

# Thumbs Up!!!



SHOWDAY 2014

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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
Event Co-ordinator	Shelly Dixon	082 686 5316	shelly@articdriers.co.za
Youth Representative	Cameron McLeod	082 822 0175	chevy5839@gmail.com
Editor	Tom Kirkland	082 445 6770	kirk1@lantic.net
<b>Registers:</b>			
MMM and T-Types	Randall Everson	082 414 0438	revson@mweb.co.za
MGA	Norman Ewing	083 654 5433	mgewing@polka.com
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



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# Thumbs Up!!!



I have found this past month to have been one of my “Busiest” MG months for a long time.

It started when I was asked by our Committee to arrange the pending visit to the Scottburgh Classic Car Show, which is taking place in July. That means finding a suitable route, without too many toll plazas, as well as finding suitable accommodation around the Nottingham Road area. Well, with much adoooo! You will find some answers on several pages in this magazine. However, my searching is still in progress, so there may still be more exciting news to come. Watch this space, next month

By now most of you have heard that I was asked by Wilfred Mole to 'Service his little MGTC'. It is now parked in my double garage with my Y-Type only 2 ins from the wall another 2 ins between my Y and Wilf's TC, and am still able to get my ZT in next to that. (Fortunately when building the garage some years ago I managed to steal an extra metre + a bit from the council) Now I know why! So Hyla and I are spending many hours in the garage. So far this has been a very interesting project.

Now back to reality. Something that has not yet come to the fore yet has been the “MG Combined Annual Show Day”. This year it will be hosted by the Northern Centre's Committee. They have been very busy behind the scenes, and have promised to put a really enjoyable Show Day together. They have found a really superb and interesting venue, but were faced with a specific date which happens to be the last Sunday of June. Hopefully you will be able to change your diaries, and attend this fantastically special venue. More details will be forwarded soon. Please make this a firm date.

Norman has reported that his recent trip to Cradock was an outstandingly interesting MG event, where he again met many of his MG friends from all the Centres, and some from overseas as well. “Ducky” once again proved very reliable and got both he and Pat back home safely.

The “A” Anniversary Tour is finally ready for 'Take Off' in the near future.

There is never a dull moment in the MG Club, Shelly is busy putting together several more exciting events for the near future. Our last run to Shawn Tyler's private Motor Museum was exceptionally interesting and proved that a 2 hour stay was not nearly enough time to see all the exhibits. We will soon be able to pay another visit to his scrap yard, as well as a picnic lunch on the banks of the Dam at the premises of the Museum, leaving us free to investigate the Museum artifacts further.

Happy MG-ing!

*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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# Johannesburg MGCC Members Please Note:

## This is our normal Combined Centres

# SHOW DAY

Being Hosted by the Northern Centre this year

Note: to suit the venue it will be on the  
Fourth Sunday of June

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## Combined Centre's Showday

**Sunday 28 June 2015**

We are hosting the combined centre's showday this year. Please make an effort to join us for what many consider to be the premiere club event of the year.

We have secured the use of Kitty Hawk Airfield for the event which we hope will prove to be a great venue for the event. Food and drink will be available from the restaurant and there will be a fair degree of air-traffic as they are not closing the air field for our use.

We will be having all forms of concours:

- Tops Only
- d'état
- d'elegance
- Comique

The concour events are great fun to partake in, and make for an entertaining day for all involved. Please consider entering - especially the d'elegance or comique!

Gates will open at 08:00 with Tops only and d'état cars to be in position by 09:30.

There will be a R20.00 charge per car to cover the overhead costs of the day and provision of commemorative dash plaques which are collectable items for those that frequently attend Showdays.

Date: **Sunday 28 June 2015**  
TIME: **08h00 onwards**  
WHERE: **Kitty Hawk Airfield**  
**Boschkop Road**  
**Pretoria East**  
GPS:  
**25°51'37"S**  
**28°26'59"E**



# CHAIRMAN'S

June 2015



Is it me or is life hectic at the moment? There is so much on the go - and much of it MG related. Plenty to see and do and get stuck into I can assure you. You'll get a feel of it in these pages - with much of it runs, tours, events, noggins and what have you.

28 June is ShowDay. I haven't heard from the Northerners about their 'winter is coming' challenge to us as yet but no doubt it will materialise in it's insidious form and we will have to close ranks and march in single file to answer it! It sounds like a really special day that they have lined up for us - so let's get all the MGs in Gauteng there and put on a damned fine show.

