

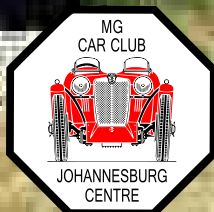
Thumbs Up!!!

MG Group at Vrededorp



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OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

August 2018

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Johannesburg Centre



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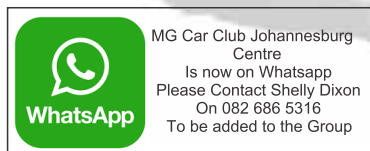
A Natter and Noggin is normally held on the first Thursday of each month at 8pm

The Old Edwardian Club, Houghton.

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

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

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



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INDEMNITY

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

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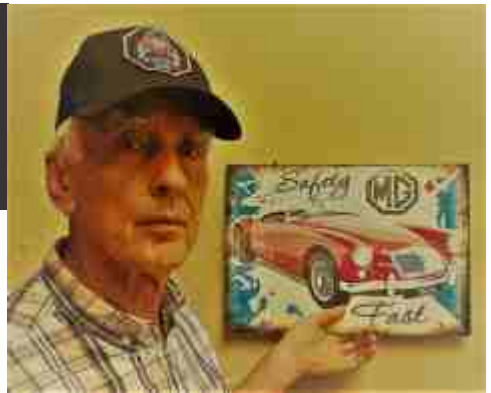
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From the Chair



Reports that I have had from our members who travelled down to Scottburgh have been fantastic. Peter Fielding, who organizes the Classic Car Show every year, was an active member of this club until he relocated to the South Coast. The proceeds from the event go to charities. Peter lays on a show in the local holiday hotel (the Blue Marlin). The show, 6 plus 1, that has been repeated every year is most entertaining. Carol and I would have joined the group, but unfortunately we had organized the official MG event over that weekend. We would have changed our weekend but having a limited number of weekends in the month it was the only one available. Piston Ring (3rd Sunday), VVC (Last Sunday) are spoken for.

Our new member Sharon Tarin, who lives in Van Der Bijl, had, up to this weekend, only met us over the phone and WhatsApp, so it was her first encounter of a number of well-seasoned MG members. We were impressed with Parys; firstly it is within a reasonable distance of Johannesburg (only 119 km from Old Eds) and the roads are very good. The little town, which is older than Johannesburg, is vibrant and very like Dullstroom and Clarens. It has a range of coffee shops, restaurants and antique shops. Of course the highlight of our trip was the visit to the Dome, a World Heritage Site. Sharon has done an excellent job of summarizing the visit to the Dome and the weekend. The photos that were supplied by some of our participants are included.

August will be a busy month, saying nothing of the usual Piston Ring and VVC where many of our members participate. We have our bring and braai run to Ian and Daphne Cass on the 19th, for those of you who have not been before you are in for a pleasant surprise. You will see fallow deer and springbok on the front lawn, and Ian's car collection is something very special. He debuted his Aston Martin at our Christmas run last year and now he has acquired a replica of Paddy Hopkirk's MGB.

We are still hoping to have our combined centres show day in September, but this very much depends on the Mall of Africa, they were planning a total re-vamp of the area south of the buildings where we had the very successful show day in 2016, but this has not even commenced. It may be held off till the New Year so we will most probably be able to have the show day on the existing terraces. Watch out for an update on WhatsApp.

Getting back to my suggestion last month that England had made a powerful statement by having Prince Harry and his new bride Megan leaving for the reception in an electric E-Type Jaguar, I missed another subtle marketing statement. The proudly British car was Left Hand Drive.

This could not have been a huge mistake as suggested by one of our members or because Meghan is accustomed to getting in the wrong side but, in my opinion, to show case this to the biggest market of British sports cars - the Americans. I suggested last month that this could be a come- back to sell the technology that will enable the classic cars to move into the phase of all electric. Remember that the audience was as big as the Soccer in Russia

The world's greatest MG weekender 18 June 2018

Leanne Fahy shares her take on the Club's flagship event - the fantastic MGLive! at Silverstone.



The world's largest MG event made a brilliant return on June 2-3 as enthusiasts from all over the globe arrived at Silverstone for MGLive! 2018. And with a winning combination of great cars, motorsport action and plentiful activity for all ages set under beautiful blue skies for the most part, it was surely one of the best in the event's 68-year history.

For me, it made a change to enjoy the alternate side of the event this year. Normally based in the media room and focusing on the motorsport side of the event, I miss much of the infield entertainment. With two whole

days to explore, I fully experienced everything that MGLive! had to offer, and what a fantastic weekend it was.

