

Thumbs Up!!!



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OFFICIAL NEWSLETTER

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July 2014

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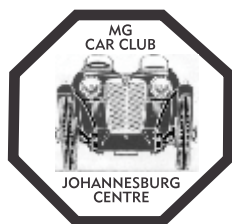
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Remember to **reference** your deposit with your **name** & preferably state your Membership Number

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

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From The Chairman

Youth Project

Norman Talks

A Month of MotorinG MaGic

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Bloodhound Update

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The A Team

Wanted

Well! Half the year has already vanished – However there have been some really interesting Noggins and many great outings over the past months, including the Indaba, which was most enjoyable and entertaining. It was interesting that many of our members did not just dash off home, but actually organised their own trips, by going off in small groups, discovering other parts of our country on their way. Norman also led his overseas visitors to the Kruger Park before their departure back home.

Show Day at the Brightwater Commons was also another grand event. The weather also co-operated and all the cars were well prepared, and looked good in the bright sunlight on the grass terrace. Scrooges Diner again excelled themselves by providing coffee throughout the day and a fabulous lunch was available for those who stayed after the Show.

Now that your Magazine appears on our Website, we are endeavouring to have it out on the site well before the Noggin – so you can get the latest action well in advance.

Thursday 3 July, you will be well entertained, and will be able to partake in the exciting Inter Club Quiz which is sponsored by "Classic Car Magazine". Don't miss this event.

Coming up on Saturday 5 July is the annual visit to the Zwartkops Airforce Museum; this is always an interesting day with Chopper Flips and regular army aircraft on display. For many other events coming up, you should look at Suzette's Motoring Pages at the end of this edition of Thumbs Up!!

Kevin and Jenny enjoyed their holiday in Scotland, visiting friends and relations while there. (He was telling me they saw the name 'Kirkland' come up on many buildings and street names etc while there). That was interesting, as Ray and I are working on our Family Tree, and have gone back to 1797 so far.

The Youth Project is having a lot of fun on the track as well as tuning engines and most importantly attempting to raise funds to cover entry fees, fuel etc. They will be in Welkom on 12 August. They are looking for a good day's racing, and hopefully some awards?? The draw for the Raffle at Show Day will be drawn at the next Noggin, an amount of R2000 is expected to be added to their Funds. Thanks to all who participated here.

I, and my partner Heyla will be heading off to the Scottburgh Classic Car Show on 20 July. We have a convoy of 12 MGs going down, departing from the garage before Heidelberg at 9.00am on Friday 18 July, overnighing at various B&Bs in the Nottingham Road area. We are hoping to arrange a dinner for the evening. If interested – let me know, SOON!!! With a drive through the Cane Fields to Scottburgh on Saturday. More participants are welcome. Do your bookings and join us on Friday 18 July at 9.00am.

Looking at the Events Page you have a choice of four "weekends away" during these next few months.

Happy MotorinG
TOM (Your Editor)

MG WEBSITES

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Chairman's Tweep & Twip

William Kelly

Winter is here! And the World Cup is in full swing.

Show Day has been and gone - my thanks to the hard work put in by PJ especially in getting it all together and everyone else who helped out on the day - Bill, Tom, Cameron, Annecke, Jeanne and countless others. By all accounts everyone had a fun day and it was pleasing to see all the MGs lined up on the gardens at Brightwater Commons. All in we had around 80 cars and a good number of those from the MG racing fraternity c/o our Youth Project who roped them all in to come and show their cars.

One small technical glitch in matching car numbers to names was a minor error on the day but was carried off in good spirits - such is the nature of our club!

I have to address the issue of dwindling numbers which is of concern to us all. As Bob Dylan famously quoted in one his better numbers - "the times they are a changing" - and we are with it, whether we want to or not. All car clubs are under pressure in this regard and we are no different. The argument for continuing to do what we do is a good and a strong one, in that the intention is to use our cars, have fun and meet new people and see things we would not perhaps normally if we weren't members of the club. The argument for re inventing ourselves is also a good one and as with most things in life the answer probably lies somewhere in between.

Of course the obvious solution is new members. There are no better adverts for this car club than those of you reading this so get the word out and get your mates onto a run or to an event. We're selling people a lifestyle of classic motoring in the MG sense - the weekend getaway, the run in an open top, the picnic in stunning scenery - the freedom that it is to drive for the sake of driving and doing it in an MG. I did so recently on a rare Sunday sans child and wife and ended up a few km this side of Rustenburg at a superb venue called the Brauhaus. What a great place for a run... and how else does one find

such gems without driving?

