

Thumbs Up!!!



SHOWDAY 2014

1969



2015

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

May 2015

for peace of mind

Insure your Classic Car

through CSCIB



Club member discounts apply

**Contact Specialist Consultant
PETER NORENIUS
to find out more**

CLASSIC & SPORTS CAR INSURANCE BROKERS (Pty) Ltd

An Authorised Financial Service Provider

FSP# 44375 Tel: 011 463 6098 Cell: 082 568 8518

Fax: 086 663 8910 E-mail: PeterN@CSCIB.co.za

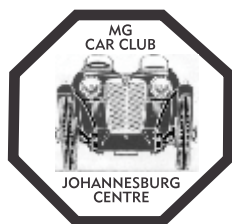
We offer all other short term insurance facilities

Domestic household & Commercial risks insurance



Highly competitive rates in association with
all specialist underwriters including

New Wheels



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
Registers:			
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
Co-Opts			
New Members/Badges	Jeanne Erasmus	084 261 4427	erasmi@icon.co.za
Regalia	Anneke De Groot		radegroot@nashualsp.co.za
Website	Alex Moody		alex.moody@gmail.com
Ludorum Points	Cliff Smyth	082 898 9772	csmyth@vodamail.co.za

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
Email: info@hocasc.co.za
Website: www.hocasc.co.za



THE HOME OF THE MG..MGA...MGB...MG T SERIES...

WE SPECIALISE IN THE SALE AND SERVICING OF ALL MGs



LOOKING FOR AN MG OR HAVE ONE TO SELL? GIVE US A CALL!
WE ARE PRIVILEGED TO HAVE A WIDE RANGE OF THESE VERY POPULAR
SPORTS CARS PASS THROUGH OUR SHOWROOMS - ALL MODELS AND
ALL COLOURS



VISIT US AT OUR MODERN
SHOWROOM AND WORKSHOP
AT 70 MAIN ROAD, KNYSNA (N2) -
NEXT TO TOTAL GARAGE

Thumbs Up!!!



EDITORIAL

What a most fantastic, and enjoyable three weeks I have just had while at the "Stars of Sandstone 2015" Annual Show, near Ficksburg. However see my report elsewhere in this magazine.

Unfortunately I had to miss several MG events during that time. The last Noggin, Angela's Picnic, Norman's second visit to the Brenthurst Museum, as well as Cecil Kimber's Birthday Run, which "Knight Rider" (Peter Knight) was asked to set up for Norman. Apart from these events, several other separately run events took place which resulted in the turnouts on the MG planned runs being very disappointing. Only 5 cars out on the Kimber Run. Peter had made a special effort for the Kimber Run, which ended up at his home, where 5 couples shared the Kimber Cake and Nattered in Peter's cosy Pub, before returning back home.

One of the other tours, with 6 or 8 vehicles departing for a visit to Sandstone, then on through Lesotho to the Katse Dam, including a tour through the passageways into the innards of the dam wall. They were shown the unique Spiral Staircases which my son specially designed and manufactured for the dam. From there they proceeded cautiously down the Sani Pass, which is being restructured and will soon be tarred.

Consult the Calendar Page for all the future MG action, including our Annual Show Day, the Scottburgh Classic Car Show, which includes the organised Run, departing on Friday morning going down the Natal Meander Route, arriving in Scottburgh after lunch on Saturday. See the Scottburgh Show Advert in this magazine for many special

accommodation rates offered. This is always a very special MG weekend away. Hyla and I have been nominated to organise this trip and decide on the route. Should you be interested to join us, please let me know as soon as possible so that we can make a combined booking for Friday evening, which will include reasonably priced accommodation and a special evening meal. I must have some indication of numbers attending as soon as possible. PLEEZE!!!