Speaking of which we had a damned fine Koi show recently not far from the Piston Ring venue - which I have suggested Piston Ring takes a look at for their new home. And I think we should have a run there sometime - lovely setting and lovely food and lovely everything frankly! And who knew it even existed?

And in the past of course now is Cape Centres - what can I say? The spectacularness of the event for me personally was only overshadowed by the magnificence of George Magnus Kelly as he has now been named who drove there, and back, without so much as missing a beat. Bearing in mind I don't think he's been tuned since 19footsack I don't think that was too bad a showing!

The Cape Centres blew us all away - what a fabulous weekend! Thank you one and all - in particular to their organising committee who really made us all feel welcome, and at home.

Coming up now with a degree of rapidity is the A tour. I am looking forward to that and I think I am not going to touch George at all before this tour is complete. Spare a thought for Koos - I won't say more than that. Sorry Koos.

Then there is Scottburgh, the afore mentioned noggins and the normal runs - this month being ShowDay on the 4th Sunday (not the 3rd!) at Kitty Hawk. I am sure there are millions more to be mentioned - BloodHound in July is going to be a biggie - but for now my brain is full with fish, red tape and the thought of gleefully strangling the life out of about 150 government officials one at a time is clouding my vision somewhat. Happily I can end up off saying I am very pleased not to be Danny Jordaan or living in PE at the moment. Ha ha ha!

William

# An MG Run to Shawn Tyler's Private Museum

On Sunday 10 May, 8 MGs 2 TDs 4 As a B and a ZT converged on the parking area of Dave Wheeler's Workshop. From there we proceeded in convoy to the Park's Restaurant for a very social Mother's Day brunch. There was much nattering and enjoying the well prepared brunch and of course a 'little' liquid to while away the time, while waiting for our orders to be processed. We then proceeded to Shawn Tyler's Vintage and Classic Car Museum. None of us had any idea of what we were about to see.



Shelly Dixon had assured us that that would be a very worthwhile experience. On arrival, and entering the property one was faced with a long driveway, passing some magnificent up-market properties, all painted an unusual bright yellow. At the end of the road, we were facing an odd building, with a bland looking entrance. There were some old car bodies, a few old horse drawn carts, dating back to the 1920's, an early hand operated gadget that used to remove the mealies from the cobs. (I wished I had a Rand for every time I turned that handle on my Dad's farm, as a youngster) We were met by Shawn, who welcomed us and invited us inside a large shed.



Once inside we found a row of old cars parked close together down both sides of the building. The walls were full of the most interesting memorabilia imaginable. Showcases displaying the most wonderful Dinky car collections, A vast sized case just full of small collectable motor cycle models, all of yester year vintage. No space for any duplicates. A wonderful collection of old bicycle lamps, another of just AA Badges. Petrol pumps, too numerous to mention, all of the well-known, as well as some unknown brands of the past. Does anyone remember where SATMAR Fuel was made? Right on our door step, in Cason Road, Boksburg North Industries. Shawn really knows his field of Old Day Motoring. He is a master at rebuilding these old cars, and has many satisfied customers around the country.

This Museum of his, boasts only one car on display of each model; he will not rest until he has obtained the many others that he has still not been able to find. He is thinking of adding more buildings on the property next door to house more collectable items and more rare cars, as he finds them.



Our visit of almost 2 hours, was not nearly enough to see and study everything. Ideally we should arrange to spend a full Saturday, which should include a braai on the banks of a large dam at the bottom of his property. Shawn also owns a “Classic Car Scrap Yard” near-by, where you will find piles of rusted bodies and parts, as well as complete usable engines of all makes of old cars. The used spares are housed in sheds where you are encouraged to scrounge around to find the items you require for your particular model car. He also brings in containers full of redundant spares from other parts of the world, so whatever you may be looking for, you will stand a good chance of finding it there. Many of our members, who are re-building cars have found valuable items here.





Thanks to Shelly, and the Dixon Family for arranging this most interesting outing for our members. I am sure we shall be back in the near future.

# NrmanTalks!

## A Cracker in Cradock

Before Sarah flew off to the grand Prix in Bahrain, she changed her ticket to come home in time to look after “Morris” so that Pat would be happy to go to Cradock - I was extremely grateful, as was “Morris”. (We bought a plaque in March in Somerset West that states - The Humans pay for everything - BUT the Terrier runs the house! That sums it up.)