There are no shortage of such events coming up. Suzette is doing a kick ass job at lining up events left, right and centre and it is up to you to take advantage of them all. As we find our way forwards into an uncertain future the words of Captain Kirk should perhaps find themselves appropriately quoted here: "Onwards. Upwards. And death to the stupid prince!"

By the time you read this the Inter Club Car Quiz (which is our noggin) will be in full force. Supporters of our team are welcome to bring vuvuzelas and big plastic sunglasses without glass in the frames. It will be a fun evening for all - I can't wait to restore pride! There are some 16 teams lined up!

Then it's the Scottburgh run and the car show on the weekend of 18 - 20 July, the run to Zwartkops air force base on 5 July with the Merc club which is an event we always support for a good cause, and the ladies lunch on 29 July - all details of which you will find within these pages.

Speaking of picnics - we have the possible opportunity to go and watch Polo - again more details to follow - and croquet on the lawns there should be in order methinks along with cucumber sandwiches, Pimms and a damned fine big ass cigar. Nyum nyum! Also prep your tum tums for the Xmas Dinner at the Indaba - you are going to need to make space.

Right - enough from me - get stuck into these fine pages and get stuck into (not in) your MG. I see a good number up for sale (mine included) on Gumtree and prices are climbing all the time. If you only have one MG it may be time to double your fun and buy a second as an investment. Remember, you heard it here first!

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Youth Project



N rman Talks!

As I stated at Knysna, I have agreed to help Phillippe Douchet with the organisation of the European 2016 Event. I must also stress that only those members who participate in the 2016 Indaba organised by the Northern Centre will be eligible to join me on the trip over.

In 2001 I took a combined MG-SAMCA group via Paris to participate in the Rally du Lac from Geneva to Aix-Le-Bains and Annecy; talking very special airfares out of Air France and wonderful Paris hotel prices from Bea Arena. I will do the same this time, and those who came last time will assure you of the value for money - BY FAR!

Le Touquet lies on the north west coast of France - a seaside resort town much like Deauville or Monte Carlo - just smaller. Phillippe has already got the ear of the local government, and when I attended the French International at Puy de Dome in 2007 it was a glorious enjoyment of good food, wine and companionship. Truly an MG Tour Gastronomique. Hopefully, because I am involved, we will be able to take a fair sized group, but if this turns out not to be the case, I beg your understanding. I have given Tom an article about the event I entered in 1997, to give you a taste of what's ahead.

Octagonally
Norm

See article on the next few pages.



MRX 42 returns to its old stamping ground, Lac Annecy in the Rhone Alpes.



"Mine Hosts" Joelle and Georges Leskens in the Concours d' Elegance



The young, slim, intelligent chap is my great navigator Frederic Marceau - that's me with the tie

A Month of MotorinG MaGic - 1997

It all sounded too good to be true! An opportunity arose just weeks before the MG Car Club's Silverstone weekend, to join my wife Pat, in Paris, at the end of a medical conference, closely followed by an invitation to participate in a classic rally in France, with an MG supplied the weekend afterwards - I could hardly believe my luck.

MG friend Martyn Wise, on hearing I was coming over, phoned to offer us the use of his brand new VVC MGF, and any accommodation we might need - this to be followed shortly after by an invitation from motoring artist Dennis Wharf - whom I had never met, to stay with him and his family just a few miles from Silverstone for the Club weekend. It was Air France who sealed the deal with a package of two nights bed and breakfast in Paris for the price of a cup of coffee - I rushed in and bought my ticket, pinching myself to make sure it was happening - half expecting to wake up.

I hit the ground running and, collecting Pat, we proceeded to do not only Paris but also Monet's incredible garden at Giverny, north of Paris. This set the tone for the whole month - it was MaGic from day one, the rain coming to an abrupt halt on my arrival.

We flew on to London where for the first leg we collected a miniscule Micra at Heathrow, and set off in glorious sunshine for MG's ancestral home and my MG Mum - Winnie Stone in Abingdon. Dennis Wharf had reminded me that the Sunday two weeks before Silverstone was the Speckled Hen Run. Don Hayter kindly organised a late entry. For the days preceding this, we set off for the Cotswolds, taking Winnie along in our miniscule four-door, to pay respects to Henry, visit the Club office and enjoy Bourton-on-the-Water. We then headed south on our own to visit Pat's family and Ann Thornley, still beautifully serene in Somerset. Sadly we missed Angela

Hamilton, who had flown off to Paris the day we arrived at Heathrow, but we were able to visit the little churchyard in Marston Magna, to pay our last respects to Duncan.