As we have recently joined the Morris Minor Club, I received the following information concerning the possible SAVVA requirement, that all vintage vehicles will soon be required to be dated, according to Governments 'eNatis' system. I have received a 9 page document which needs to be completed, a list of all documents and data that will be required to be submitted, together with your car, for official examination, in order to receive an Official Certificate. Does anyone know more about this? The Morris Club has arranged that instead of a monthly run, there will be a gathering at the Piston Ring Club, where these documents can be submitted as well as the cars being tested.

I hope to have more information on this matter soon. So please watch this space. Have a Great MGing Month.
Editor

MG WEBSITES

Our Website: www.mgcc.co.za

Our E-Mail: mgccs@worldonline.co.za

*Printed by John MacKenzie of Kalalex Business
Forms & Systems (Pty) Ltd. Tel: 011 787-5620*

CHAIRMAN'S



May 2015

April has been such a problematic month it is hard to see what is coming up in May...

What I will say however is that there is a call to arms! Those perky Northern Centre types are daring, daring I tell you, to issue us with some sort of miserable challenge for their Show Day coming up on 28 June.

Whilst we do not yet know what shape or form this 'challenge' will be coming in, I am calling all of you, mighty Joburg centre people to Be Prepared. Whatever it is that they present we must be ready to beat them at their own game, and resoundingly so!

We'll make it up to them at the next Angela's Picnic which Stephen and I have discussed in loose terms of Doing Something - maybe along the lines of a Breakfast and Entertainment for the two Centres. Angela's, next to Show day, seems to be an event at which we get a lot of MGs turning out and perhaps we should take more advantage of it.

Of course there are all of our upcoming events to get stuck into. Shelly has galores of them on the time table - and by the time you read this Cape Centres will be either done and dusted or about to be done and dusted. I am giving A#3 a heads up as to what he/she/it will be in for come the A tour later on in this year. But I am not mad either - there will be backup behind he/she/it! Still. So far so good with it and I look forward to seeing many friends in Cradock.

Blue Marlin and Scottborough are also booked. Check the specials out - this is a lekker event/run/occasion to go to and there are always plenty of good times with good people at it.

I have a million business things to take care, some pleasant, others less so. Anything that has the fetid hand of government associated with it these days is simply pissing me off quite royally. So please excuse my grumpiness should I be found in a corner muttering to myself. The weather though is magnificent MG driving stuff - so get out there and burn up a couple hundred million dead plants.

William



DESIGNERS ARE IMAGINING WHAT AN APPLE CAR MIGHT LOOK LIKE, WITH SOME AWESOME RESULTS

The tech giant is exploring development of its own electric car, and shareholders have even been urging Tim Cook to look at buying Tesla.

Freelancing and crowdsourcing marketplace Freelancer.com has jumped on the opportunity to find out just what people think this new Apple car would look like.

In February it started a contest called the Titan Project to create the most innovative design for the Apple electric car.

So far it has attracted 135 entries that range from the amazing and amusing to downright weird. Here are some of our favourites.



The Sad Passing of Peter Noeth

Peter was a committed MG enthusiast, a hard worker and a very special friend. It was Peter who set up the meetings with the petrol controller in 1980, and when the permit we requested was refused, it was Peter's help I enlisted to round up all the known Marque Car Clubs to form SAMCA.

Peter was the Associations first Secretary - a post he served with distinction.

He was also instrumental in the formation of the MG Car Club National Body - Combined Centres, ensuring a wonderful working relationship with the various centres.

In later years he was given the responsibility of National Concours, and the Trophy Register, again doing a fine job, whilst his years as Chairman of the Northern Transvaal Centre, as it

was then, ensured growth and enthusiasm of the highest order.

His last days in isolation at Kloof Hospital were sad to see, this once vibrant little man, reduced to a mass of pipes and drips, but in spite of my mask, apron and gloves, he recognized me.

We say thank you Peter for being such a loyal friend and enthusiast. MG members around the country will mourn your passing - you will be missed by many.

To the surviving members of the Noeth family, we send our sincerest sympathy.

