on the wall. There will be an MG sign outside.</p>						
09 August 2015	Sunday	10:00 departure	Run and breakfast	havard café rand airport	Rand Airport	
13-Aug	Thursday	MGA Tour starts today	Tour			

<u>Sep-15</u>						
Date	Day	Time	Event	Details	Place	Organiser (s)
02-Sep	Thursday	19:30 for 20:00	Noggin	Norman talk	Old Eds	Norman Ewing
13-Sep	Sunday	TBA	Run	Tom's East Rand Road House Run	TBA	Shelly And Michael Dixon

<u>Oct-15</u>						
Date	Day	Time	Event	Details	Place	Organiser (s)
01-Oct	Thursday	19:30 for 20:00	Noggin	MGA tour Report back	Old Eds	
10-Nov	Sunday	10:00 departure	Run	TBA	TBA	



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