We left after nine, to let the traffic thin out, and pointing “Ducky” towards Meyersdal we headed for the R59 to Sasolburg. No potholes or heavy traffic, we joined the motorway at Kroonvaal, and were in Bloem by 12.30 where we had a good lunch. We arrived at our overnight stop in Colesberg a little after three, and drove around - more than we ever have on all our previous visits. Our B/B was the Barracks - and tons of history adorns the walls in the dining room. Our evening meal was of Lamb Shank for me and Chicken for Pat, was superb as was an enormous “English” breakfast the next morning - a stay highly recommended. After breakfast we dawdled down first thoroughly investigating Noupoot and then Middleburg, before cruising into Cradock.

Don and Alma were, as always, hard at it, sorting out goodie bags and rooming lists - Rad and Pat, Des and Joan were the meet and greet, and true to form Border did us proud, with a truly exceptional meeting. Derek Graham’s recycled Octagonal Centrepiece celebrating Fifty Years of the MGB-GT was the star attraction, and true to form an exceptional supper followed. After a good breakfast enabling all of us to chat - as at all meals - to friends old and new, it was off for a walking tour before heading off to the Zebra Mountain Reserve, 10 kms north to spot game and have lunch.

Tons of game - didn’t see the cats, but on the way out I saw a Bat-eared fox - my first. Steak was Superb! Back to chat at the Victoria - this hotel must be one of the most unique in South Africa. - a glorious time warp, just renovated and not restored like the Droste in Graaf-Reinett. There is an ambience and a sense of history about the place that is just awe inspiring. And hats off the Border for finding it and making it work. The themed supper was hilarity personified and those who persevered were well rewarded with a very special Karoo wind pump - or as Don so delicately put it a ‘pomp’. One of the fun discoveries of the weekend is that Harry Potter is buried in the town graveyard, whilst the other was a car collection, that included an Isuzu Bellet; a car I bought just for the two indicator lights before selling it to Stewart Reeves, as one of ‘Midgy’s was cracked.

A wonderful farewell come prize giving supper was a grand finale, and sad good byes went on until the breakfast chat. We will see a good few on the MGA Tour, and maybe even Silverstone. Oh, this is such a wonderful Club - Thank you Alma, Don, Pat, Rod, Des and Joan, it really was MAGIC! We were home in a flash - Ducky is great!

Octagonally,

Norman



A Cracker in Cradock



Margie was responsible for this shortbread MG biscuits



Grave of Harry Potter



# The Kirkland's Folly!!!!

By Tom and Hyla

As I was given the honourable task of arranging the route and the tour to the Scottburgh Classic Car Show. We considered we had better make sure of a suitable route to follow. All along I can remember the fabulous road to Newcastle which Martie and I had done on many occasions years ago, while visiting some good friends. The road via Memel was our favourite route. Most scenic and a shorter route.

Late Saturday evening the 2nd May, Hyla got very excited when I suggested we had better leave early the next morning, to see if this was going to be suitable to take our MG friends on later in July.

By 8am we hit the N3 near Heidelberg. Had a smooth ride to the Frankfort turn-off and proceeded eastwards via Vrede. Just look at this, see just what I was anticipating. Look at those wild animals on the fields, Ostriches. Look! Vultures, where have you ever seen so many together? Look there must be a large dairy nearby, Hyla says, pointing to the large herd of Pedigreed Ayrshires. I remarked on the fine surface of the road, 'No Potholes', even white newly painted lines

We then turned right eastwards on the R24 to Memel. Again, beautifully surfaced With a second lane every now and then, allowing for overtaking every few kms.

Suddenly, we hit a pot hole! Ah, that must be an odd..... Around a slight bend, we came to a sudden HALT! With a queue of cars in front of us. After 20 minutes we moved forward, only to find we were now on a narrow strip. Full of dongas for about 5/6km. Then the beautiful road carried on as far as we could see. Oh Well! that was not so bad. I am sure the MG Guys won't mind that one short patch. However soon afterwards that performance carried on over the rise, where a second 'Stop-Go' was encountered - then a third, and fourth, all at regular intervals. The strips we were on, were very rough and pot-holed, making life very difficult as we were all bunched up and could not tell where the holes were. After Memel - A sign board loomed up with big letters saying "KZN BORDER"

Abruptly after about 80Kms of these impossible conditions, We found ourselves on the most fantastic road conditions imaginable. Yes KZN can "Make Roads" But we then found a blanket speed limit of 80kms for about 50kms, all the way into Newcastle.