Norman Ewing, and the whole MG Community.

***His Funeral took place on Saturday
18th April 2015***



Photo of "Grey Lady" (Peter's MGB GT) leading the MG convoy to his funeral (which was held at the Methodist Church in Brooklyn) on Saturday 18 April.

My Adventures at the Stars of Sandstone 2015 Event

(Photos kindly submitted by Hentie Erasmus, Article by your Editor)

I arrived almost 2 weeks before the event started, and found myself with about 15 Classic Vehicles which needed to be coaxed back into action, as they had all been standing in a barn since the last show a year ago.

Some were easy, once filled with fuel, oil, water and a good battery they started at once. But others needed more attention, such as cleaning and resetting carburettors, timing adjustments and other minor repairs before they allowed me to be able to drive them up to the workshops for a good cleaning. Then we had the stubborn ones that just refused to be taken out on the roads around the farm. Eg. The self-starter on an old Ford Bakkie, requiring 2 ½ days to remove it. The steering column needed to be removed, the engine raised about 100mm to get that clear and out. Then sort out the fault which was bushes and brushes. After all that was replaced, it again refused to work efficiently. Another International bakkie was used throughout the last year's show by the farm foreman. This time, no matter what we did it totally refused to gain any acceleration. It then became a 'static display' on the grounds.

The 1940's Ford bakkie which Wilfred drove to Kenya 9 years ago -I was able to get it going fairly well and it was used with the other vehicles during the show. However I then realised just why Wilfred and his daughter Tamara were always the first to leave, and the last to arrive at the overnight stops. The starter motor was faulty , the gears difficult to engage, the steering had almost ½ a turn play. These two folk should have received a "Medal" for their achievement in reaching the Equator, after the 6000km trip. This vehicle was then however 'shipped' back to Johannesburg.

We had 9 Fords lined up on a display commemorating 110 years of Ford, all belonging to the Estate.

During the Show I would arrange for various volunteer drivers to drive about 9 classic vehicles out on the farm roads alongside the narrow gauge steam railway line. The local, and overseas photographers were then able to photograph the trains and vehicles together in their pictures.

As an added task there, was a 1932/3 Morris 10 which was very well kept, but had never been used for over 40 years. This was very complete with no rust or body damage. I was determined to see if I could get the motor to start. Last year the SU carburettor had been broken and I managed to find another similar carb, and with Bob Wilmott's help I was able to take a fully refurbished carb back with me this year. With that, I set it up, managed to set the timing etc. got a spark, It spluttered, and almost started. At that point I was called away for a while, - on my return I found several 'Mechanics? and strangers', all attempting to get it to go. I then packed it all away safely and Wilfred offered to bring it to my home for me to work on there. That will be a project for the future.

While there , working on these old historic vehicles, tractors, and farm implements takes me back some 50/60 years in time. Even driving my modern MG ZT back home took some effort. I was looking for the accelerator pedal between the clutch and the brake pedals, as is the case on the old Chev vehicles.

I was honoured on two occasions to be visited by some of our MG club members. Firstly by John Mackenzie, Nigel Stokes etc, who were part of a Jaguar group who visited the Show. Then Hentie, Mike Brett and their group who visited the Show en-route to the Katse Dam and down the Sani Pass.

Yes, if at all possible, I shall be doing this again next year, and hopefully again after that.

"One day recently Wilfred asked about my early farming days, I suppose you were driving those old tractors then?. No, Wilfred, I was the one leading 14 oxen, pulling a 2 furrow plough".





A Pretty Hair Raising Trip!

Kindly submitted by Jeanne Erasmus

On the 9th April our party set out for Fouriesburg. The group consisted of Glen and Hilda Parker, Roy and Janet Jones, Rudi and Anneke de Groot, Mike and Lou Brett, Doug and Penny Wickins and Hentie and Jeanne Erasmus.

