

# Thumbs Up!!!



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## 2015

OFFICIAL NEWSLETTER

MG CAR CLUB

JOHANNESBURG CENTRE

*July 2015*

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# MG CAR CLUB

## Johannesburg Centre

PO BOX 52336 SAXONWOLD 2132 JOHANNESBURG

## COMMITTEE

Chairman	William Kelly	082 886 7114	william@happykoi.co.za
Secretary	P J Ryan	083 303 4304	rybo@absamail.co.za
Treasurer	Tony Maybank	011 678 9367	tony@mgcc.co.za
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Editor	Tom Kirkland	082 445 6770	kirk1@lantic.net

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MGB	Bruce Dixon	082 457 8338	brucedixon@absamail.co.za
Moderns	Michael Dixon	082 423 5127	michealdixonbda@gmail.com

**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



70 MAIN Road, Knysna (N2)  
Ph. 082 544 7897 / 082 921 4156  
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# Thumbs Up!!!



This has been my most frustrating month as Editor of Thumbs Up! Magazine. Firstly there was not a Run during this month. (That is, what I was aware of). Secondly our Committee postponed our Meeting on two occasions, and I have had no Copy from any of the Registers not even from our Youth Project on their recent activities. Kevin has kindly sent on a few fillers, and Flyers which always comes in useful, thank heavens for Kevin.

So I have spent a solid week or more scrounging through the MG Websites. I must admit that I found it all very interesting, reading through other clubs Magazines from UK etc. The Moss Website and many others. However, I was not always able to transfer all the items to my drop box, especially the pictures. But I have attempted to fill a few pages with some MG Content.

By the time you get this Mag, Show Day is 'history'. I only hope that that was better attended this year by our members as there has been very little build-up in the previous Magazines in this regard.

Denise and I will do our best to make this as interesting as possible, But without your support and input, it will not have that personal Johannesburg flavour to it this month, and will certainly have less pages. My only hope is that there will be little more enthusiasm shown on the Run to Scottburgh, and the "A" Anniversary Tour, both coming up in the near future.

Let's hope "Happier Days are coming up Soon".

Your Editor

## **MG WEBSITES**

Our Website: [www.mgcc.co.za](http://www.mgcc.co.za)

Our E-Mail: [mgccs@worldonline.co.za](mailto:mgccs@worldonline.co.za)

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# CHAIRMAN'S

## July 2015



The pace of events accelerates!

4 July is the AWESOME day at Zwartkops air force base. This event is a highlight with all sorts of stuff going on - including flips in helicopters, planes, what-have-you up for grabs. This year, weather permitting there may be as many as 90 of these seats available for lucky winners. Wow!

So please come along and support this worthy event.

By the time you read this Show Day will be done and dusted. 28 June, I can state with confidence, upfront that it was an incredibly MaGic day!

But before I get ahead of myself we have the run to Deneysville in July. There is the Blue Marlin Scottburgh run. There is the A tour up and coming FAST now. We have club events like the inter-club quiz looming - Bloodhound this month and plenty plenty more. Just see the calendar - sometimes I feel overwhelmed at all the stuff on the go in this busy, amazing, incredible car club!

On that note - I see Tom needs more contributions to the Magazine. I agree with him - what makes my reading of the mag fun is seeing more stuff written by different people on different things. So those of you who've been on runs, or come to noggins please, jot down your thoughts on an email and send them to Tom!

On a personal note I have to again thank my committee. Currently my work load is utterly incredible for which I am eternally grateful but to be honest my time is no longer my own. Fish farming in South Africa is a massively challenging industry and the effort required to make it a viable business as well as an uplifting one has meant, as I predicted all too accurately a year ago, that sacrifices of my other time available have had to be made.

This, as you know, is my last year as Chairman by virtue of our hallowed Constitution and the terms limits applied therein. God bless whoever drafted term limits as a good idea - may his tribe flourish and prosper! It means my time at the helm is drawing to a close - we're ALREADY half way through 2015 if you can believe it. And it means a succession plan is in order - which we're already more or less on top of.

But we could always use a few more committee members to help steer the ship. It's really not an onerous task - just a task that needs to get done in guiding the Club through the clear waters of our annual calendar of events.

Please do consider it. We actually have quite a lot of fun on the Committee and it is rewarding to see the results of one's efforts reflected in the activities of the Club as we have it. New ideas and new thinking are always welcome!