After a short stay at Lyme Regis, we drove along the glorious Dorset coast, climbing Portland Bill for a view of that awe-inspiring panorama, before making our way across England to Baldock to buy spares, and visit the start of it all - the Roebuck at Stevenage where they have taken down the MG Car Club plaque.

On seeing the Micra and hearing of our intention to visit Duxford where another MG event was planned, Ron insisted that we leave our Japanese transport behind, and produced complimentary tickets and the keys to his (Val's) red VVC, and sent us on our way. Top down to Duxford in full sunshine - all those planes and MGs - how else could I describe it but MaGic. A quick turn to see the Woodhams revealed Brian washing his famous BGT in preparation for the Silverstone weekend.

We returned the MGF sadly, with thanks, and headed off to Houghton where Julie Beer made us most welcome in the absence of the rest of the family, before we set off on the return to Abingdon and the run of the morrow. The Speckled Hen Run was great. Winnie in her element as she and Alison Campbell of Morlands "flagged off" over one hundred entrants. At least we met Dennis Wharf and daughter Katie. Another day in glorious weather, with Bill Wallis in fine form, soon found us at Pangbourne, where Cecil Kimber lived for some time. The run passing through Sutton Courtney where George and Susan Tuck lived, and where that lovely picture of the TB Tickford was taken in their garden all those years ago. We left all navigation to Katie Wharf who did a superb bit of cross-country route finding. The day was rounded off with a visit to the Harwell home of Don and Mary Hayter.

Continued..

Then it was off north after sad farewells to Winnie, to Yorkshire, where Martyn and Allison Wise had organised a very special evening with Bridget and Jack Armstrong - still the epitome of the ultimate gentleman in Pat's eyes - who had driven a good 40 miles across the moors, a gesture we truly appreciated.

A visit to Gaydon and a few days in London, were all that remained, before Pat flew home and I was up and off back to Yorkshire by train to collect the MGF and head up north to my sister in Scotland. The car was superb and sure footed in the rain that poured down on the trip across the border. We had visited Saltaires Hockey Museum and Harry Ramsden's, so I was artistically primed and well fed before departure. I had no sooner arrived and parked the car in Club member Ron Kent's East Kilbride garage, when Ian Lindley phoned and offered to take me up to the Dunblane Hydro to see the Rolls Royces on tour - so off we went in Ian's superbly smooth MGC Roadster. With the halfway mark of the trip behind me, I could only phone good friends Douglas and Majorie Mickel before I set off south once more for Yorkshire and a car switch, which then saw me driving Martin's MGCGT at Silverstone.

Dennis and Linda Wharf made me most welcome and the long-awaited chat after dinner went on until the early hours. Silverstone is always special - again to me, it is more than just cars, but people - MG friends. Sadly this year I missed far too many. I hoped to see the Beers, Paddy Willmer, David Knowles, Rolli Mobius - but those I did see like Gerhard de Groot, the Ruygroks, Betty Bleeker and the Wises, assured me that they will all be in Cape Town for 1998, as did the heavenly twins Philippe and Bernhard Douchet. The racing in that sort of weather is always spectacular, and the days flashed past in a blur of MGs and people. As I walked around the marquee on the Saturday evening I marvelled at just how many familiar faces appeared from table to table - John and Judy Fry, Mike Baker and David Harrup just materialising out of nowhere. It was

wonderful, really, to see so many friends - MG friends! John Kimble especially!

To make things easier all round for my hosts, and not to have me waking up the household with a late return, I spent the Saturday night in the Wise's caravan - trying to raise first Patrick Tan and then Philippe Douchet on their mobile phones at 2am and being spoken to by an operator from Barcelona in Spanish.

Before I knew it, I was out of the door - blasting down the M25 to Dover in the Douchet Voyager towing K3026 with Bernhard behind in a 280 Merc and Philippe up front in the newly acquired Ex182 replica sans screen and wipers (naturally) in the pouring rain in Sunday evening swift moving traffic. I'm embarrassed to say that I was happy to be in the Voyager.

A pleasant channel crossing - a glorious sunset and drive to the Douchet's holiday home in Le Touquet for the night and then a frantic dash to the station next day for the trip by train to Paris - during which Philippe bought a Lester MG by mobile phone at the Brookes auction - then a high speed TGV hurtled me down to Geneva and my hosts Joelle and Georges Leskens, who had visited South Africa in 1990. Georges had proved himself game for anything as the only volunteer to ride an ostrich in Outshoorn, although even he, I am sure, was not ready for the searing acceleration when they whipped the bag off the bird's head.