For the full article, go to:

<https://www.mgcc.co.uk/articles/worlds-greatest-mg-weekender/>

SCOTTBURGH CLASSIC CAR SHOW

Submitted by Jeanne

On 6th July a group set out to attend the annual Scottburgh Car Show.

We were a small party of nine consisting of Roger and Lorraine Pearce, Mike and Dawn O'Keefe, Mike Brett and Hentie and Jeanne. Stuart and Margaret Hain were in their Prado, providing us with a tow car in the event of any car trouble on the road. Pierre and Amanda van Hell joined us at Scottburgh after traveling up from Knysna where they had enjoyed the Oyster Festival and some serious cycling.

Friday night was spent at Old Halliwell on the Natal Midlands Meander. A very old, cold hotel! However we were well received and enjoyed drinks in the pub and a good dinner. Hot water bottles in our beds were most welcome! It was a pleasure to see Derek and Lynne Spavins. They had driven up from Hillcrest and joined us for dinner and later at Scottburgh.



Saturday morning saw us on our way out of Howick but....Oh dear! The clutch on Roger's Magnet had imploded. We spent some time next to the freeway while the insurance was being sorted out to make use of Mike Brett's classic car towing allowance. A truck finally arrived to load up the Magnet and we all followed it to the repair shop in Howick. Roger and Mike Brett stayed on while the rest of us went on to the Blue Marlin Hotel in Scottburgh. (The old hotel

has been renovated and is modern and truly comfortable now). MG contacts in KZN were on standby with names of parts suppliers and the replacement clutch was found. Mike and Roger eventually arrived in Scottburgh and Roger and Lorraine were glad to have a repaired car in which to travel to The Wild Coast after the car show. They planned to join their son and his family for a week's holiday there. Roger said that the clutch was at the end of its life having done such remarkable journeys in Africa and couldn't stop raving about how impressed he was to have the 'cover' for towing. I remember his story about a failed clutch in the desert on his first trip up through Africa in the BGT where the clutch was replaced by some Egyptians in Aswan.

It was great to meet up with Norman and Pat Ewing and Peter and Paul after we had arrived. Peter Fielding was his usual ebullient self, and was accompanied by his lovely wife, Val.

I have to add that on the way we came across something fishy - someone was taking a few home for a braai. We tried to see if it was William driving but it wasn't!



Much admiration is due to Peter for his superb organization of the Scottburgh Car Shows. He does this in order to raise funds for various local charities.

He feels that he has had a privileged life and needs to put something back into the community. I say three cheers to him!!!

The Car Show was well attended on the Sunday. (Not as many MGs as we would have liked to see, though) but then again it was not an official MGCC event and coincided with the Verdefort Dome weekend in Parys. The theme for the day was Morris Minors of which there many and all in spanking good condition.

Our group spent Monday night at Riverview Lodge at Swinburne. We gathered on the stoep outside our rooms for Old Brown sherries. These were kindly provided by Stuart and beat the cold big time! The pub/dining room was cozy with a blazing log fire. On the following morning, as we were about to leave Swinburne, Hentie discovered a fuel leak on his roadster- oh boy not again! The last one was on the suction side. Watch out for the old non compatible rubber tubing that gets brittle with our new petrol. All the guys jumped in to help replace perished tubing. Fortunately Hentie carries spares. Take a tip from Hentie - carry a length of spare tubing in your MG first aid kit.

We eventually set out only to discover that the N3 beyond Harrismith was totally blocked on all lanes because of a multi vehicle accident. So we turned back to Harrismith and took the route home via Kestell, Reitz, Petrus Steyn, Heilbron and Sasolburg- the scenic route used by some of the Jhb contingent traveling to the KZN Indaba. Bit scary though as Hentie's cars engine was missing some of the way and, as darkness fell, he discovered that he had no lights! However he negotiated the way home safely. Safety but NOT Fast!!



Letter To The EDITOR



It is not often that you can get to test something before you need it. I have noticed recently that the Club has been discussing insurance and also recently I signed up with Cross Country Classic Car Insurance in view of a long trip coming up to Namibia. There is a lot in the policy for getting cars back if they breakdown and so on and one of the regulations for this trip is that the car must have repatriation insurance.

