

Thumbs Up!!!



1969



2014

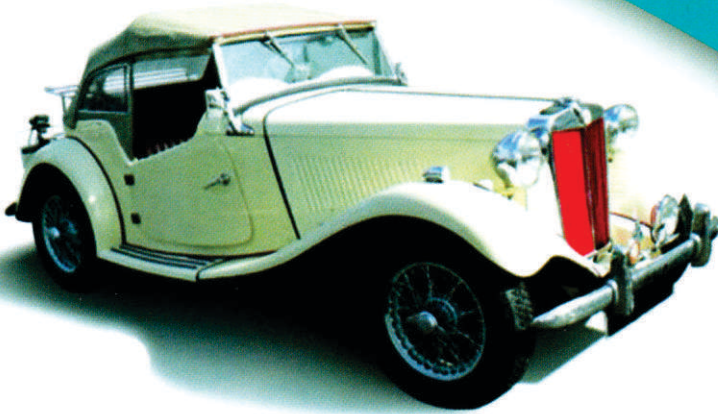
OFFICIAL NEWSLETTER

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May 2014

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Johannesburg Centre

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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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Our Showroom/Workshop is located at 70, Main Road, Knysna
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1991 Ferrari 348TS (4 000 kms) R980 000



1934 Chev Master Sedan R140 000



2002 Mercedes 500SL R380 000



1964 Jaguar 3.8S R160 000



1955 Triumph TR2 R175 000



1924 Model T Ford R240 000



1938 Buick Special R180 000



1962 Porsche 356B R550 000



1967 MGB R140 000



1958 Ford Fairlane 500 R65 000



1936 Ford Roadster R340 000



1983 Mercedes 500SL R140 000



2007 Jaguar XK R480 000



1930 Model A Ford R120 000



1964 VW Beetle 1300 R65 000

ALSO AVAILABLE:

1974 Volvo 164... 1989 Bentley Turbo R-1... 1929 Chev Phaeton... 1986 Porsche 924... 1932 Plymouth 4 door...
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1930 Chevrolet Sedan... 2002 BMW 330Ci... 1948 Chevrolet Fleetline... 1978 Mercedes 450Si... 2003 Lexus LX470...
Austin Healeys... 1972 Peugeot 504 Cabriolet... 1929 Chevrolet Phaeton... 1948 Nash Ambassador... Fiat 500...
1909 Ford Model T... 2001 Toyota MR2... 1928 Ford Model A Phaeton.. 1948 Studebaker...
Plus.. Plus.. Plus.

Thumbs Up!!!



Your Committee

Editorial

From The Chairman

William's Sushi Evening

The Youth Project

MG Cape Centres Gathering

MG Factory Tours, Birmingham Site

Another Great Day with Don Lindsay

SAMCA Run to the Vaal

Memories of Jean "Kimber" Cook

E-Tags? What E-Tag?

Jason Plato's Racing Career

The Final Points position 2013

Calendar Page

Triple "M" & "T" Register

Observations from the outside...looking in.

We have missed Angela's Picnic for a few years, and made a point of making it this year. We are not members of the MG Club, do not even own an MG between us, but are fully involved in the world that is MG. I work for John MacKenzie, and together with Tom, lay out the Thumbs Up!

So - with our trusty coolie box, off we went, with my 20 year old son, who considered this a bit of a bore. First to the MG crowd. I have to say, as an outsider, how friendly everyone at the club is, and very eager to show, tell, help, explain, and I was so proud to have a small link to the MaGnificent display of seriously beautiful cars. My husband used to own 2 MGs, and he just walked around in silence, turning various shades of green, more determined that ever, to pick up where he left off. Funny how life is, with this determination settling in his head, four days later whilst doing an installation, got chatting with his client, about Angela's, and the client took him into the garage, uncovered an MGB (left hand drive, that he has had for 20 odd years, and needing some severe work done). Well, all I can say - is they are haggling madly!

My son - well - he was knocked sideways. Openly drooling over the MGA, you could see him picturing himself cruising down the highway - a real babe magnet. Then he hit upon the old VW Combis - "Oh Mom those are sooo way coooool" so a real eye opener for him.

He was quite taken with Norman's get up "Hey Mom - who is that dude - he looks really cool".

What was great for me - was meeting so many people I have dealt with by mail or phone over the years - Hello Kevin.

Great day, and made to feel so welcome.

Prospective (let's see how the haggling goes) MG owners.