On Friday the 10th of April the men made an early start to Sandstone Estates where they encountered Tom and Ray Kirkland. They had a marvellous morning checking out Wilf Mole's wonderful collection of steam driven trains, cars, tractors, a ride on a train, and saw inspanned oxen pulling a wagon. The army was there too with Ratels etcetera and there was a fly-over of a Harvard aircraft. The pilot executed a barrel roll and loop to the delight of the spectators. This all took place surrounded by fields of beautiful cosmos in full bloom.

The ladies opted for a morning in Clarens for a little retail therapy, before meeting up with the men folk for an excellent lunch.

On 11th April we set out for the Katse Dam. The road is tarred so we made good progress and arrived in time for the tour of the dam, at 14h00. This proved to be most interesting, and our guide was informative and enthusiastic.

After a good night's sleep, we set out across the top of Lesotho, with the ultimate aim of driving down the Sani Pass. The going was good at first on a fairly well maintained gravel road. However this deteriorated into a stoney, bedrock, rutted track. It was an adventurous drive to say the least, and we had to hang on to our back teeth virtually all the way!

In the middle of nowhere, Doug's car

had a flat tyre, which was replaced by a "biscuit" on which he managed to make it safely to Underberg. The road between Mokhotlong and the Lesotho border post is being built by the Chinese, so our progress was a little speedier once we hit the tar.

The upper part of Sani Pass was good if taut but, just as we thought the trip would be a "doddle" after our previous slow progress in Lesotho, the lower road proved to be bad and bone-shaking.

We all finally arrived in Underberg after 11 hours, covering 230 kilometers! A scary but adventurous trip and we were all "blown away" by the sheer beauty of the mountains and rolling foothills. Those who had experienced Lesotho many years ago were impressed by the improved standard of living.

In short this is not a recommended trip for MG's!!





NrmanTalks!

Triple 'M' Magic!

Norman Ewing

No sooner was “Hogsville” put to bed, than it was up and away to Cape Town - our hire car was a bright yellow -- Pat was distraught! Off we went to Gordons Bay - glorious views, weather, food and company. Visited Doug van Riets old/new home, 92 stairs gone - Now 4 floors with a lift! And a wonderful portrait of Doug in the entrance. An evening with Pierre and Amanda van Hell, then off next morning to collect my “mon ami mate” Philippe off Swissair, and hustle him off to Hout Bay for a seafood special before being re-united with his K3. With Dave Lyons away in Jo'burg on business, Janet joined us for dinner and next morning we set off following the K3 over Chapmans!!!

Oh, the sight of it, Oh the noise of it, as the K3 rasped through the gears - it was worth the toll fee, just to follow with lunch at Noordhoek Village and then, same again please!!! Philippe's smile, and the whine of the supercharger will live long in my memory bank. That evening over 150 people met at the Crankhandle Club to view Barry Foster's famous “RATTY” a 'C' Type Monthlery Midget and Philippe Douchet's K3026. It was the most incredibly emotional evening and Pat regards it as 'out of this world' -- it was.

Next day, we were off to Franschoek - Rodney Green joining us in his little superb black J2. And so with Maisie Foster in the back with 3 sets of luggage, it was up and away to the “MMM” Show! The little yellow Ford could not keep up! Superchargers are the way to go. The opening meal was a

walk way - and I was permitted, besides a welcome to present to Viv James a song his father wrote in 1916 - 99 years ago - which Pat and I nabbed from the ship in 2008 in Antarctica - “My Home on Elephant Isle” written by Reginald James when Ernest Shackleton went off to get help!

Saturday was to provide the motoring MG highlight of my entire life - when Philippe handed me his K3 to take around the track “in anger” - although I have driven it before - it was never at top speed on a track. This was MaGnifique!!! A never to be repeated experience on undoubtedly the most beautiful race track in the world. Thank you! Thank You!

After that Angela's Picnic was perhaps because of Easter not the usual vibrant affair. The visit to Brenthurst however, with a smaller group was amazing as Philippa showed us much, much more and I was given rolls of Rexine that they no longer use.