Two weekends ago we set off to Scottburgh for their annual classic car show in convoy with a few other Mgs. 500k down the road on the N3 near Howick the clutch decided to implode and that was that. Fortunately I had loaded the Cross Country call out number and 45 minutes later we were in a workshop, Saturday afternoon, and the gearbox was out courtesy of My Towing in Howick. Govenders Garage emergency spares in PMB supplied a clutch and by 9.00 that evening I was in Scottburgh. We then went on down to the Wild Coast for a week where the roads (tracks) make those in Namibia look like highways!

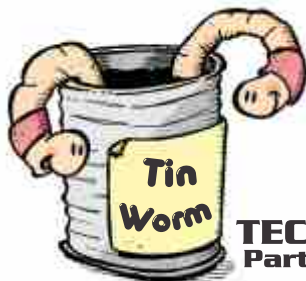
Top class service from Cross Country. They paid for the towing and I paid for the clutch. You hear all sorts of claims about insurance but this, I need to pass on, works. I bought this policy through Michael Brett and Associates and no they are not paying me for this. I considered a few options and honestly at R1800.00 per annum it is a fair price.

In my garage at home is a new clutch which was going in after the Scottburgh trip because the old one had just done a 6000km recce of Namibia, done Cape to Cairo, numerous "Laps of" and their recces so it was long overdue for a change. So we learn.

Seeing the recent discussions on insurance I thought you may be interested in hearing about a policy that works.

The Scottburgh show was great Mr Fielding, well done you and your team.

***Kind Regards,
Roger Pearce.***



TECHNICAL Part 1

The cause and cure of corrosion in radiators and cooling system components is a story with no end.

While ever corrosion is lurking, waiting for its planets to align so that it can begin its cancerous journey, there will always be anecdotes from technicians who have had to deal with it, more often than not flying blind.

The story that triggered this whole debate began with a fascinating test by TaT subscriber Anthony Tydd who, showing commendable initiative, proved conclusively that there was such a thing as true stray current, a corrosion in which the radiator turns itself into a battery and virtually attacks itself from within, with no outside influences whatsoever.

Following the publication of Anthony's story, the wires ran hot with opinions, which varied widely. One radiator company roundly criticised TaT's approach to the story, arguing that 'you could write a more informative and balanced article that actually helps mechanics and auto electricians to diagnose the cause of the failure more accurately'. And then did what other radiator companies did and provided precious little else.

But the biggest reaction came from the workshops, accompanied by the cry 'it's about time this problem with radiators was brought into the open'. It was a cry for help, for what Anthony had highlighted was a subject that needed airing, along with some practical advice on how to deal with corrosion.

Rightly or wrongly, many technicians believed that the radiator manufacturers or suppliers were in denial about radiator corrosion, asserting that corrosion, caused by stray current, or whatever else you like to call it, was a problem for the sparkies and had nothing to do with the way radiators or other cooling system components were built.



Submitted by Bruce

[The full text of the story on Corrosion, first published in TaT Issue 23, October 2011

Text which was not published is shown in colour]

This perception was fuelled to a degree by the apparent reluctance of one of the major radiator manufacturers in Australia to even talk about it, claiming 'we are not in a position to share our knowledge'.

As TaT technical research director Deyan Barrie and his team of 'thinkers' began trolling the internet and reading books and articles about stray current and corrosion it became apparent that there was no definitive answer to the question of 'why?'

There were in fact dozens of reasons and answers.

Deyan set about gathering credible information and conducting tests to produce what we should call the TaT Corrosion Prevention Procedure Manual.

The finished document was so big it wouldn't fit on these pages, so much of it will be shared with TaT subscribers at www.tat.net.au Probably the main finding that emerged was that the term 'stray current' had been bastardised through the years, used as a scapegoat to explain away far too many cooling system faults.

Stray current, in short, had been given a bad and undeserved rap.

As you read on, you'll discover that the true stray current is likely to affect an incredibly small percentage of radiators.

Anthony Tydd's initial story was undoubtedly proof positive that a poor quality radiator, without any external influence, can generate the stray current needed to cause corrosion.

Like many other issues in automotive repair, corrosion in radiators and cooling systems generally can be the result of many factors.

Reading between the lines of this story, you could be excused for thinking that a combination of service laziness, ignorance or

just blind faith that it will go away if 'we just replace the radiator' are the main factors contributing to the diagnostic confusion. A cooling system, once filled with water, will always generate stray current and that's where the coolant or inhibitor plays its vital role.