Denise Luckock

MG WEBSITES

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Our E-mail: mgcc@worldonline.co.za

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Chairman's Twitter

William Kelly



Chairman's Flutter and Spurt for May

The V8 this morning decided it was going to rumble a bit as opposed to it's usual roar. Why is this relevant you may ask? The answer lies in the somewhat esoteric, often odd but never consistent nature that is the MG beast. And since all matters MG converge in a great big shindig of an Indaba which is now upon us with furious speed and enthusiasm, any rumbles are viewed with great suspicion.

The implications for the Great Trek down to Knysna in an MG are always daunting when roaring from an engine is what we prefer to hear. I ran the car for a few kms down the road and it appears to have sorted itself out. It better have is all I can say!

The cancellation of our Noggin on 1 May is sad. The public holiday, plus half the world being away and the Indaba happening a few days after meant that practically we took the decision to cancel it as opposed to having a half noggin. June the 5th's Noggin will be brilliant however and immediately after that is Show Day on 8 June.

We have secured the Bright Water Commons for this event as we did in 2012 when we had howling sleet and snow and frozen body extremities abounding all over the place. Who can forget? Terrence from Scrooge's rescued us with Gluhwein which I can safely say saved yours truly.

This year your hot drink is on us. Show your name badge to Terrence and Scrooge's will fill you up with something warmly appropriate. We are also indebted to a special Scrooge's lunch menu on offer to MG members only for the day.

We would like to see a million cars on the day; all of them MGs of course and together with our brothers and sisters from Northernns we hope to have a spectacular turn out. Voting for the best car in each class for Tops Only will be done by YOU! And there is a prize for whomever it is that manages to predict the most winners correctly.

With the sadly ever diminishing entries for Concourse d'Etat - (which is also being held at the Indaba) we're running Concourse d'Elegance at Show Day. This means that for the best dressed couple in theme with their car there is a Bumper Prize on offer. We've always been a giving kind of a Club and in this there shall be no difference. Details under wraps, but rest assured that winning this will

make you feel truly special. Take the effort, dress in your best and let's have an MG day of fun to be remembered for a long time - I think I might even take out the old Kilt!

I am very much looking forward to the Indaba - actually I am counting down the days now. Bruce and his team down there have done a wonderful job and it is almost with sadness that we will have to utterly smash them in the Rocker box races. Don't forget to pack yours - there are going to be quite a few on display!

All that is left for me to say is my thanks to all of you, the extended committee and everyone else contributing to the Club. Safe travels one and all - go carefully, go steadily and we'll see you all in Knysna for some fun times with our extended MG Family.

Wicked Willie

To my darling husband

Before you return from your overseas trip I just want to let you know about the small accident I had with the pick up truck when I turned into the driveway. Fortunately not too bad and I really didn't get hurt, so please don't worry too much about me.

I was coming home from Pick N Pay, and when I turned into the driveway I accidentally pushed down on the accelerator instead of the brake. The garage door is slightly bent but the pick up fortunately came to a halt when it bumped into your car.

I am really sorry but I know with your kind hearted personality you will forgive me. You know how much I love you and care for you my sweet heart. I cannot wait to hold you in my arms again.

Your loving wife.





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MGing up the Amazon

By Norman Ewing

There is a reason or two why I love the ship I choose to cruise on - the "Minerva" as we do. It is small - just 300 passengers - and VERY SOLID and can go just about anywhere. Being cosy, you meet the most wonderful people and the calibre of speakers defies belief.

Yet again I could have started an MG Car Club on the ship. Within days I had met an MGF owner from Malta, TA and F owner from Bourne in Lincolnshire, and a couple from Dudley who lived in Hillbrow in 1969 a block from where we lived and Barry had actually raced a twin-cam and knew Basil Green and Bob Olthoff very well - we will see them later this year!

My reason for choosing this trip over two years ago was two-fold, to see at long last something my Dad told me about when I was eight - the Teatro Amazonas - the Opera house in the jungle at Manaus, and the Graf Spee Museum in Montevideo. Ships and the sea are my other great love.

The passenger lists always reads like a who's who - with the Lord Chancellor James Mackay and Lady Mackay in top place. The speakers included the Right Reverend Bishop of Norwich with talks on the Pope, religion AND the Battle of the River Plate and Falklands War and Sir Nicholas Kenyon, MD of the Barbican in London, and besides controller of BBC Radio 3, was Director of the Proms from 1996-2007. This, I could see, would be a great trip.