Joelle and Georges proved to be not only fantastic hosts but also wonderful friends and the time I spent in their company over the following ten days was pure joy. I could not believe my eyes when the car for me to use on the rally arrived from Aubonne. It was a MRX 42 - the car Jack Sears drove in the LiegeRome-Liege in 1956 and 1957. I was spellbound. I was to drive this through the Rhone Alps to lovely Lac Annecy - Boy-Oh-Boy - just great. That little car just flew up and down the mountain passes as though it knew the way. Although I had never been there before, it had been on these very roads in '56 and '57 with Jack Sears at the wheel. Yes, this **was** MaGic.

Continued..

The rally, preceded by a Concours d'Elegance in Divonne-les-Bains, was superbly organised, and the field including a smattering of Porsches, a 275 Ferrari, some Jaguars and a very swift Renault Alpine. But again it was the people who made it. Few spoke any English but there was no problem as my navigator, a young French pilot, Frederic Marceau, not only spoke impeccable English, but did calculations on the move in his head, ensuring we won (he won) the timed section.

The entire group's obvious love of living, superb appreciation of food and wine (every meal was truly an experience) and their ability to laugh and enjoy everything around them, made me determined not only to return, but for the first time in my life - and this was my ninth visit to France - return home determined to speak French. Watch this space.

A high speed dice up and down awe inspiring mountain passes was the highlight - this, with that rapid Renault Alpine driven by Jean-Pierre Pallix, especially when he told Frederic that he had assured his navigator would blow the "A" away. Fat chance - when Frederic told me he said I was a 'Grand Pilot', I told him to assure him it was the 'Grande MG' that did it.

As we soared out of Charles de Gaulle, I thought back on a month of pure MaGic. Of Winnie, the Wises and Wharfs - Douchets and Leskens and all the other special people who had made it so. While there was no doubt it was fantastic being with all those MGs - the MGFs, K3026 and MRX 42, there was no doubt that what really made it so special was the people - MaGic people.

The cherry on the cake was a postcard Pat handed me on my return home - from Phil and Alma Hill, in Rome for the Ferrari 50th celebrations - re-affirming an MG friendship formed in South Africa at the '86 Indaba. The strength of MG friendships worldwide for me is what it is all about - long may they thrive.



The EX 182 replica in Bernhard's driveway at Le Touquet in France, with the owner Philippe Douchet snapping for posterity.



With my MG Mum, Winnie Stone in Abingdon.

We are still No1



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The MG Combined Centres Showday at Brightwater Commons

Now let me explain: I am a Lamp Post, situated in a strategic spot where all the action was going to happen. Recently I saw the Manager of Brightwater Common and some MG people walking about here. As I am hard of hearing, I could not follow what was going on. But I knew something very special was going to happen soon. A lot of attention was given to the area around me – A great clean-up and gardens neatened.

Then at sunrise on Sunday 8 June it all happened! A few old MGs and some funny little sports cars arrived and parked around me. The occupants started planting Signs and Banners all over the area. One little orange TD arrived – I heard he was Bill Greig – he parked near me, and took up a position at the entrance, with 2 tables and a chair, he just stood there. A while later another strange old Saloon car arrived. Bill handed the driver some papers and a number “8” was put on the windscreen. He was known as Tom, and was instructed to park and return to help Bill! I then saw these two men standing doing nothing! What is all this about I thought?

However, other cars slowly started coming in, and by 9am it became quite busy, and the numbers were rising, 23, then up to 32 cars entered. Some cars were greeted and just given their papers, badges and signed the book, and went in to park on their designated spots. Others were handsomely greeted and chatted to Bill and Tom as if meeting for the first time for many a year. The excitement also varied according to the Vintage of the car that had turned up. Particularly when a Very Special 2 tone green, MGK open 4-seater sports car arrived which belonged to Peter Posniak. By 11.30am the number 80 was reached. Bill and Tom then packed up and another 5 or 6 cars turned up after that.

Now believe it or not, all those cars on arrival were again cleaned and tidied by their respective owners, and when nothing more could be done – they then walked around inspecting all the other cars on show. There was designated areas for T-Types, As, Bs, Moderns etc. A little later boxes were placed in front of each car – MG owners were then putting pieces of paper into these boxes – But why, I thought? Some had no papers in, but others filled up fast. Later these boxes were collected and the papers were counted.

(For me, a lamp post, this was something that I had never seen before. Then I imagined, that, what if all the lamp posts could get together and something similar could happen to us – how many pieces of paper would I have in my box?).