Like all products, there are good and bad, and in this case, replacement with the cheapest radiator heater core, water pump or hose can increase the risk of stray current substantially. It's the workshops' job to educate their clients that cost savings come with this risk.



Like many automotive problems, the basics, or why things happen, need to be understood before anyone can come to grips with remedies.

In 1998 and again in 2000 the Victorian Automobile Chamber of Commerce (VACC) addressed the corrosion problem with some good technical articles.

Their story began, 'Ever since motor vehicles have used water as a means of cooling the engine, repairers have been pointing out to their customers a myriad of failed components highlighting areas of corrosion that blind Freddie could see.

'However, Blind Freddie can only see it when we can too. The trouble with cooling system corrosion is that unlike body panel corrosion, not only can't we see if it is occurring, but we can't see how advanced it is. Without, at the very least, a partial disassembly and inspection of either the engine or radiator or both, we're all as blind as Freddie.'

Technicians don't need to be alchemists to be able to deal with issues that stem from cooling system failures such as contamination and corrosion which can damage the radiator or other parts of the cooling system.

One thing is guaranteed – if cooling system maintenance is overlooked, corrosion and component damage is inevitable.

In the good old days, most engines were big, thick, heavy lumps of cast iron and steel.

Untreated water was used for the cooling system and a heavy copper or brass radiator was up front in a system that was low pressure and low temperature.

There was so much excess metal in the block and head that the rust flakes could fall away from the cooling jacket for years and the worst result would be a partially blocked radiator, a few rusted welsh plugs, and maybe a blown head gasket as the major penalty for negligence.

Life was so much simpler.

Consider the demands on a typical modern engine. It is expected to:

**produce higher power and higher torque figures from less engine capacity
drive a high output alternator that in turn powers a vast array of electrical and electronic equipment
drive the air conditioning system and power steering pump and fulfil the modern motorist's expectation that the heater and demister will be fully operational even before the vehicle has been backed out of the driveway
produce less noise, vibration and harshness
produce lower exhaust emissions
idle smoothly and rev higher
deliver increasingly better fuel economy
start immediately the button is pushed or the key is turned**

and do it all in a confined engine bay with a typically small aircooling intake.

The challenge for the technicians of today is to be able to understand the cause and effect of corrosion in cooling systems, then with confidence we can evaluate and rectify the problems and discuss the issues with our customers and educate them about looking after their vehicle cooling system, the importance of doing regular inspection service of the system and how the customer plays their part.

Technicians need to understand what term applies to what condition.

Chemical reactions

A process that results in the inter conversion of chemical substances or a

process that leads to the transformation of one set of chemical substances to another.

Classically, chemical reactions create changes that strictly involve the motion of electrons in the forming and breaking of chemical bonds.

This reaction can be either spontaneous or requiring no input of energy, or non spontaneous which might follow the input of a type of energy such as heat, light, motion or electricity.

There is synthesis, where two or more atoms or molecules combine into a new molecule.

For example, iron plus oxygen forms iron oxide, or rust. Another is an analysis reaction, or a chemical decomposition, where a molecule breaks apart into smaller parts of a compound. This occurs when the electrolysis of water produces oxygen and hydrogen gas.

There is also substitution, which happens when a more reactive atom or molecule ejects a part of another molecule and takes its place. This occurs whenever an acid eats into a metal.

Corrosion

Corrosion is the disintegration of an engineered material into its constituent atoms due to chemical reactions with its surroundings- the metal wears away due to a chemical reaction. With metals, corrosion is helped along by oxidation and moisture. Wherever metals or dissimilar metals are immersed in an electrolyte, they may be subject to acid attack, galvanic corrosion, cavitation corrosion and other forms of corrosion. This is a fairly accurate description of any modern automotive cooling system.

Galvanic reaction

The principle behind galvanic reaction (corrosion) has long been used to generate electricity in lead acid batteries.

Two dissimilar metals placed in a solution use the electrochemical reaction to generate a charge.

Unfortunately, the same thing can happen in the cooling system under the right circumstances.

In the absence of an effective corrosion inhibitor the engine's cooling system can effectively become a large low output wet cell battery, but this has disastrous implications for its alloy components.

Why use dissimilar metals?

In an automotive application this is not just for economic reasons, but a necessity for strength and efficiency. In the case of cooling systems, it relates to different metals and a combination of fluids to carry out a specific job of moving the heat quickly from one area to the other and then out of the system altogether.

Crevice corrosion

This takes place in narrow crevices where moisture is present but coolant movement and flow is poor or nonexistent.