Amazon Theatre (Reception Hall)

With the cruise beginning at Heathrow, we flew to London for 3 days with my sister doing the cultural stuff, the David Bailey exhibition at the National, the Courtauld Gallery and the Silver Vaults and a superb lunch at Cote before heading off via Paris on Air France to Buenos Aires. With only two days in Buenos Aires I did not get a chance to see Marco Da Paulo as dockside security and the fact that we were berthed miles away made it impossible, but I did get to Fangio's watering hole "La Biela" the Con Rod! where I took pictures to my heart's content.

On our first day at sea I was congratulated by a friendly Aussie on the Proteas win. He was ex-SAS and the couple with them who were from Sydney knew members of the Sydney Centre as well as Steve Foldhazy - small world! Much exchanging of addresses followed. Then in Montevideo, when I was explaining to the young tour guide what had happened to the Altmark, I was approached by a Peter Fielding, no relation to my good friend at Scottburgh, who said I should be on their quiz team, and so I was! The tour was fabulous, even taking us to see a statue of Millington Drake, whom my Dad said had been the kingpin on the Battle of the River Plate and who the Reverend James had not seen fit to mention in his talk - so we had a good few lengthy (friendly) discussions about that and some points on the Falklands - where it became apparent that the new Peter Fielding had been MI5. His wife, a magistrate, others in the team a professor of Chemistry, the most respected architect in Ireland and the prof's wife a judge, we were pretty unbeatable, in spite of all the Lords, Sirs and history dons on board.

I was first up in the morning gloom into Rio - Sugar Loaf and the Corcovado seeming to rise out of the sea - it was glorious.

The Hotel Miramar, where I had taken 54 members way back in 1982, looked as glorious as ever and work was carrying on day and night for the forthcoming World Cup. We cruised out at 6pm on the Sunday night - just as "Carnival" started, and the processions made their way along the Copacabana, under lights and a huge electrical storm.

With the next few days at sea, I was able to plough through two books on the Falklands as well as the best book I have ever read - "Where the hell have you been?" by Tom Carver - Montgomery's grandson, brilliant! I started the "Flying Tigers", but did not finish.

I wore my MGB 50 shirt to lunch the second morning at sea. Pat and I were seated at a table for six, when four ladies asked if they could join us. Seeing my shirt, the first said she owned a Midget, the second an MGB and the third another Midget! The fourth, Mary Dalby, a pilates instructor, had owned a Midget and her daughter had worked with Andy Green on the Diesel land speed record attempt. Six MG owners at a table - it was like being at an Indaba.

I reckon I am fairly well travelled and quite up on my geography and history, but we were to see cities I had never heard of nor imagined they could be the size they were. I knew of Salvador and its Art Deco lift much like the one in Stockholm, and I was distraught when it wasn't on the tour. However, when the tour ended at the market 150 metres from the lift, I grabbed Pat's hand, and we ran to the elevator which, as it was Carnival (it goes on all over Brazil for four days), was free - so we were the only people to do it.

Recife, where a hi-jacked Portuguese ocean liner, the Santa Maria, was “hidden” for two and a half months in the sixties, is no tiny backwater, nor is Belem or Santarem - all having towering skyscrapers that make me feel we are being left far behind as an “emerging” nation.

The mouth of the Amazon is massive, and once over the bar at Belem (Portuguese for Bethlehem), we headed into the Breves Narrows where no other cruise ship has been - in places just 150metres wide and not deep like a fjord - we really had to tread carefully through some 90 degree turns, drawing 16 feet it would be easy to run aground. Most wildlife we saw sadly was in captivity, we were shown a black cayman in Belem weighing in at 450kg and forty seven years old. Wider than any croc I have ever seen. Tapirs, sloths and stunning birds - all caged. Water buffaloes and deer were free ranging and the anaconda we saw was toast! Hanging outside a house on stilts after trying to eat a family pig! At Santarem to see the Maica river and the Amazon flowing side by side at different speeds and colours was amazing, as it was at the end of the cruise, when the Tapagos and then the Negro flowed side by side before joining the Amazon. When I heard Sir Nic was doing the talk on the Teatro Amazonas I told him I had been waiting 65 years for the talk. “No pressure then” he said. Afterwards I told him it had been worth the wait - it was excellent. He was thrilled and shook my hand warmly. The opera house was fantastic, beautifully restored - miles from the rest of the world - and now in the centre of a city - it had been all my life my holy grail - my dad would have loved it!