William

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## FOR SALE

1968 MGB GT for sale. One owner for 41 years. Comprehensive service history and service manual. Bodywork is excellent. Recent body rebuild and re paint in original Teal Blue colour. Mechanicals good. Interior needs some work. Complete with MGB registration number and many spares. Asking R85 000 negotiable.

Contact: Chris Aubourg 082 341 3558 aubourg@sai.co.za



## How about a Special Unique Run using our “PLASTIC CARS”

I envisage departing on a Saturday afternoon Rally Type Event finishing up at the Vaal Old Wheels Club House, or other Wine Route venues as advised by Abe and Beryl Brink. It may be a possibility to stay over in the area and drive back the following day. Should this be of interest to any of our members, please contact me. Let's try to make this a “Something Different” Event.



The Cheese and Wine Run to the Vaal Area should make an interesting event for July or Early August, Even if it is a non MG Event, some members may be interested and would like to take part in the wine tasting. Should anyone be interested, please let me know soon. Abie Brink is willing to assist us with final details, in order to make this a very interesting and eventful occasion.

Please Contact TOM KIRKLAND 082 4456 770 Urgently should you like to join us.

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*The Combined Centres Annual Show Day took place on Sunday 28th June at the Kitty Hawk Airport. It turned out to be a very successful say, and was well attended, by both clubs. More News, with pictures in next month's magazine.*

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a few fun ones...

ENGINE REPAIR PRICE LIST	
PING-PING-PING	\$ 35.00
PLUNK-PING-PLUNK	\$ 55.00
CLUNK-PING-CLUNK	\$125.00
THUD-KLUNK-THUD	\$200.00
CLANG-THUD-KLANK	\$325.00





# Stop Press!!!!

ALL MG MEMBERS are Invited to attend this Annual Air Force Day at Zwartkops

## AIR FORCE DAY

**04 JULY 08H00**

### DEAR MEMBER,

You are invited to the annual Air Force Day, to be held on 4 July 2015 at the South African Air Force Museum, situated at Zwartkop Air Force Base.

### PROGRAMME

08h00: Gates open. Donations will be collected at the entrance. Each person donating R50 will receive a voucher for a light lunch, a beverage and a ticket to be entered into a draw for a ride on one of the classic military aircraft available on the day for a ±20 minute flip. Each car will receive a cap and a Branded MB Pen and Pencil Set! There will be multiple draws on the day, as the museum has kindly donated a lot of helicopter rides and also rides in a Kudu airplane.

09h00: Aircraft rides commence. We will have a draw before each flight, provided that the aircraft are available.

You can start using your lunch and beverage vouchers!

Extra: A professional photographer will be available during the day to take a picture of your special car with a classic aircraft as backdrop, for a R150.00 fee.

### WHERE TO PARK

The museum has set aside a dedicated parking area for the club members' cars - the people at the gate will direct you to this area.

### NOTES

This is always a special occasion for the club and the museum. This is one of the Northern Region's biggest events of the year, with many members attending. There will be many airplanes on display, with all the exhibition halls open for viewing. There will be stalls selling memorabilia and various other goodies. All proceeds from the day will be donated to the museum. Friends and members of the public are welcome to attend.

Mr Hilton Wolff is a very valued member of our Club and of the Museum's preservation group, who strive to maintain this very impressive museum.

### CONTACT

Hilton Wolff: 082 444 5432

Clive Winterstein: 083 795 0000

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*A joint event by the Mercedes-Benz Club of SA Northern Region, the Porsche Club of SA, the MG Car Club and the South African Air Force Museum.*



**Porsche Club**

SAVED BY THE



# Triple 'M' & 'T' Register



## 'Old Number One' Put through its paces on TV Extract from "MG T-Types and Totally Y-Type 2" as published by John James of Bristol, UK TV Series "Cars that Rock"

Recently featured "Old Number One" being put through its paces around the Car Park at Gaydon Museum. It is said that he drove the Priceless Car rather more enthusiastically than the museum authorities would have wished, according to witnesses!

As pic could not be found on Website, I have substituted with this Ed



# Good News from Down Under

*Extract from "MG T-Types and Totally T-Type 2"*

*Pictures by D. Hutchison*

Ian Curwen-Walker of South Australia has returned to his restoration project. Here's a picture of Curly, taken at the Aussie MG National Meeting at Easter this year, sent to us by Malcom Robertson, editor of the Pre-War MG Register of Australia. Curly is presently working on his 18/80 again, and plans to have a new body made for it.