Then the Speaker System was turned on and announcements were made calling everyone to a Prize Giving Ceremony. This all took place right where I was positioned - most interesting. The car in each category with the most papers in the box was the winner of that section, there were 1st, 2nd and 3rd prizes handed out to them. I was most surprised that this chap Tom, was presented with a 1st prize Certificate as well, for that Sedate Looking Y-Type Saloon, although he was the only entry in that category.

Soon after that, some cars quietly departed, while other car owners went over to Scrooges Diner for a well deserved drink and lunch.

By 3.30 the last car was driven away – leaving me all alone with my quiet lamp post friends. I am hoping that these little MGs will all come back to “Brighten my Light” sometime in the future.

However I must thank all those helpers that helped put it all together. To PJ and Suzette, William and his committee, as well as all the willing members of the Youth Project for all their valuable assistance, in making this day so memorable for me.

Much Appreciated.



Congratulations to the Winners:

Best of Show -- Peter Posniak's MGK

MGA Tops Only

1st Neville Conchar

2nd Vic de Kok

3rd Steven Grover

MGB Tops Only

1st Greg Vercellotti (and Winner Concours d'Elegance)

2nd Victor Mac Kenzie

3rd Ashley Burger

Moderns

1st Gary Chapman

2nd Dirk Putter

3rd Carol Dixon

MG T-Types

1st George Dehlan

2nd Pierre van Hel

3rd Judie Schweitzer

Other MG Y-Type Saloon

Tom Kirkland





BLOODHOUND SSC



Some interesting snippets

This is what ex-RAF pilot Andy Green calls his “1,000mph office” In this cockpit the 51-year-old will attempt to break the land speed record next year.

The adrenaline junkie will be set behind the wheel of the £10 million Bloodhound SSC – a one-of-a-kind beast with 180 times the power of a Formula One car.

It is due to undergo UK runway testing up to 200mph next summer when it takes the Aerohub at Newquay Airport.

And after that, Mr Green will travel to South Africa to attempt to beat the current record of 763mph – which he himself set in 1997 in the thrust SSC.

The car's incredible cockpit has been constructed from layers of carbon fibre and aluminium honeycomb, with a front section kitted out with ballistic armour to protect against any debris that may be flicked up against it during the record-breaking drive. It has been specially tailored to Green's body with a 3D-printed steering wheel moulded to his grip, offering him trigger-controls for the 14-metre long, seven-tonne vehicle's rockets.

Power will be coming from an engine taken from a Eurofighter-Typhoon fighter jet, and will deliver more than 135,000 horsepower -- more than six times the power of every car on a Formula 1 starting grid.

With this jaw-dropping power, Bloodhound will be covering one mile every 3.6 seconds with 150m travelled in the blink of an eye.

As a result of the speeds and dangers involved, the cockpit has to be super safe.

The carbon fibre monocoque, which weighs 200kg, has taken boffins more than 10,000 hours to design and manufacture.

It has been built to endure peak aerodynamic loads of up to three tonnes per square metre and carries a ballistic armour to protect the driver from stones thrown up at 1,000mph.

The windscreen is made from highly specialised acrylic, which is heated and stretched with two layers bonded together to make it 25mm thick – thicker than a fighter jet's windscreen and designed to withstand an impact with a 1kg bird at 900mph.

In addition the vehicle's 90cm wheels are made from solid, aerospace-grade aluminium and have been tested at rotations speeds of up to 10,496 RPM to check that they are completely stable. Even a slight wobble or vibration could be disastrous for Mr Green.

Bloodhound SSC is currently being assembled at the Bloodhound Technical Centre in Bristol, before testing takes place in Newquay next year.

The team will then travel to South Africa to begin high speed testing with the target of reaching 800mph. They then hope to hit 1,000mph the following year.

This is really becoming most interesting. The minds behind all these developments are AWESOME! I shall endeavour to continue publishing interesting snippets from time to time.

Editor.



MG A (60) Far Away Tour 2015, newsletter # 3

We seem to be making some progress. For your information an application form (which includes a list of venues and approximate accommodation costs) and a proposed route schedule are attached. Please complete the booking form and pay your R1,000 (one thousand rand) confirmation fee to secure a place on the 60th anniversary run.

You are free to join and leave the tour at any point and we propose to collect your accommodation costs in full over the next 14 months. This will mean your only additional costs at the various hotels will be for extras such as drinks, dinners (where applicable), laundry, etc. (Naturally fuel, car preparation / repairs and other personal expenses are additional costs for your private account.) The accommodation amounts to be collected in tranches will obviously depend on where you start and finish the tour.

Please understand that the route and quoted prices may change but not, we believe, by very much. This could depend on how many people stay at any one venue. As soon as we have collated the numbers we can firm up with the various establishments.