Our two flights south on Air France had been lousy. The landings ranking amongst the worst ever by two different crews - 9 couples had been seated far apart from each other causing much anger - treated with a Gallic shrug. Now with the Malaysian plane down, those of us returning to Gatwick on a Portuguese charter Hi-Fly were more than a little concerned, never having heard of them. The flight and the crew were fantastic - Air France take note. A shuttle from Gatwick to Heathrow where we picked up a Clio and off to Wisley for Pat, now a member of the Royal Horticultural Society - as was everyone on board.

We stayed at Old Thorns on the Portsmouth road - a glorious golf estate - then onto Newbury for our last night with the Allisons before heading home with the J water pump and manifold wrapped to look like a lacrosse stick. A final lunch at Windsor Royal Farm and it was up, up and away - home Gerome. But Virgin is still the way to fly!

Octagonally

Norman

COINING IT!

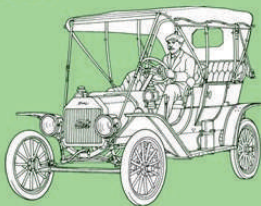
The man told his wife he needed to paint his car and when he told her how much it would cost, she told him to “save his pennies”.



1949 Cadillac completely covered with 38,295 pennies! They were affixed one by one using Silicone. They added over 200 pounds to the vehicle's weight. The entire project took 6 weeks. The pennies are American, and include an 1817 "Big Cent", two Error Pennies, and four 1943 Steel pennies; (but who's counting?). And, it won't scratch.

Submitted by Kevin Loader

My GPS says "time of arrival".
I see "time to beat".



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A and B Registers update and visit to Dolf and Susan Peché in Meyerton 29 March 2014

We had an exceptional turn out of Bs ,a few As a ZB and a Y type. Susan and Dolf made everyone welcome and with the help of their friends, daughter and her boyfriend we were treated to good old fashioned South African 'boere' hospitality. This, coupled with MG enthusiasm was great and the weather held off; no doubt the long drive and possibility of rain kept the less waterproof cars away. Dolf and Susan provided tables and chairs, braai fires, and a spread enjoyed by all – the pumpkin pie was a real treat!

The venue was ideal both from the ideal spot alongside the Klip River, which was in spate and from the interest in Dolf's collection of MGs, Landrovers, DKWs, Hudsons , a radial tank engine and a vintage Saab aeroplane to name a few. Susan's collection of fine ceramics kept the ladies enthused.



Some of the cars found their own way avoiding the convoy which left from Old Eds travelling on a non-toll route. All the cars behaved well and no breakdowns were reported. Dolf's daughter was appointed official photographer and the attached photos are credited to her

For those who were interested, the assembly of a SU fuel pump was demonstrated. The pump was a simpler version of the pumps used on the Bs but the principals are the same. The B register is encouraging some of the practical aspects of keeping these cars going, The major issues causing breakdowns on these old cars are: Fuel pump failure, water pump leaks (over heating!) and hydraulic problems – brake and clutch. The registers will attempt to guide those interested in DIY maintenance and repair of these. As a point of interests annual replacement of the brake fluid is recommended by most manufactures as brake fluid is hygroscopic. I for one am lax on this and have been known to run the same old stuff for years. The problem is that the water in the system not only reduces brake performance but also causes corrosion resulting in ceased and leaking components. Once one knows how, all these preventative maintenance items are easy for the DIY home workshop.



NMGmanTalks!

A Lekker Day with Dolf Peché

I am most grateful to Bruce Dixon for organising the combined A and B Register run in my absence.

What a great turnout - and what a great day! The weather held off and all those who attended were not only treated to lessons on the DIY running of their cars by Bruce, but also the ultimate in true Afrikaaner hospitality by Dolf and Suzanne. It was supposed to be a bring and braai but Suzanne excelled herself with the spread laid out on table beside the fast flowing Klip River.

Dolf's collection of MGs, DKWs and bikes was something to behold and his immaculate workshop with engines in progress - prints of Spitfires a la Barry Clark and even a SAAB aircraft and a huge radial aircraft engine were things to marvel at. He showed me a model and asked if I knew what it was - I told him I had driven three of the full size cars - Arnolts - but I had never seen a model. Despite my protests, he proceeded to dismantle the showcase and present me with the said model. I was absolutely blown away - trust me Dolf, I will treasure it forever.