*Ian's 18/80 prior to the strip-down for a re-build*



*Ian displays the progress with the re-build -- and the iconic M.G. bulkhead brackets.*

Do not miss this year's

# **SCOTTBURGH CLASSIC CAR SHOW**

Friday 17 July - Run to Notties Hotel  
Meet at Petrol Stop before Heidelberg 9.00am sharp depart.

***Book Now!  
before it is too late***

We have accepted the Grand Offer from Notties Hotel. They have kindly given us a very special rate of only R520.00 pp. including breakfast and a very special pub evening is being put together for all to enjoy at a very acceptable cost.

Notties Hotel, has recently been totally revamped, and has been furnished and decorated to it's original glory, dating back to the late 1800's. It is full of fascinating history, pictures and articles of those early days. The "Pub", also being a major attraction! Just full of interesting history. See you all there!!! TOM 082 445 6770

**Notties contact details are as follows:** Email:  
nottieshotel@icon.co.za. Telephone 033 266-6151, Fax 086 273-1113

Note Special Rates are also being offered at:-

**Blue Marlin Hotel & Pearl Shells Holiday Apartments**  
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***As for the Classic Car Show: The emphasis will be on the large  
American cars of yesteryear, sporting those large tail fins &  
massive chrome radiator grilles and bumpers.***

Please dress in the period of your Car, whether it be American or any other make. You are all very welcome  
There will be Prizes Galore presented throughout the day



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**Sunday, 19 July 2015 at Scottburgh High School.**

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Visit our website: [www.scottburghclassiccarshow.co.za](http://www.scottburghclassiccarshow.co.za)

Come dressed up in elegant clothes of 1940s to 1970s and create a nostalgic atmosphere amongst the cars and music of the period. R1 000 in cash prizes for Concours d'Elegance Parade winners and many spot prizes for general public who dress up for the day.

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# TECHNICAL

## AUSTIN 7s and early MGs have a lot in common

This Article was found on the MG Owner's Club website in Australia

This restoration Project was started 11 years ago, and has just been completed very recently. This is my story.

I know it is not an MG, but in many ways it had a very close association in the early 1920's. To start with, If you are wondering about the colours. The original factory Tourist Trophy cars in 1929 were painted "Blood Orange" .... For safety reasons, so they would stand out from darker coloured cars, like green Bentleys etc. while racing at Brooklands and other circuits. The colour we chose is 1999 Ford Falcon Blood Orange!

Many thanks to my friend JB for his help in the critical machining of the supercharger rotor slots....and also for his continuing guidance and support with all the machining which I was able to perform myself. A lot of original unique parts were used as patterns to recast new parts for the project. Our son Phillip's engineering formulae regarding capacity/boost calculations have proved to be spot on. We designed the Blower to give a maximum boost of 8psi, thinking that with air slip, friction losses etc I would get 7psi...wrong!....we do get to 8psi on full throttle under load, serious wheel spin in 1st and 2nd gear. So far, while running in, we generally drive at ½ throttle, giving 4psi boost. The car is very tractable, and like all supercharged cars will pull away, and climb most hills in top gear.

It's a great little car to drive, and we need to remember that these little 750cc 1920's blown Austin 7 Sports cars were the "trigger" for the MG Car Company to get into racing with the midget size class of cars (up until 1929 MG had only produced the big/heavy 4 and 6 cylinder cars)... the M Type was only introduced in 1929 and was not competitive until the factory produced the "Double Twelve M Type" in 1930. Its success in competition then pushed the factory into producing 18 replicas of that car to be sold to the public.

The public response was so great that the factory in 1930 developed EX120. The first Monthelery car, basically an M Type with very special chassis/suspension, but for the first time the engine was supercharged!

Austin 7's had been racing since 1923 experimenting with superchargers, and had made production supercharged cars for sale to the public since 1927. The Blown Monthelery cars with their overhead camshaft, spelt an end to Austin 7 racing by around 1932. The M type progressed into the C Type, D Type, then into the J1,2,3 and 4. The rest is MG's successful history in racing midget cars up to around 1936. What a pity the "shiny bums in MG management" wouldn't let Cecil Kimber carry on with all that experimental/racing research.