This can be found typically where radiator and heater hoses join to metal clamping sections such as the thermostat housing.

This is why hoses often bulge around the clamping area. The metal is corroding and expanding from the outside in.

Crevice corrosion causes potential differences to occur between the beginning and end of the crevice, which in turn causes intensified corrosion.

Gasket surfaces and particularly head gasket surfaces are prone to this form of corrosion.

It is this type of long term corrosion that causes a cylinder head surface to be eroded away, to the extent that combustion gases eventually enter the cooling system.

This is in spite of an intact cylinder and gasket.

Electrolyte

Any substance containing free ions that make the substance electrically conductive is an electrolyte.

Electrolyte solutions are normally formed when a salt is placed into a solvent such as water and the individual components dissociate due to the thermodynamic interactions between solvent and solute molecules.

To be continued

A MEMORABLE WEEKEND VREDEFORT DOME HERITAGE SITE

Sharon T
Pics by Kevin

Being a new member of MGCC, a first meeting of the members attending the Parys trip was somewhat daunting and I was painfully aware of the fact that I had joined a group of people who no doubt have been travelling together for many years and may not be entirely welcoming of strangers. "But," I told myself, "I am close enough to home to flee the scene."

My drive to Parys was uneventful and while I had hoped to meet the group en route, somebody had had car troubles which resulted in a slight delay on ETA. Bruce and Carol had done a wonderful job of choosing a place to rest our heads and the accommodations at Le Grand Hotel were really nice with a staff that were very helpful and friendly.

I must admit to standing in my room when everybody arrived and peeking out to get a glimpse of the vehicles. What a beautiful sight they were. I was really impressed.



Many thanks Bruce & Carol for a memorable weekend away



Our accommodation for 2 nights; comfortable & good value for money

After greetings and introductions, a group of chaps did the once over on my car and I was thrilled to get the all clear - at least I think the feedback was positive. Having drinks in the bar on Friday afternoon was a great way to meet everybody and the name badges certainly helped a lot. Sergio and Maria gave me much advice on possible pitfalls to the TF, as did Bruce and I'm grateful to have learned that I need to watch temperatures in respect of the head gasket. Who was it that actually showed me what the oil looks like when you've blown a head gasket? I'm not sure now, but thank you so much. I did also love the fact that MGCC members were very interested to hear the story about how I became interested in MGs, why I bought my car and what the car's history is.



A panorama of the Dome site taken from Christo's farm showing Parys, likely impact site & Vredefort

Off to O's for a great dinner on Friday night. I cannot really say what was going on, on the other sides of the table, but it really appeared as though all sides were on form and there was much laughter at those very tiny hamburgers spilling over the side of the plates. All bets were on as to whether anybody had that kind of appetite. Maria would be happy to know that I am going to follow Sergio's advice and buy a GPS for walking, after having slipped on the edge of a drainage ditch on the side of the road en route back to the hotel. A really good first impression, if I say so myself.



MG dinner at O's on the banks of the Vaal

Good meal & company

On Saturday we all went off to the Vredefort Dome World Heritage Site and boy, those roads! I have to admit to having experienced some stress, not about anything else but the fact that I was not only dirtying my car, but may break it. Nevertheless, how nice to drive in convoy and see such consideration between the drivers. Thank you to Kevin not only for the beautiful photographs but for painstakingly sticking behind us and keeping an eye on everybody as well as the friendly welcome from him and Jenny.

I was particularly impressed with how knowledgeable many of the MGCC ladies are and wow, to be assisted by one of the ladies to reattach my rear view mirror was just awesome. But then... we had to park in reverse! People, you must let me in on the secret; is this a rule or etiquette? The cars looked stunning all in a row but thank you eternally Jocelyn, for guiding me in on the reverse bit. I get little practice at driving backwards. Bruce and Carol, the highlight of the entire weekend was the receipt of my first MG regalia - thank you.



On route to Christo's farm for the tour



Some of the group in Christo's Land Cruiser ready for the tour to begin

Our tour guide at the Dome was incredible. What a knowledgeable and interesting man and how admirable that he was willing to share his knowledge so freely with us. He told us some interesting and humorous stories and I must say to the MGCC participants; who would have known that you could fit so much intelligence under one lapa? You asked really great questions. But then I do believe you were prepped at a previous Noggin. A bit of a cheat, don't you think?