Thank you both for a really super day.

We will be back.

Octagonally Norman

OBITUARY

*In Loving Memory
of*



Donald McDonald

13 October 1929 - 1 April 2014

Donald was a Scot through and through. A special very skilled engineer - first in the Merchant Navy with tramps of the Houston line and then with Sasol at Secunda.

Among the many cars he owned and campaigned and toured with over the years, two were very special - an 'M' Type MG, which has found a very good home - albeit still in boxes - with Tony Lyons-Lewis in Knysna, and a glorious 18/18 MG which completely captivated Phil Hill at the Indaba in 1986.

I visited him in his home before his move into the care home, looking pale but happy to talk about the ships he had served on. When he moved into the care home Henti and I went to see him and I took a copy of Safety Fast! with a lovely article he had written about the 18/80.

To Gary, Lorna and family, we extend our deepest condolences.

Norman Ewing

TOUR TO THE MILITARY MUSEUM

Jeanne Erasmus

Admiral Trevor Beddy arranged a tour of the Military Museum on Tuesday 18th, March. This was planned for the Northern Centres MG Car Club but members of the Johannesburg club were also invited.

A few of our members attended and were blown away. Our guide is a friend of Trevor's who works at the Museum and has a Master's degree in Military History.

He goes by the name of Hamish Paterson and is a font of knowledge.....he is also a pleasure to listen to as he has a wonderfully humorous turn of phrase!

We were treated to the history of many aeroplanes, armoured cars, tanks, a submarine and more. Hamish was able to tell us the history of them all; as well as how they came to be in the museum.

The workshop where restoration of vehicles takes place was of great interest, particularly to the men. Amazing restoration has been and is being done by three very enthusiastic mechanics who are knowledgeable.

We ended the morning with lunch at the Zoo Lake bowling club. A thoroughly enjoyable meal with loads of laughs and getting to know each other.

A visit to the Military Museum is a must!



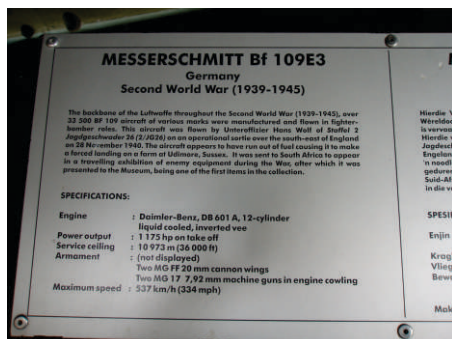
Messerschmitt plane



Messerschmitt plane from a different angle.



Flugabwehrkanone 37 & machine



ANGELA'S PICNIC

Jeanne Erasmus

Wow! We all had a marvellous time at Angela's Picnic on Sunday 6th of April.

The day turned out to be good and the clear autumn sky was a pleasure to behold.

Numerous cars turned up and found their way to various parking spots where their fellow car enthusiasts were gathering.

Some MGs were sending out 'wheelies' on the slopes as the ground was pretty boggy; but all went well.

It was great to see so many people wandering every which way to view the cars and catch up with old and new friends.

Yours truly was stung by a bee that had climbed into her cooldrink; but survived due to the kind ministrations of concerned friends.

The generosity of the donors who gave freely was much appreciated. The collection was in aid of the Witwatersrand Hospice.

In short another happy, sunny and fulfilled day in Africa. What happiness to get together with our old and new cars!

See pics - next page

15 - 18 MAY - KNYSNA FESTIVAL OF SPEED

Enjoy being pampered

Fellow MG owners, Gill and John, are offering

Luxury accommodation for 2 persons

for the Knysna Hillclimb & Speed Week

including full English breakfast

DSTV (HD) Free Wi-Fi

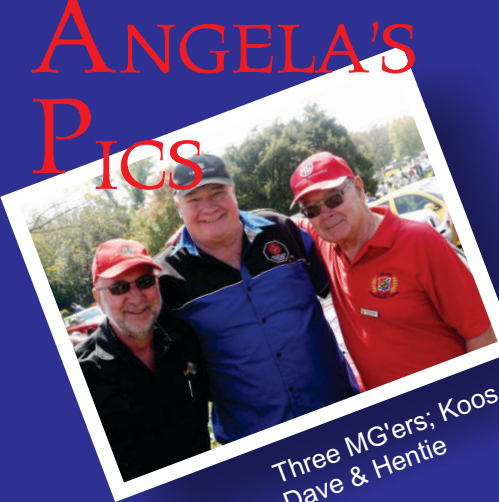
Ensuite bathroom & Shower Own lounge & patio overlooking the sea

Views over the Sea & 5 kms of beach

100 Metres from the sea 1.5 kms from swimming beach



ANGELA'S PICS



Three MG'ers; Koos, Dave & Hentie



Signing the register & having a natter



Oh, please may I have one?