The car we have is a 1929 two seater sports which we have restored as a replica of the 1929 "Tourist Trophy" Specs. (It actually weighs under 400kg with a full tank)

The original factory fitted "Cozette 4" supercharger, plus some other unique engine parts, all in decayed condition came to me with a heap of rusty Austin 7 bits. These unique bits were all of production Blown car(s) from between 1927 - 33. We know of Aubrey Melrose and Barry Ryles blown Austin 7 here in Perth, but there were obviously others in WA as well. The Austin factory produced some 300 blown Austins between 1927 - 33, it is guesstimated that in that time they would have produced some 500 engines to suit. So who knows?

There is sure to be other “finds” out there. Our next project will be the Riley “Brooklands Special”.

**HARRY and DEIDRE**

To visit this site visit:

[www.mgtcownersclub.com/restorers-corner/harry-dees-seven](http://www.mgtcownersclub.com/restorers-corner/harry-dees-seven)





## 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 Jordan	6 10	Goff Jordan	6 7	Jordan Goff	7 9	Goff Jordan	2 19
Donington	18-19 April	Jordan Goff	5 13	Jordan Goff	4 7	Jordan Goff	4 8	Jordan Goff	2 31
Thruxton	9-10 May	Goff Jordan	7 11	Jordan Goff	6 8	goff Jordan	4 7	Jordan Goff	2 11
Oulton Park	6-7 June	Jordan	8	Jordan	4	Jordan	3	Jordan	2
<b>Jordan O/All</b>	<b>4th 144 Pts</b>	Goff	18	Goff	7	Goff	9	Goff	8
Croft	27-28 June								
Snetterton	8-9 August								
Knockhill	22-23 August								
Rockingham	5-6 Sept.								
Silverstone	26-27 Sept.								

Brandshatch 10-11 Oct.







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*I have just come across the following information via the internet. It has just taken place, but may be of interest to others who may wish to visit Silverstone in future. If so, the following information may be useful.*

# 2015 MGLIVE!

SILVERSTONE 20 - 21 JUNE

Join us in 2015 at the famous Silverstone circuit when the worldwide MG community gather to celebrate one of motoring's greatest marques.

If you've never attended MGLive! but are considering visiting the event in 2015 you WON'T be disappointed. You don't have to be a petrol head to enjoy the MGLive! weekend - in fact there is something for everyone at this family friendly gathering. MGLive! is the event where the whole family gets together to celebrate everything that's great about MG cars and MG people.

A big draw of the event is the vast array of family entertainment on offer.

Displays of the very best MGs, amazing driving skills, Lifestyle marquee, a fantastic race programme and much more!

Best of all, MGLive! isn't like any other event because it gives you the chance to be a part of it, to really be involved in the activities. At MGLive! you are in the driving seat. Remember, under 16s go FREE all weekend!





# The BLOODHOUND Project

*ANDY GREEN'S DIARY - MAY 2015*



So much to do, so little time. As we race to get BLOODHOUND ready to run this year, we're still ordering the last of the parts that we need, and putting them together as fast as they arrive. With the usual technical and financial delays (both of which are a standard part of any Land Speed Record attempt), we're still trying to work out exactly when the Car will be ready for its first runs.

Last week, with the expert advice of specialists from the FIA Institute, we finalised the installation of the seat harness and restraint systems in the cockpit. We're using off the shelf equipment including a standard 6point race harness, head and neck restraint 'HANS' device, fullface race helmet, and so on. However, we've got to make all this fit around a bespoke carbon fibre cockpit seat in the unique BLOODHOUND cockpit. Thanks to the FIA's advice, we've finally got there. The URT seat, Willans harness, Simpson hybrid HANS device and Arai helmet are all fitting together like they were made for each other. Then Camlock turned up with my 'Adom' breathing air mask, usually used in the RAF's Eurofighter Typhoon jets. Uniquely, this will fit under the fullface helmet, giving the best of impact and breathing protection. The mask also fitted perfectly, right down to the length of the air hose. I love it when a plan comes together... The Royal Air Force technicians are hard at work on BLOODHOUND's titanium floor and the rear 'delta'. It's not strictly speaking a delta: the 2 rear lower suspension fairings, one on either side of the Car, suggest a triangle shape (or 'delta') at the back of the Car. This delta shape is a critical part of the Car's aerodynamics, which must keep





the Car safely on the ground all the way up to 1000+ mph.