I think we all came away from the lapa talk with a new perception of rocks, history, geology, why the traditional gods throw rocks from the heavens and of course the biggest meteorite impact that geologists have yet found on earth. The rock samples were amazing and I found myself feeling grateful for the people in the area that fought to make this a World Heritage Site and preserve it. It was interesting to note that owners of farms within the Heritage Site are obligated to give public access but I do feel that we were very fortunate to have had this particular land owner as our tour guide, who not only granted access but was truly passionate about teaching and educating us. And up to the top of the hill we went for snacks, a few more photos and many more stories from our guide. Clive, I really enjoyed your and our guide's chat about authors, books, nature and time spent on the farm when you were children.

And then back to our home base. It was nice for me to take a walk through town with Jocylin and Rodney as we searched up and down for the coffee shop that Bruce and Carol had escaped to and I enjoyed our chat. However, it seems that everything in Parys closes early on Saturdays and we met Bruce and Carol on their way back after they had also slyly snuck off to book the Pizza restaurant for the evening. Again I got to chat with different people, Sharon and Rod and Clive and Tania. Oh my word, the MGCC members are well travelled! Thank you for sharing your stories with me.



A geological map of the Dome area surveyed by Nel & Parrott from 1923-1925



The sunlight bringing out the colours on the polished surface of a rock sample



In the boma listening to Christo's passionate talk about the Vredefort Dome



And a great champagne breakfast in the morning before departing. All in all, my first experience of MGCC members was a positive one. I was made to feel very welcome and it was good to hear about your lives, your travels and the close bonds that you have formed over many years of travelling together. Anita and the others, who encouraged me to make contact should I need any assistance with where to have repairs to my vehicle done, thank you so much. Bruce and Carol, once again, thank you for the wonderful welcome as well as the organisation of this weekend. If, as you say, you are all nuts, then I think I should fit in well! Sharon T



Christo our host



Part of the MG Family



NrmanTalks!

THE GOOD OLD DAYS

Val and Peter Fielding have been friends since the girls were small. Peter was an absolutely fantastic secretary for me in the 80's and was a wonderful companion in the Ocean-to-Ocean around the USA in 1986. Val was a favourite with my daughters. So when Peter solemnly told us, when we said our goodbyes at the Indaba, that this would be their last Indaba, I was heart sore. We have never been to one of Peter's classic showings at Scottsburg (always been overseas at that time) so I said, if we could, we could come down to his event.

When dates with the Dome clashed, we were then uncertain but as Sarah would still be home to look after Morris the die was cast and I phoned Peter to say we were coming. As he would be really busy, it was agreed to meet for dinner on the Saturday night.

We set off in Ducky at 09h00 on Friday and made excellent time to Maritzburg where we hit the Friday afternoon traffic, taking two hours to reach Scottburgh. We were given a great sea facing room at the Blue Marlin and set off for dinner, meeting Peter and Paul on the way. Pierre and Amanda then appeared all the way from an oyster festival at Knysna and announced that he was cycling with locals in the morning, while she was going on a park walk. I was exhausted at the thought.

Attempts to contact Les Miller's widow the following day proved fruitless, but I did contact Vic Sweet, a friend from my working days that I had done the Fish River Canyon hike with in the 80's and we agreed that we would meet for coffee or a chat at the car show. That night we chatted about the good old days and in particular the diary that Peter provided of the entire Ocean-to-Ocean, a real collectors piece today and without doubt a valuable record of a part of US MG history.

Having been requested to get there early the following day we were up and away by 08h00. The grounds filled up fast and I was pleased to see Lance Poynter and his fabulous clipper blue TC. Lance had kindly hosted us in 2011 when Dave Wheeler and I had gone down to help Ron and Valery Gammons assemble their Tiger Moth, which arrived too late for us to help! However, Lance had gone out in the very early morning, caught a barracuda and cooked and served it that evening. The freshest fish I have ever eaten!

When we had parted from the KZN Indaba, I had given Peter a copy of a letter from Alma Hill thanking Brian Wallace and Les Rhind for being such "Mighty Good" pilots on their trip to the Cape in 1986. Les arrived carrying the letter he had just been given and again we reminisced. Lance and Les then offered to take us up in the Tiger and Chipmonk at Margate, but as Vic Sweet was on his way, I declined. The fly-over was fantastic. Vic then arrived and we chatted over coffee. John and Anita Meiring walked past and were introduced. Chris and Gill Brown said farewell gradually those who lived furthest away left for home.