Youngster preparing to leave in a "Ferrari"



MGs a hop & a skip from the playground



Bill Greig & grandson Ryan



A typical autumn scene at Delta Park, with plenty of classics for good effect



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SCAMS



BRUCE DIXON

I have to admit that I was naive enough to be caught in a scam. Had I not had some other MGCC members (I won't embarrass them by sharing their names) share similar stories with me I probably would not have admitted to this.

There have been a number of these scams and the modus operandi of the guy or guys is like this- I list these to highlight the dangers :

I placed an advert in Junkmail in the wanted section for some MG parts and had a call from a chap who said he had all the items I was looking for and for a small amount of money-delivery cost only until I was happy, would deliver them to me over a long weekend. Needless to say, after I EFT'd the cash into his account he gave me a string of lies. He gave his name as Johan Pienaar from 26 Vermaak Street Smithfield in the Free State – cell 071 903 0715. His bank account number 62079943116 code 230 436 checked out although the bank was reluctant give any more details. This chap comes up often with different names and now has an account with Capitec as well.

Shortly after this another club member phoned to tell me that he had placed a wanted advert in Junkmail for some Austin Healey bits and was very happy to report that a chap from Smithfield had phone him and had all these parts. Armed with my warning he strung the guy along and was about to travel down to the Cape and suggested that he call in and see the parts. All communications ceased abruptly.

I scan the various 'for sale' adverts on Gumtree, OLX and Junkmail from time to time and every now and again I follow up on one and here is another MO:

An advert came up with pictures of very nice looking MGBs came up. What was strange, but not all that unusual, was that the registration numbers had been blacked out. I phoned and got through to a chap who said he was in Kimberley (notice all the places are in the sticks!). His story was that he is a priest (honest!) and he had contacts with a transport company that would deliver to Johannesburg and all those nice things but obviously only after the funds were received and cleared etc. This chap has scammed a member of the Natal MGCC and has as recently as last week attempted to scam a CC member in Randburg with the offer of an MGA Coupe.

This weekend an advert for an Austin Healey came up. There are a number of pictures showing a very nice looking car in front of some hangar doors but with an unrealistically low price of R 90,000,00. The registration numbers are blanked out and the car is a LHD. Google has a facility of tracking an image and when Michael did this (he is hankering after an AH!) up comes the same car in a American advert for \$25000,00. The chap made some other mistakes in the advert - the Google maps showed the location as Upington and the advert listed the location in South Rand.

I have had some responses to a wanted ad in our very own MGCC website from as far afield as Kansas USA and Belgium that I suspect are scams.

We are not alone with this type of scam with classic cars. John James who writes the Totally T Type2 article every month reported that a chap in Europe was tracked down and sentenced to 4 years for such a scam. I can recommend that everyone with a T Type gets onto his mailing list.

Please everyone if the deal looks too good to be true it probably is. The MGCC (locally and worldwide) has a network of genuine guys who would happily check out any such advert. In fact Cliff Smyth gave me the name of his friend who lives in Smithfield to check Pienaar out.



MG90

A world wide celebration of the founding of the MG marque

Bulletin 2, April 2014

Dear fellow MG enthusiast

This is the second MG90 Bulletin giving you information on what is happening worldwide to celebrate the 90th anniversary of the founding of MG.

MG90 Facebook Page update

So far we have had notification of 13 events worldwide on the [MG90 Facebook Page](#) three of which have already occurred. And two of those have had magnificent cakes! On the left the cake from the MGCC Luxembourg's stand at the National Autojumble in Kirchen, Luxembourg. On the right, the equally magnificent cake at the Houston MG Car Club's Presidents Social and Fajita Meet.



The events have come from Canada, USA, UK, France, Luxembourg,

Austria, South Africa and Australia. Have a look at the [MG90 Google map](#) showing all the MG90 events.