To help us realise that shape, we've asked the experts from 71 (Inspection and Repair) Squadron to build it. We're using a lot of titanium under the Car, to protect it from the furious storm of desert dust and grit that will blast BLOODHOUND at supersonic speeds. The problem is that titanium is hard (which is why we're using it!) and difficult to work - hence we are lucky to have the worldclass expertise of the Royal Air Force on the case.

The titanium floor alone has 200 separate pieces (including ribs, stiffeners, stringers, edge members, straps, buttstraps, doublers, brackets and cover plates) held together by 50 bolts and nearly 5000 rivets. Each rivet hole involves pilot drilling, deburring, pinning, drilling out to full diameter, deburring again, pinning again, counter sinking and deburring a final time. You can see why we've asked for help with this mammoth task. However, I was slightly concerned to see a picture the other day of one of our most recent 'assistant technicians': Adrian Chiles, doing some drilling for Radio 5 Live. I did ask if Adrian had any qualifications to do this.

The polite suggestion was not to ask questions I didn't want to know the answer to....

Have you done this before, Mr Chiles?



*Have you done this before, Mr Chiles?*



Last week all of the aluminium Fin components returned from being anodised. 'Anodising' is the process of protecting the aluminium from corrosion. Aluminium naturally protects itself with a very thin layer of oxide, which forms with exposure to air, but chemicals like salt cause the aluminium to corrode despite this. As our desert track in South Africa has a relatively high concentration of salt in the alkali playa surface, we need to protect the Car from corrosion.

We may only be running the Car for a limited period of time, but we can't afford it to start rotting away before we're done. Each aluminium component is submerged in an electrolyte bath and a current is passed through it. The aluminium is the positive electrode or 'anode' (hence the term 'anodising'), which has the effect of making the protective aluminium oxide layer about 1000 times thicker. This anodised layer is still thinner than a human hair, but now protects the surface against corrosion. When we get BLOODHOUND up to 1000 mph next year, I want to know that the Car is still as good as new, and having everything corrosion protected is part of making that happen. I've just seen the last big parts of the suspension, the rear uprights, being anodised before delivery to the BLOODHOUND Technical Centre. The uprights are the big aluminium bits that carry the wheel and wheel bearings, and bolt directly to the rear suspension arms (including the rear delta mentioned above). It's going to be a big moment when we finally put BLOODHOUND on its wheels for the first time. I can't wait.

As well as the Land Speed Record vehicle, we're busy preparing all the support equipment for record breaking. This includes a towing arm, refuelling equipment for jet and rocket motors, hydraulic and electrical power supplies, air starters for the jet engine - the list goes on. One of the more exciting bits of support equipment is our fleet of Rapid Response Vehicles.

Jaguar has just unveiled the Ftype R in BLOODHOUND colours, with its sister XJ vehicle to be shown for the first time (appropriately) at the Goodwood Festival of Speed. If you're going to Goodwood, then come and see us, and visit the new BLOODHOUND Driving Experience on the Jaguar stand. I've spent a fair bit of time with the software development team in the last few weeks and the Driving Experience is going to be exactly that - a real experience!

BLOODHOUND continues to excite a much wider audience than just our engineering team. I've just come back from China, where I was invited to by the Institution of Engineering and



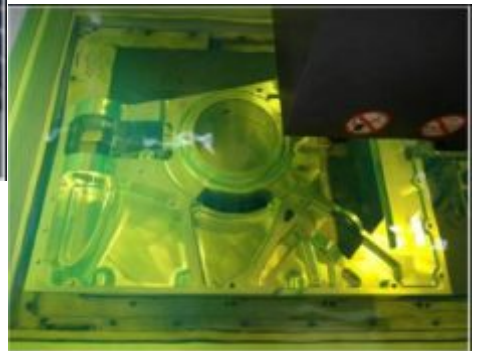
Technology to give BLOODHOUND lectures in Shanghai and Beijing. After much debate about national achievements past and present, we agreed that the BLOODHOUND and the Great Wall both qualified as 'liao bu qi' ('amazing').

Wherever we go in the world, there is huge enthusiasm for the way that BLOODHOUND brings science and technology to life. Right now we've got BLOODHOUND team members, plus a fullsize Education 'Show Car', spreading the word at a science event in Montreal, as part of the Government's 'GREAT Britain' campaign. Apparently they've just been visited by the Dutch Royal Family, which reinforces the impressive level of global interest.

As part of the BLOODHOUND Education Programme, we've just launched our new Model Rocket Car Challenge, with a great fun event at Santa Pod race track. There are 4 categories to compete for in the rocket car challenge, depending on how many rockets you can afford (and how long your school playground is).