Now! Where to now? We cannot go back on 'that' road. Possibly we should go to Ladysmith, Harrismith, Villiers and home. BUT this was after a long weekend. That would not work? Seeing a sign to Volksrust -- That was it. We are here now! And that is the most logical way to go. Venturing off in that direction at a snail's pace of 60kms for km after km outside Newcastle, it increased to 70kmh OK, this cannot go on for ever. Then the figure reached 80. That remained, with a long queue of cars following me, But,. not one ventured passed me. That was soon solved, when we passed a speed trap. After that a few cars passed, but the rest just remained, satisfied to follow this slow moving MG ZT at that snail's pace, up the Majuba Pass. OK, I was concerned about conditions from Standerton onwards, as we had heard about conditions the DJ riders experienced a while back.

However, after Volksrust we found the road very very rutted and bumpy, they seem to have found out how to repair their pot holes -- by smoothing off the sharp edges, just making shallow hollows all over the road. Yes, your car just bounces up and down from hollow to hollow, not really knowing where it was going to take you next. We eventually had the feeling of being "sea sick" before reaching Standerton.

In Standerton, I got a "Brain Wave" (That does not happen very often) Seeing the sign

to 'Secunda' I immediately followed in that direction. From there onwards, we practically had the road to ourselves. A fairly good smooth road settled our stomach. It was not very busy so we again were able to make better time. Then the final stretch home on the N12. All in all, it took us over 11 hours to cover 612kms. Only to decide that we could never put our MG Friends on those roads. ( And, we would like to keep them for a long time yet!) So may I suggest we simplify the situation by just saying:-  
Route to Scottburgh: Should you be going down to the Scottburgh Classic Car Show on Friday 17 July, Tom and Hyla, invite you all to meet us at the garage just before Heidelberg. From there we will leave at 9am sharp following the N3 with a Pit-Stop at Villiers and a lunch stop at Harrismith. Leave the N3 at Mooi River, Take the Natal Meander reaching your favourite destination for the night stop and supper.. After breakfast we will meet and discuss the best route to follow to Scottburgh.  
NOTE: To make an "MG Statement" on the Highway and all roads, let's try to keep together in convoy!

---

## *Ladies Lunch* in pictures



Do not miss this year's  
**SCOTTBURGH CLASSIC CAR SHOW**

Book Now! at Notties Hotel!

*As I have been asked by your Committee to arrange the Convoy to Scottburgh, departing on Friday 17 July 2015, including a 'stop over' in the Nottingham Road area, that night, then on to Scottburgh the next morning. The following has been accepted by the Committee:-*

After receiving quotations from several establishments in the Nottingham Road vicinity your Committee 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 its 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.

Hyla and I stayed over at "Notties" last year, and we can really recommend you experience their great hospitality with us this year.

**Please Book Early**

See you all there!!!

TOM

Their contact details are as follows:

Email: [nottieshotel@icon.co.za](mailto:nottieshotel@icon.co.za)

Telephone: 033 266-6151

Fax: 086 273-1113

[www.nottieshotel.co.za](http://www.nottieshotel.co.za)

The Convoy Route is presently being planned, you will all be notified of these details shortly.



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# David Piper Day (Zwartkops International)

By Cameron MCleod

The well anticipated weekend had arrived. Friday 30 April was the day of preparation and sorting of all paper work. Having been able to race at Zwartkops regularly I thought a practice run was of no use. But my team mates had used the car in practice and found it to be running like a well-oiled machine (due to the typical MG leaks). The anticipation for Saturday was out of this world. This was the race of races for the year.

Saturday had finally arrived. I arrived at the track at 5:45 am which in my opinion was a good idea. The time was definitely needed as the cars had to have their final run through before qualifying. Qualifying was, as usual, not great due to the cold and in my wisdom I had forgotten to check tyre pressures. Big mistake as 2 of my tyres were below 1 bar. This put me behind Roger Houston and my father, which was now a problem as they never give an inch so overtaking is like attempting to walk on water.

Now the excitement was in the air as race one was about to commence. In this race was the E-Type Jaguar Lite which is the last of 10 ever produced and is worth about R21 million. This was frightening as I was terrified to get too close to it as I might hit it. The race started and I followed the Jaguar which was a great idea as he got me about 6 places further up the field and then he blew away from me. Leaving me to have a great dice with Robin Clarke in the MG Magnett as we fought for position throughout the race and finally the chequered flag came and I had beaten Robin but unfortunately my father and Roger had gotten away from me even though I had set the quicker times.