Please have a look at the attachments and when you've made your decision kindly complete the application form, pay your confirmation fee (with your surname and initials as the deposit / EFT reference) and email your completed booking form and proof of payment to Kevin Loader at KLoader@worldonline.co.za.

As we have already noticed, time flies so please complete your forms and pay your confirmation fee by 30th June 2014. This will help us finalise arrangements with the hotels.

Looking forward to a MaGicAl tour in an example of the best MG ever made (stated with total bias).

Regards

Mike O'Keeffe on behalf of the 60th Anniversary Committee

PS. Please note the confirmation fee covers tour expenses such as bank charges, rally plates, printing, etc.

PPS. Apologies from Kevin for the delayed email distribution. His email facility was

MGA (60) Far Away Tour 2015, Proposed Route

MG(A) 60 Far Away Tour 2015

Several challenges have had to be met in deciding the route for the tour.

Firstly, the sheer number of participants requires that overnight stops be able to accommodate up to 100 people. This challenge eliminates most 'small' towns.

Secondly, some of the towns used on previous tours have deteriorated and accommodation there is no longer available.

Thirdly, many of the roads are no longer suitable for MGAs. The roads in the eastern Free State are very potholed and the Oliviershoek pass into Natal has been 'destroyed' by heavy vehicles avoiding the Tugela toll plaza.

What is set out below is for cars starting from Gauteng and doing the full route. Obviously, one may join and leave the route to suit oneself. You must please set out for which nights you require accommodation.

Day 1 Approx. 400km

Drive to a Drakensberg hotel, probably the Drakensberg Sun via Frere and Winterton. It would be much shorter if the Oliviershoek were available.

Day 2 Approx. 360km

Drive to Kokstad via Howick and Underberg.

Day 3 Approx. 500km

Drive to East London

We shall avoid the N2 as far as is possible. It has been described as the fifth most dangerous road in the world because of driver behaviour. We plan to take a longer route via Matatiele, Maclear, Eliot and Ngcobobo. This road is described as scenic and in great condition. Despite the extra distance it is probably quicker than the N2 with its chaotic towns.

Day 4 Approx. 320km

Drive to Port Elizabeth via the coastal route taking in Port Alfred and Alexandria with an optional trip to Bathurst. We plan to stay, as in 2005, at the Chapman hotel. The Chapman was the ship that carried the first batch of 1820 settlers to Port Elizabeth.

From this point we plan to follow closely, the route of the 2005 MGA tour.

Day 5 Approx. 250km

Drive to Knysna.

Suggested deviations are into Nature's Valley and some of the by-passes (old roads) under the Bloukrans and Storms River bridges.

Day 6 Remain in Knysna

This is a day of 'R&R'. There will be maintenance facilities available for the cars. We are led to believe that there are 22 MGAs in Knysna. We plan to ask the local centre to provide notes to visit 'The Heads, Belvedere Church, Buffels Bay and a gentle run up the Simola hill climb, etc.

Day 7 Approx. 300km to Swellendam

The route follows the N2 but a deviation into Mossel Bay (aka Aliwal South), to have coffee at a restaurant overlooking the harbour, is recommended.

Day 8 Approx. 420km

The route is first to Cape Agulhas, the southernmost tip of Africa. Agulhas is Portuguese for 'needles'. Evidently the magnetic deviation there is zero. We then return to Swellendam, climb the Tradouw Pass to Barrydale and stop at 'Ronnie's Sex Shop'. The route then goes past Ladismith to Calitzdorp which is the Port Wine capital of South Africa and on to Oudtshoorn.

9 Day Approx. 360km

On to Graaff Reinet! This includes an excursion in and out of Meiringspoort. For those feeling adventurous and weather permitting, a trip over the Swartberg Pass and then south via Meiringspoort is available.

The Drostdy hotel has been bought by the Rupert group and is being redeveloped as an international tourism and conference centre. It will be way out of our price range. The Karoopark Guest House will be our hosts. They will arrange a Gala farewell dinner with a live band.

From Graaff Reinet to home (Jhb 820km), you are on your own. For those wishing to break the trip, we suggest the Prior Grange guest farm at Springfontein. You must book early because they only have 6 rooms. For those who wish to break the trip in Bloemfontein, we shall be making a recommendation.

Enjoy!