The top class is the 'unlimited', with the current record set last year by Joseph Whitaker School in Mansfield, at an unbelievable 533 mph. I still think the first 'BLOODHOUND' car to go supersonic is likely to be in a school playground somewhere. May be at your local school? If so, good luck!

As I write, a fair chunk of BLOODHOUND appears to have been stolen from the Technical Centre. The cockpit and much of the front end of the Car has simply disappeared from the workshop in the past few days. The good news is that it's all coming back next week, painted in the distinctive BLOODHOUND blue and orange colours. Every week we get a little closer to being finished. There are a number of challenges still to overcome and, since this is an 'Engineering Adventure', that will include lots of minor problems that we don't even know about yet. Whatever happens, we've got an exciting few months ahead of us.



# **We are still No1**



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supplying parts for  
your MG.**



# July 2015 Motoring Calendar

Jul-15						
Date	Day	Time	Event	Details	Place	Organiser (s)
02 July 2015	Thurs	19h30 for 20h00	Noggin	Blood Hound update - world land speed record With Dave	Old Eds	Norman Ewing
Notes: Dave will be bringing the scale model with him. This should be an interesting evening, not to be missed						
12 July 2015	sun	10h15 so that we can leave in convoy at 10h30.	run	Deneysville Motor Bike Museum	Deneysville is about 100km south of southern Johannesburg, on the Vaal Dam.	<a href="#">Contact John on 082 742 3844 or jopie@iburst.co.za</a>
<p>Deneysville is about 100km south of southern Johannesburg, on the Vaal Dam. The assembly point will be the Blockhouse Service Station on the R59 to Meyerton about 20km south of the Reading interchange.</p> <p>The museum holds about 100 classic machines typically Ariels, Velocettes, Nortons etc. It also houses a +/- 1960 Citroen!!! Very very rare. In addition there is a 500cc racing Jawa from the same era. This is reputed to be worth R4 000 000. Yes millions!</p> <p>There is a pub and restaurant as part of the museum and they are busy on Sundays. They are offering a fixed menu to our party. This is R85 for roasts, potatoes, vegetables and rice. The kitchen would not cope with 'a la carte' ordering. Please let John Buttress know if you be joining us and if you want luncheon.</p>						
18- 19 July 2015	Sun	Early	Run	Scottburgh Classic Car Show <a href="http://www.scottburghclassiccarshow.co.za/039%209761995">www.scottburghclassiccarshow.co.za/039 976 1995</a>	Scottburgh south coast KZN	Peter Fielding
<p>The Blue Marlin Hotel (Sat &amp; Sun) will again support us with a offer of R450pppn Bookings: (039) 978 3361. Or the Pearly Shells Holiday Appartments for self catering starting at R300 per room Bookings: (039) 9762065. Tom will again be organising a convoy to travel down on Friday the 17th, further details will follow</p> <p>8:30 Departure on Friday morning staying over at The Nottie Hotel in Notting rd at R510.00pp Including Breakfast 14 rooms Please Contact the hotel directly for bookings Email: <a href="mailto:nottieshotel@icon.co.za">nottieshotel@icon.co.za</a> Telephone: 033 266-6151 Fax: 086 273-1113 <a href="http://www.nottieshotel.co.za">www.nottieshotel.co.za</a></p>						

Aug-15						
Date	Day	Time	Event	Details	Place	Organiser (s)
06 August 2015	Thurs	19h30 for 20h00	Noggin	TBA	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.</p> <p><b>Please bring your food, drink and chairs (yes, you can fit a couple of folding chairs into an MGA).</b></p> <p>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.</p> <p>You will be going up a long hill through several sets of robots.</p> <p>You will go past the robots at Banbury Cross (on your left) with Bellairs Mall on your right.</p> <p>You will then pass MG Motors SA on your left.</p> <p>You will come to a large intersection with Witkoppen (R564)</p> <p>Turn left at these robots, towards Honeydew.</p> <p>You will then travel approximately 1.3 km to the next set of robots.</p> <p>Turn right here. This is Aureole Avenue.</p> <p>Down the hill 0.8 km.</p> <p>You will cross a sand road, which is Valley Road, North Riding Primary school on left.</p> <p>Next gate on the right is 393, which is in large figures on the wall.</p>						
09 August 2015	Sunday	TBA	Run	TBA	TBA	TBA



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