Now race two and this was going to be epic as I was faster than both my father and Roger but was still behind them, directly behind them. We set off and my father and Roger are already fighting for position with myself right on their tails waiting for one of them to make a mistake. This never came along. In the dice between my father and Roger, we had the little Austin A 35 join us and boy did he cause fun as we were door to door with him. He was much faster down the straight but all three MGs were quicker through the corners. I had kept the little Austin of my tail for about four laps and then he got past me and Robin Clarke followed soon after. Thanks to Robin Clarke for shoving the Austin off at turn 2, I had managed to pass them both and then set chase after my father. The inevitable happened and I had to give up the chase as the MGA started to overheat. This was a sad ending for me but the day was a spectacular success. The crowds were fantastic and the show was even greater.

Thanks to all our sponsors we have had another fantastic race meeting and an unforgettable experience.



## Our Sincere Thanks to Joe de Castro

On behalf of the Youth I would like to give special thanks to Joe De Castro for the donation of the two MGB bodies. These will become the Youth's next car by the end of the year. Thanks to all the other club members and to Glen Parker for the continuous financial support.

I unfortunately need to ask all club members for all the extra unused MGB spares for the Youth to complete the new MGB GT.

Here is a list of spares we require at the moment:

- MG 1800 Engine & all internals. Gearbox (O/drive or Std Box)
- Prop-shaft, Complete with Rear Axle and Suspension + Bushes
- All exterior Lights and Lenses
- Front and Rear screens (MGB GT) + Windscreen Wipers
- Chrome B /Bumper + Grill + All Interior Trim
- Rubber Bumper Radiator + Passenger Seat (Std MGB)
- Dash Board + Instruments
- Racing Seat
- Set of 5 Wheels (Mags)
- Financing is always needed, Racing is costly!!

If any company is willing to sponsor us in any way it will be greatly appreciated. The funds will be used as wisely as possible, remembering that this is RACING!!!

Please come and watch us Racing:

Next events:                      6 June Zwartkops                      Cameron McLeod 082 822 0175

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### FOR SALE:-

T-Shirts and Golf Shirts Commemorating the 50th Anniversary of the MGB GT.

T-Shirt                      All sizes R100.00 each

Golf Shirts                All sizes R120.00 each

### WANTED:-

Drivers handbook and original sales brochure for 1966 MGB GT + 1970 MGB GT.

Contact: Rodney Norton [h] [011] 828-7776 After 9.00 pm

[w] [011] 824-4743 After 9.00 am

# Nostalgia...

## Snippet from MGCC Newsletter No 75 1975

As the AGM has just passed, this is the first Noggin with the New Committee, and my first attempt at the Newsletter, (bear with me, please), it has been decided to have a varied entertainment in the future. Each Committee member has been allocated a month in which to provide the fun. Noggin and Event. Doug Adam is 'Mr October', and is sure to have something up his sleeve. Please be there early, so that we can start promptly at 8 sharp.

Members who have let their Subs Lapse, please note the following amount is now due: R7.50 plus R3,00 Re-entry Fee. Sorry but that's the way it goes.

Future Events: Sun 19 Oct is to be organised by Doug Adam, so come prepared. I have heard a rumour that it's to be a route-finding-blind-fold-parking-test!

Monday 15th Dec -- Xmas Cheese and Wine Party at John Meiring's

The New Committee is as follows: Chairman: Phil Howie, Secretary: Colleen Gibbons, Treasurer: Dave Nunn, "MMM" Register: Bill ten Oever, "T" Register: John Meiring, Modern Register: Norman Ewing, Others: Doug Adam and John Fry. Here's hoping we will have a record year.

Cheers,

Colleen Gibbons

---

just for fun

IRISH EXAMINATION for 'Senior Executives'

Note: Candidates MUST be able to Read or Write, but not necessarily both.

1. Who won the Second World War?
2. Who came second?
3. What is the Silver Dollar made of?
4. Explain Einstein's theory of Hydrodynamics, or Write your own name in Block Letters.
5. Spell the following: DOG, CAT, CARROT.
6. What time is News at Ten?
7. Approximately how many Commandments was Moses given?
8. There have been 6 kings of England called George; latest being George 6th. Name the others
9. Write down the numbers one to ten. Marks will be deducted for every one out of order.
10. Who invented Stephenson's Rocket?
11. What musical instrument does Phil the Fluter Play?
12. Do you understand Newton's Law of Gravity? (Answer YES or NO).