The Kimber Run was also not well attended, which was rather sad as Peter Knight had gone to a huge amount of effort with banners, a picture of Kimber and the cake in his great little pub. Those that went however enjoyed the day. It was great to see Henk Schemmelpenning out again - so where to from here - after the glorious turn out at Hogsville, we really need to get our MGs out on runs again!

Octagonally,
Norman



Angela's Picnic



Folk admiring Glen Parker's recently restored MGA



The brains trust working to solve the carburettor problem with Trevor's TD (Mr Nel, Esra, Johan, unknown enthusiast & Trevor)



Jenny & Wendy having a natter while the dog takes charge of James' rusk that he dropped on the grass



William & Bo discussing things MGA - looks like serious stuff



Three red TDs in a row



Rodney Norton going "walk about"



Well done Glen, an MGA ready for the 60th tour in August 2015 - the end result of 2 years of restoration



A 1913 Cadillac in immaculate condition



View of the Cadillac's engine - side B



View of the Cadillac's engine - side A



Volkswagen owners seemed infatuated by roof racks loaded with things from yester year



Henry Cass departing for home in his Jag



Cecil Kimber's Birthday Held at Peter Knight



Mark Wilson, who won the quiz,
cutting the cake



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

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.

Go-Karting

Wide Horizon Corporate Kart Challenge

The MG youth group participated in the 7th Wide Horizon Corporate Kart Challenge. All in all the MG group had 4 teams, this meant that the stage was set for some awesome racing to take place. My team (MG 4) consisted of Tanya, Dugald, William, Gavin and Jess

The day started with a short driver's briefing followed by a draw to see starting positions and what kart each team would get. Our team got kart 9, this meant we started 9th and would have to do a little work to get up the field. I was to start for the team as we thought that the fact that I'm the lightest that I would have a better chance off the line. As the race started I managed to make a couple of places and roughly 2 laps into it I managed to be on the tail of Steven Brits, I was desperately waiting for him to make a mistake as passing him was turning out to be extremely difficult. This turned out to be an awesome battle between the two of us, resulting in some friendly nudging and a drastic move on turn one resulting in myself getting a little air on the curb, this however was still not enough to pass. A lap later I managed to see a gap and finally pass Steven and I opened a slight gap between us. Then it was time to pit and had the kart over to the rest of the team. Everyone raced really well and we managed to secure 3rd place in the first heat. Unfortunately William was not feeling well and retired

By the time all the first rounds were done it became clear that all the MG teams had made it to the finals, we knew that the racing was going to be really tight. The other thing that became clear was the extreme weather rolling in. by the time the finals were held it was pouring with rain. We started the finals in the rain which turned out to be a completely different experience due to the fact that we had full slicks on. It felt like trying to ride a bull on ice, every time you touched the throttle it seemed like the rear wheels had a mind of its own and wanted to overtake the front wheels. By the time I got into the pits we were 3rd and completely wet, after myself Tanya drove and did an amazing job, unfortunately our car decided to stop working and the replacement karts were also in disrepair, the mechanics worked hard and got the kart working again. The rest of the team again managed to drive amazingly and we managed to finish 3rd place overall.

All the MG teams had an amazing day finishing 1st, 2nd, 3rd and 5th. Thanks to everyone that was there, it turned out to be a blast.

Have a laugh...

Paddy wanted to sell his car, so his mate told him to wind the mileage back, and he'd get a better price.

When he saw him a few days later, he asked how he got on.

Paddy said when he finished winding it back, it had only 7000 on the clock.

So, he'd decided to keep it!!!