JGB

20th May 2014



THE "A" TEAM

PART 1

The original twin-cam engine was the idea of Gerald Palmer, the designer of the 1953 MG ZA Magnette, it's sister the 1952 Wolseley 4/44; the 1955 Riley Pathfinder and Wolseley 6/90. The ZA Magnette was offered to the public using the then new 1489cc BMC 'B' series four cylinder ohv engine. This engine produced 60bhp, later improved to 68bhp. The ZA was a fine sports saloon of its day, but Palmer tried to convince the new BMC bosses to build a twin-camshaft engine of his design, so as to be able to offer a 'GT' version of the ZA as well. MG were being starved of cash, as BMC would not even sanction the MGA at first, let alone another engine. Things did not lay idle for long though, as both the Austin Design Office, (ADO) and Morris Engines Branch, were permitted to design their own 'Twin Cam' engine.

Meanwhile the MGA was introduced to an excited public in 1955, using the ZA 68bhp ohv engine. This was improved to 72bhp in 1956 in the MGA, but the following 1956 ZB Magnette kept to the 68bhp unit.

Palmer had penned an outline of the engine he saw as suitable, but the two halves of BMC set about their own designs. The unit from the Austin office had been designed from first principles, on a clean sheet of paper. That from the Morris Branch was more relevant, in that it used the cylinder block of the MGA/ZB 1489cc. MGA cars with both the Austin and Morris Twin Cam engines were entered in the 1955 Tourist Trophy event. After this time the Austin engine was not seen again. This would easily fit the current MGA 1500 gearbox and engine bay. Breathing was always the limit on any engine's power output, so the double overhead camshaft (dohc) cylinder head was ideal. It was an aluminium alloy casting, of the cross-flow design.

To fit the DOHC head to the 'B' series cylinder block, the heads studs were slightly repositioned and of a larger diameter. So successful was the design in improving the engine, it would rev quicker than some people could take their foot off the throttle pedal. The engine was easy to over-rev, and hence damage the internals, such as a piston hitting a valve. A cure that MG never used, existed even in those days, a rev-limiting rotor arm. The BMC recommended that fuels of at least 95 octane be used with N3 spark plugs for road use and 100 octane and N58R for competition. Oil fouling of spark plugs was often blamed on the spark plugs, but after the oil consumption problem was cured by later changes to the piston rings this was not a problem. The unit got itself a bad name for melting piston crowns and the company mistakenly attributed this to over advanced ignition timing. The distributor was changed to a positive stop mechanical advance type without vacuum advance. This did not solve the problem and so it was decided to reduce the compression ratio to 8.3:1 which prevented the pistons from melting, but had not solved the problem, only masked it. The problem was actually caused by the SU carburettors becoming lean due to the effects of engine vibration at certain RPM. This problem was already well known to other engine manufacturers e.g. Coventry Climax. It was even documented by BMC themselves in the Special Tuning booklet for the pushrod MGA if 10:1 compression was used. The 8.3:1 ratio dropped the power figures from 108bhp to 100bhp @ 6700rpm.

Zero to 60mph was in 11.5 seconds (factory figure,) and in 1958 that was fantastic in a car of the MGA Twin Cam's price range. Zero to 100mph took just 30 seconds. Motor magazine testers said 0-60 was in 9.1 seconds; Autocar magazine said 13.3 seconds. The car prepared for the Autocar testers was obviously a poor one. The Twin Cam did an official 21mpg of petrol.

MG issued a small pink leaflet entitled 'Getting the best from your MGA Twin Cam'. It has, in large letters, " PLEASE READ BEFORE DRIVING". No doubt this was because the car was being used by owners who did not understand the requirements of, what after all, was a road-going racing car.(Leaflet is BMC publication ADK1412.)

The engine used a normal 1489cc cylinder block but with a bore of 75.414mm. With the 88.9mm stroke this gave 1588cc capacity. Originally the engine was intended to be a 1500cc unit but was changed just before production to 1588cc to take advantage of the new 1600cc engine class for competition. It was fitted with a ribbed, cast aluminium alloy sump, cylinder head, and front casing carrying the new position for the distributor. The 'camshaft' of the old block now fulfilled the use of a jack-shaft, (called a half-speed-shaft by MG,) to drive the oil pump and tachometer. It also carries the sprocket for the timing chain. This shaft is gear driven, not chain driven as on the ohv engines, so rotates in the opposite direction to the old camshaft. The engine has fully floating gudgeon pins, (wrist pins,) in solid skirt pistons with a compression ratio of 9.9 to 1. The head carries two cast-iron camshafts, with 20;50;50;20 valve timings, and 0.375" lift. The inlet valves are 1.6" diameter, and the exhaust 1.44" dia. Both are set at a 40 degree angle in the head (80 degree included angle) giving a hemispherical combustion chamber, (hemi-head.) Double valve springs are fitted. For racing use, the exhaust valves are filled with sodium inside the stems. This leads the heat away from the head quicker, and was a common fitting to WW2 piston engined fighter aircraft. Both cams are identical, apart from the timing slots; and both have hexagons cast in to enable them to be turned when timing.