**Note: Anyone found copying will be awarded extra points for INITIATIVE!**

# ***Annual Scottburgh Classic Car Show***

***to be held on***  
***Sunday 19 July 2015***  
***at the larger Scottburgh High School Grounds***  
***Dress in period attire to suit your Classic Car***

## **SPECIAL RATES**

Further to my invitation dated 15 January for your Club to join us again on 19 July at the Scottburgh High School, I am delighted to inform you about the special offers available to "out-of-towners" for the weekend of the SCCS.

The Blue Marlin Hotel will again support us with an offer of R450pp per night sharing DBB (old rooms). New rooms will be at R650 with a single supplement of R100pn. The Hotel's public rooms and pool area have been total renovated and redesigned and the food has vastly improved. The usual cabaret/entertainment will also be arranged. Bookings phone 039 978 3361.

The Pearly Shells Holiday Apartments, located very close to the BMH has given us an amazing Show Special. This is a self-catering establishment comprising one, two and three bedroom (all en suite) apartments with fully equipped kitchen and lounge/dining room and balcony overlooking the sea and sugar cane fields. Secure covered parking is available. There are several restaurants as well as the BMH within walking distance from the Pearly Shells. (for breakfast & dinner)

1 Bedroom (2 adults/2 children) = R300 per night or R150 each.

2 Bedroom (4 adults/2 children) = R330 per night or R82.50 each

3 Bedroom (6 adults/2 children) = R375 per night or R62.50 each.

Bookings 039 976 2065

Please visit their website [www.pearly-shells.co.za](http://www.pearly-shells.co.za)

Reservations for all the above should be made directly with the establishment concerned.

We hope that you will take advantage of these special offers and come to the Show and enjoy a weekend away by the sea.

Kind regards,  
Peter Fielding

*A later update:*

*Plans for the SCCS are progressing well and we are very excited about our new venue - The Scottburgh High School - because it presents us with opportunities to improve the event.*

*So this is a reminder about the special accommodation offer below. The Blue Marlin Hotel will be delighted to see those staying at the Pearly Shells, for the dinner at the Hotel on Saturday night. As usual, a unique free cabaret show will be staged in the dining room after dinner and all are welcome to come. However, bookings are already coming in for the Show weekend from holidaymakers and so I would urge you to book soon to avoid disappointment - especially at the Pearly Shells which doesn't have a large number of flats to offer.*



# TECHNICAL

## OIL LEAK CLEAN UP

After dropping many drops of “you know what” on your and your friends driveways, I decided to do a comprehensive

### OIL CLEAN-UP

The valve cover is the most likely spot to spring a leak and often requires no more than a bit of tightening or renewal of the fibre washers underneath of the locknuts. If you do a fair amount of work on your car, the valve cover will be on and off several times a summer. The standard valve cover gasket is OK for a new engine. For more mature engine, you will have to straighten a few warps and bows before installing a new gasket. Oil leaking from the bottom of the engine is probably due to lose oil pan screws or an oil pan gasket that has reached retirement age. Put the car on axle stands and try tightening the bolts holding the pan to the bottom of the block. If this doesn't stop the flow the flow of oil, then there's no way around the problem except to put the car back on stands, drain the oil, drop the pan and clean off the old gasket. This is an afternoon's job. Clean the pan of sludge while it's off and check that the main and small end bearings if oil pressure has been low. The gasket should be assembled between the pan and block with Permatex or other sealant remembering that the number of holes is different on the front and back of the block.

Another place oil leaks from the engine is the timing chain cover, either around the gasket or at the front oil seal. In any case the fan has to come off to remove the cover which also means that the radiator must be removed.

Because the crank case and valve cover gaskets are the biggest ones on the engine often they will spring an oil leak through on fault of their own. If the PCV valve (top and rear of engine on the carburettor side) is blocked or the hoses in or out are kinked, then pressure from combustion products leaking past piston rings (engine blow-by) can build up inside the engine and force oil out. Since these two gaskets show the longest face to the interior of the engine, then they are most likely to leak. Cleaning the PCV valve and ensuring the hoses are open is an essential part of eliminating oil leaks. Earlier engines vented blow-by directly to the air through an oil filler cap filled with metal mesh. While this efficiently removed the crankcase gases, it also took a fair amount of oil with it, depositing them on the engine and other places in the engine compartment. There's no hope for an engine in this state, except to go for a ring job.

*Keith Dannacker  
Alberta, Canada.*

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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

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# 2015 Motoring Calendar

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