The day before we had suggested to Peter and Paul that we would return home via Ixopo because they too had hit the traffic, but both Les and Lance strongly advised us not to, so we told the boys we were heading straight home. The next morning we set

off with a full tank. We did not need fuel on the way down and so we were going to stop only for coffee on the way home. The road home was almost traffic free and we soared up the coast and inland at a steady 120. On nearing Maritzburg we could see traffic stretching all the way up Town Hill and so we cut into the city, coming out ahead of the traffic. After one coffee stop, we spotted Peter and Paul and set off in tandem into a really nasty hail storm, thankfully only on the fringe, as the car snakes in all the ice on the road and visibility reduces to less than 100 meters. Away to our right the Grootvlei Power Station was being pounded by hail under a black cloud.

We parted company after Alberton City across Bedfordview at Pencil Park to scamper up and down Sylvia Pass arriving home well before 16h00 and in time for a walk with Morris, who was happy to see us home!

Octagonally

Norman



2019

Looking and thinking ahead to the way we celebrate it!

Forty nine years ago, only weeks after Pat and I were married, I organised the first away weekend for the club. Graham and Louis Theobald, Stevie and Anna Battison, Tony and Ann Forbes, Joe Carpenter and partner, Peter and Lorraine Longhurst and Pat and I set off for the Hazyview area, staying at the Numbi Motel before camping on the foundations of what is today the Blyde River Adventure camp shown on all the maps the AA produced at that time without mentioning that it has yet to be built. As Midgy had its engine out Pat and I travelled with Stevie and Anna in their ID19 with the tent pole the size of a caber, on the roof. As the floors at Blyde River had all been concreted and stone walls of half a meter had already been built we left the caber on the roof of Steve's car, took the huge tent down as floor covering and we slept in our sleeping bags under the stars. We stormed over Mount Anderson to the fish hatchery at Lydenburg before heading home.

When I started, just before we headed overseas, considering what we should do on our 50th anniversary I discovered that the Northern Centre would do virtually this trip to celebrate their 40th. So after a bit of brainstorming recently, a few proposals were raised.

The thought is that we should start on a Thursday night with a celebration dinner (or end it) at Sun City. We did this for our 20th with George and Susan Tuck as our VIP guests and the Sunnyside Park. We did this for our 25th with the Gammons from the UK as our VIP guests at Sun City. For the 30th anniversary the centre flew the first chairman, Keith Burton and his wife, Ella up, to celebrate. For the 40th a tour of the Transvaal was undertaken followed by a Friday, Saturday and Sunday tour.

It is proposed that the first chairman, Keith Burton and his wife, Ella, be brought up from Knysna, as well as co-founder Graham White, our first secretary, Ruth Bezer, our second chairman and Phil Howie's widow, Nan Howie. If sufficient sponsorship or funds can be raised the Gammons can be invited to join us.

Suggestions include,

1. Repeating the first ever trip in 1969.
2. Staying somewhere close to keep costs low, like Magalies Park and doing day trips from there.
3. Sun City for the dinner as a stay over.
4. Parys, which has proven to be an enjoyable recent stay.

Let's hear from you on WhatsApp and let's get the ball rolling - we don't have a lot of time.

Norman

Finally the fourth ape!



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He is the sum of the first three

**He sees nobody,
hears nobody and
speaks to nobody!**

Submitted By Kevin

CLASSIC CAR INSURANCE – Our guest speaker at the July Noggin

Submitted by Kevin



Jason Francoise Grove from Roxsure Insurance Brokers (<http://www.roxsure.co.za>) was our guest speaker at the July Noggin talking about the insurance of our Classic Cars. He elected to provide us with the nuances of this insurance and spelt out how it is a specialized process quite unlike the comprehensive insurance of modern cars.

Being specialized it is not possible to get meaningful help from insurance providers who have computer generated policies. There is a need for a broker who understands the issues and one who will “go to bat” for the interests of the insured.

The repairs to accident damaged classics can't be handled by the 'run of the mill' claims process, The broker may have to negotiate with the insurance company's assessor. Often the repair will have to be dealt with by more than one specialist. In

the case of MGs - different restorers could be required by different models- often with new spares not being available, used parts may have to be sourced internationally. A good broker can negotiate with the insurer to use the owners preferred repairer

The value of the classics is dependent on many factors - how many were made, how many exist, which countries are collecting the model. Haggertys is one of many companies providing the guide to valuations (www.hagerty.com/valuationtool). In response to a question from the floor Jason's view was that with the move to electric cars the IC classics are likely to hold their values. He suggested that an expert should be used to value the cars.