The cylinder head, with steel valve seat inserts, although these are cast in position, was of efficient cross-flow configuration. The exhaust manifold was on the normal 'B' series side, but with two huge SU H6 1 3/4" carburettors, (carburetors,) with pancake air filters and a cold air feed duct, on the other side. On cars meant for racing, the SU's grew to H8 2" carbs. Interestingly, on the SU inlet manifolds, one securing nut is in the INSIDE of the port. Owners would Locktite and peen the threads, so as to not lose this nut into the engine. On cars fitted with after-market Webers and relevant manifolds, for racing, did not have any nuts inside their manifolds. To feed fuel to the two carbs, there was a high capacity, high pressure LCS single ended SU electric pump fitted, similar to that fitted to the Jaguar XK's.

To hold the solid skirt aluminium alloy, convex head pistons to the crankshaft, 'H' section forged 55 ton, alloy-steel connecting rods were fitted. These were the normal angled split big ends type, but without the pinch-bolt little end arrangement of the normal ohv unit. No oil spray hole was drilled in the rod end either, for bore lubrication. The fan was of five blades, not the normal two or four of the other cars. The engine was originally a BC16G numbered type but was later changed during production to BC16GB to differentiate it from the upcoming pushrod MGA 1600. Later cars had the inner wing splash panels capable of being removed, (inner fender panels,) to give better access to those hidden components, with a front wheel off. Also 5 holes were made in the front chassis crossmember to facilitate removal of the engine sump. All you could see under the open bonnet was two massive, polished alloy camshaft covers, it must have been a swine to work on in situ.

To be continued in the August Edition



2014 Motoring Calendar

Date	Day	Time	Event	Details	Place	TBA / Provisional only
5-Jul-14	Sat	Meet 08h00 for 08h15 departure Gates open from 08h00	Run (with Merc Club)	Zwartkops Air Force Museum	Zwartkops Airforce museum Rendezvous Shell Ultra Midrand	Clive Winterstein (083)7950000 pet@iafrica.com
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 - details TBA	TBA	Michael Dixon
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



2014 Motoring Calendar

22-Aug-14	Fri	07h30 for 08h00 (and) 09h30 for 10h00	Tour	Weekend away to Underberg & Sani Pass (TBC)	Departure from Total Petroport on N3 b4 Heidelberg	Jenny Loader (082) 572 4346 Sharron Beruiti
24-Aug-14	Sun	+/- 10h00 departure				
28-Aug-14	Thu	TBA	Tour	Lap of the West Coast, to see the flowers &		Roger Pearce www.afriod.co.za
7-Sep-14	Sun			Shuttleworth on Design	Old Eds	Bruce Dixon (082) 457 8338
4-Sep-14	Thu	12h30 onwards	Noggin	SA Polo BYO Picnic	Waterfall Estate Polo Event	Suzette Bouwer (073) 274 1120
14-Sep-14	Sun	09h00	Run	Piston Ring Swop meeting	Modderfontein	Cameron McLeod (082) 994 0989
21-Sep-14	Sun	08h30	Other	Int Acclaimed SA Customer Service Speaker Aki Kalliatakis	Old Eds	Suzette Bouwer (073) 274 1120
2-Oct-14	Sun	19h30 for 20h00	Noggin	Gardens on Show	TBA	Suzette Bouwer (073) 274 1120
TBA	TBA	TBA	Run	Jacaranda Run	Pretoria	Steve Eden - Northrns
19-Oct-14	Sun	09h00	MGNC	Talana Live - Battle of Talana reanactment	Dundee	Suzette / Des Armstrong (Merc KZN) 0834997709
17-19 Oct	MG Club	itinerary / cost TBA	Tour	SA National Drag Racing Champs	Tarilton Raceway	Nico v Heerden 083 309 8461
26-Oct-14	Sun	???	Run	All about Sandtone Estate	Old Eds	Tom Kirkland (082) 445 6770
6-Nov-14	Thu	19h30 for 20h00	Noggin	Annual Christmas Lunch	Indaba Hotel / Boma R170 pp	Suzette Bouwer (073) 274 1120
9-Nov-14	Sun	09h00	Run	Andrew Thompson about F1 racing	Old Eds	Clive Winterstein
4-Dec-14	Thu	19h30 for 20h00	Noggin	Irene Kamers vol Geskenke	Irene	Suzette Bouwer (073) 274 1120
7-Dec-14	Sun	09h00	Run			

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