Tim Brinkmann's 14th Annual Passion for Speed Race Report

My Recent Zwartkops Raceway Experience

The 31st of January 2015 marked my return to racing after more than three years due to studying commitments. I was tasked to race the MGA in the marques cars races at the 14th Annual Passion for Speed at Zwartkops raceway. Being an international event there were many entries which led to lots of very close and exciting racing. My weekend started on Friday with qualifying which didn't go completely to plan. Unfortunately I was held up by two cars during the session and our qualifying session was red flagged and stopped due to another car going off the track. Also this being my first time racing the MGA it took some getting used to as well getting used to racing again after not competing for so long. Nevertheless I posted a time but unfortunately could not nominate a faster time due to the person in charge of timing for marque cars not being present at the track. The races I was to compete in were scheduled as the first and last races of the day which would make it ever the more interesting. The first race started with Michelle Scott and I starting side by side due to having the same qualifying times. She managed to beat me off the line but I managed to get past a couple of corners later by braking late and cornering hard. I had a pretty lonesome race due to the slow qualifying time and running much faster in the race which meant that no one could catch me. As a result I finished in second place but it was obvious that I broke out and it turned out that it was by more than 4.5 seconds. Overall the race was great and it felt amazing to get back into racing again. The rest of the day was spent checking over the cars, supporting the other Youth Programme members in their races and looking at all the amazing race cars that were competing that day. Finally the time had come for the second marque cars race and rain had been threatening in the late afternoon but luckily it held out for the last race. The final race was much closer and exciting than the first race due to the better timing used from the first race for grid positions. The racing was close with the faster cars almost 2 laps behind so there was lots of overtaking and many instances where there were 3 cars abreast through a corner! I managed to not break out so I finished 14th overall with some really good racing with Doogie McLeod in the Ford Cortina. It really was a great day with lots of good comradery, great racing and good weather. I would like to thank the MG Car Club for the opportunity to race, the Emgee Workshop with Roger Pearce and Scott Rainier for the use of the workshop for race preparation as well as Nick Parrott. A special mention must be made to Cameron McLeod for all the organisation and transportation of the cars and all the effort he has put in, it is much appreciated. I will be looking forward to hopefully racing again soon!

Tim Brinkmann



Getting ready

Race report, Kyalami, March 28, 2015

Qualifying

Went well, managed to qualify in 13 position(Alfa trofeo) for race one, and was really excited :D

Race1

Starting from 13th on the grid I should've capitalised on it and managed to pass all the slower cars in front of me, but found myself pushing too hard, resulting in my spinning the car a record 3 times in an 8lap race! Needless to say I was rather upset, and on lap 7 to top it all off the fire extinguisher decided to slide out of its bracket into the side of the gearbox tunnel (I still have no idea how the pin came undone), and it discharged all of its powder into the air. At the time I didn't take notice of the extinguisher, i thought it was oil burning on the exhaust coz the wind was blowing all the powder into the air, oil pressure stayed where it always did and looked good, so I pressed on. Only on the cool down lap did I notice the white powder on the floor, and by this time I was coughing badly and my eyes were burning and really sore. After pulling into the pits I went to medics who were absolutely useless! and weren't of much help. Luckily our fellow youth programme member Steven Kernick and one of his friends who is a paramedic were on hand to assist me, and advised me to wash out my eyes for 20 mins. After that they were still pretty sore so I went to the chemist and got some eye drops which reduced the irritation a lot.

Race2

Starting off in 14th position I was prepared to make amends for my terrible Race 1 result and was going to enjoy every lap of the last 8 laps I was going to do of current Kyalami. I had a strong start and by lap 7 I had passed 6 cars of which one included our rivals from the Alfa Youth Programmme, I pressed on though, and on the last corner of the last lap I passed the 2nd Alfa Youth Programme car, to finish 7th overall. I was happy with the way the race went.

Thank you to the MG Car club of Gauteng

Nick Parrot

And everyone in the MG Youth Program for giving me this opportunity.



The Must Have Insurance Cover

Cross Country developed their Classic Car Collectors Policy for the collector by covering a wide range of classic vehicles and incorporating all the benefits and features expected from a Classic Car Collectors Policy.