Don't forget the MG90 Facebook Page is a public page and you can post details, reports and photos of your own events there. And if you need any help, all it takes is an email. Details are in the call out box at the end of this Bulletin. We have had Facebook Likes from all over the world. We are trying to keep up with Facebook news feeds about MG worldwide events and Share them on the MG90 page, and if you think you are posting items we are missing, just let us know!

MG90 events already held

MG90 logos and information were prominently displayed by the MG Car Club of Toronto at the Canadian International Autoshow in February. Peter Mittler and John Burrows shipped excellent photos of their stand at the event and you can see them on their [MG90 event post](#). John was arranging their posting whilst going round Cape Horn and in Santiago!



!





The MGCC Luxembourg stand at the Luxembourg National Autojumble in March showed a lot of collaboration between MG clubs. MGCC Luxembourg wanted a timeline of MGs and were missing a new MG6, so a call went out to the Abingdon Works Centre and MG635 Register in the UK who duly obliged. And here is the picture of the timeline on the wall and the MG6 in the foreground supplied by the UK club on the stand. You can see more photos of the event on the [Facebook posting](#).

The UK MG Car Club was present at the opening of the MG exhibition at the Abingdon Museum in March. All the great and good were there for the formal opening, including Don Hayter, the designer of the MGB. You can [see videos of the event](#) on the event posting. There was quite an impressive line-up of MGs in the market square for the opening.

Upcoming events

There is still a list of fabulous events being held throughout the MG90 year and we would like to hear of more of them. We can supply you with pictures, logos etc for any posters or banners you are thinking of making. Don't forget also that our own event is of course the MG90 event at Silverstone on 21-22 June and [Paul Plummer, MGCC's Overseas Director](#), is eager to meet with any visitors from outside the UK. Don't forget we have a Google map of interesting [MG-related places to visit in the UK](#) if you plan to make a longer trip of your visit to the UK.

Don't forget also that specially designed regalia, clothing, car badges etc featuring the MG90 logo are available from the [UK MGCC shop](#).

So tell us what you are doing! On the right we have listed all the relevant website details/urls together with an email contact address.

If you missed it, [Bulletin 1 is available for download](#)

Best regards

The MG90 Team



Walter Kallenberg, international contact for MG Car Club Deutschland, at the Houten, Netherlands, MG Clubshow and Information Day in 2013 - with MG90 logo on their stand

Contacts

Worldwide MG90 on Facebook

www.facebook.com/MGNinety

MG90 Google map

<http://goo.gl/maps/CzBjK>

Google map of an MG Tour of the UK

<http://goo.gl/maps/vlsLQ>

MG90 at Silverstone

www.mgcc.co.uk/mg90

MG90 Clothing

<http://shop.topsigns.net>

Badges: www.mgcc.co.uk/shop

email contact

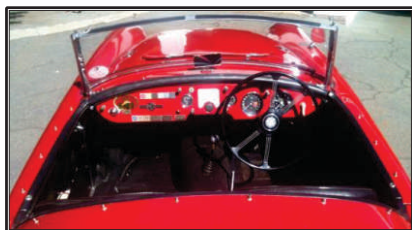
george@mgcc.co.uk



1957 MGA – R200 000.00



It is with a heavy heart that I have decided to sell my 1957 MGA. I have owned the car for 20 years but my association with MGA goes back to the 1957 Lourenço Marques Rally. This was the forerunner of the Total Rallies.

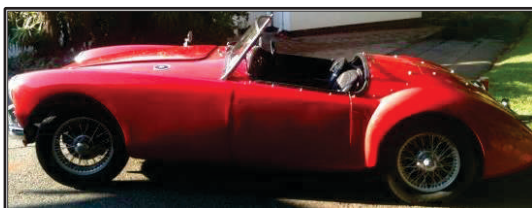


The car is being sold because it is now seldom used. In addition I find it more and more difficult to carry out routine maintenance. The 12 grease points and crawling in the footwell to check the gearbox oil level have become too difficult for me.

The car is not a concours or totally rebuilt car but is a very presentable well maintained and reliable vehicle.

The motor is a 1622cc unit from a 1962 car. It is fitted with front disc brakes. It has a stage 1 cam and gas flowed lead free cylinder head. As a result of this motor, it goes extremely well. The car is complete with side screens, a hood, tonneau cover and a luggage rack.

Also available are the original 1489cc motor, a good grease gun and 4 car stands (for accessing the drive shaft grease points.)



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