Towing of classic cars is a risk best left to specialists. Avoid the 'vultures' at all costs and make sure that the policy provides for a roll on flat bed. If the car is to be held in storage make sure that it is kept in a secure under cover facility (and that the costs of such storage are covered by the policy) . If the car is to be written off by the insurers make sure your policy allows you to have first option to buy the salvage - typically 30% of the insured value (pay out value)



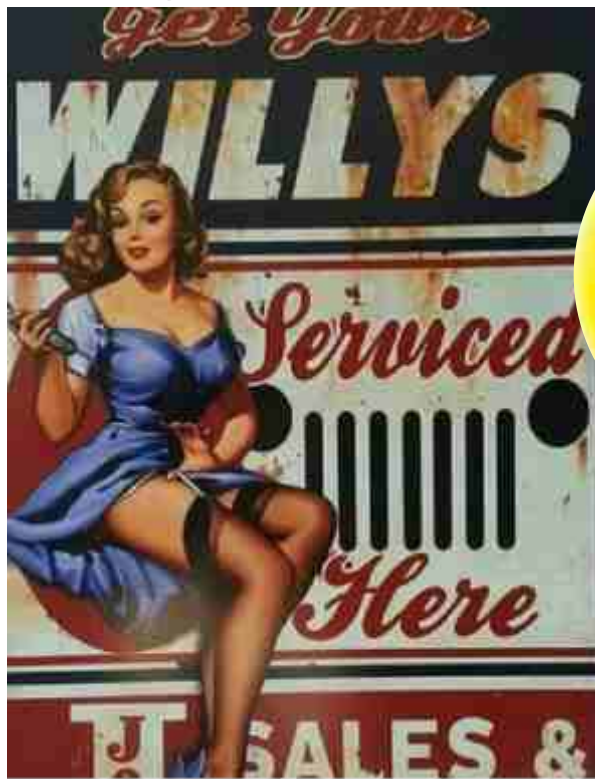


Such Concentration!

In the case of an owner of a fleet of classic cars the policy and premiums should be structured on the understanding that mileages are likely to be minimal and obviously only one can be driven at a time. The policy should allow other drivers besides the owners direct family. Suggested that other club members and garage mechanics should be included.

In summary - the advice is that one should use an experienced Classic Car broker


Old Willys Jeep Advert – a bit naughty






Randall Everson will be back on the soccer field shortly having spent time watching the World Cup while he recovered from his knee replacement.

Thelma and Stuart have settled into their new home in Fairlands. They will miss the view but enjoy not having the stairs-Thelma is already improving the garden. We wish them well




Set your sights on 2020

An MG Indaba not to be missed!



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The **MG Car Club - Cape Town Centre** invites you to join us for the 2020 Indaba.
Costs : Single R4250 / Couple R7500 (these are estimates subject to finalisation)

If you are interested in attending the Indaba, please drop the organisers an email : indaba2020@gmail.com

Entries for the Indaba will open on September 1st, 2018.

Entry forms will be available on the website: www.mgcc-ct.co.za/indaba2020




Pics by Pierre and Stuart

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



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

Forthcoming Runs, Noggin's and Events.

August Noggin - 2 August

Presentation on Insurance of classic cars by Michael Brett followed by a photographic/video record of the KNZ Indaba

OTHER EVENTS - Swartkops Cars in the Park, Steyn City Concours, Harties Rotary Meander

August Run - 19 August

Bring your own braai pack (BYOBP) to Daphne and Ian Cass farm. Meet at the Block House Engen One Stop on the Vereeniging Road (R26) at 11h00. Fires will be provided - please WhatsApp your attendance so we know how many fires!!

September Noggin - 6 September

Talk on Show Day and Concours Judging by Norman

September run - SHOW DAY ! - date to be advised - possibly 2nd Sunday (there has been no progress with the revamp of the park and there is a possibility that we will be able to use it as we did two years ago - and what a success that was!!

October Noggin - 4 October

Report back on Show Day

October Run- Date to be confirmed

Jacaranda Run in Pretoria organised by the Northern's Centre finishing up at their club house. We have to cross the Jukskei so have your passport ready!

November Noggin -

November Run - Sunday 8 November

CHRISTMAS LUNCH AFTER THE RUN- route / lunch venue suggestions welcomed.

December Noggin - 6 December

Theme to be confirmed

December run - 9 December

Norman's Birthday - Venue to be advised



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