- Full comprehensive cover including private and pleasure purposes
- Territorial limits include Republic of South Africa, Botswana, Lesotho, Mozambique, Namibia, Swaziland and Zimbabwe
- Agreed value basis of settlement
- Laid up cover
- Wedding hire cover
- Wedding, events, exhibition use
- Historical events liabilities
- Temporary detached parts cover
- Cherished remains
- Reinstatement extension for total loss
- Medical assistance and Medical Emergency Evacuation RSA, Lesotho, Swaziland, Namibia, Botswana, Zimbabwe and Mozambique
- Emergency Roadside assistance
- Cross border repatriation
- Vehicle repair, hospitality and repatriation costs outside RSA
- Earned Loyalty 2 years claim free on the insured vehicle – basic excess waived
- Excess Waived over 55 years of age
- Locks and Keys – limit R5 000

Contact your broker: Michael Brett

E-Mail: michael@mbainsurance.co.za
 Michael Brett & Associates CC (1990/10750/23) | 139 Beyers Naude Drive, Roosevelt Park, Northcliff | Tel (011) 888 2880 Cell 082 923 0666
 Authorized Financial Services Provider 13150

Find out more: www.ccic.co.za

Cross Country Insurance Consultants (Pty) Ltd | Underwritten by Renasa Insurance Company Limited
 Cross Country is an Authorised Financial Services Provider 39547 | Registration Number: 2008/013847/07 | VAT Number: 402052203
 Tel No: 011 215 8800 | Fax No: 011 476 8205

Kyalami Race report

Yorick Smith

27 and 28 March 2015



The weekend of the 27 March marked the first race of the season for myself. It was held at Kyalami and I was privileged enough to be able to do it in the MGA.

Friday practice quickly showed me how very different the two youth group cars felt and behaved as I was used to driving the MGB around Kyalami. The beginning of practice felt a little off as I was trying to drive the MGA like I knew how to take the MGB around the track. Realising this, I focused on trying to figure out the best possible way to take the MGA around Kyalami. By the end of Friday I felt a bit more at ease but I didn't feel as though my laps were consistent at all. So, after an afternoon of practice the car was perfect and I had an understanding of what I needed to do.

I arrived early Saturday morning to set ourselves up and to try assist with some quick repairs to the other youth group car. The qualifying session went well; I stayed out for the entire session to try get more familiar with the car around Kyalami. The two trickiest parts of the track that I couldn't seem to get right, were the S bends and the last corner coming onto the pit straight.

After qualifying I expressed my concern about some of the parts of the track to Tim and he said he would assist by recording my first race heat and perhaps find out where I was going wrong. As I headed towards the pre-race paddock I was shocked as I knew that we were going to be racing with other classes but didn't figure that we would be going out with around 50 other cars. We did the warm up lap and saw that the field of cars stretches from the start line all the way around the last corner, this is definitely when I had some butterflies. Race heat 1 went well and I seemed to get to grips with the S bends but unfortunately not the last corner. What made it interesting, was that a couple of cars blew engines and went off causing us to have to concentrate more than ever on flag signals as well as the track surfaces. After the race Tim had a quick look at the video and immediately picked up that I was turning in way too early going into the last corner and that was that reason I wasn't getting it right. I felt confident that I would be able to correct this in the next heat.

Just before I was to go race heat two, Bugs was racing the MGA in a different class and unfortunately when coming down the mineshaft the fire extinguisher managed to work itself loose and expelled its powder all over the vehicle. This caused a great deal of discomfort for Bugs as the powder contains an acidic compound that highly irritates the eyes and lungs. Bugs brought the car back into the pits where we were able to get most of the powder out and replace the fire extinguisher before I had to go out. This meant that my warm up lap was a little uncomfortable as some of the powder that we couldn't clean was been blown around the cabin. This subsided once the race started and I had a great race, being able to rectify my issue with the last corner and it also felt as though I was just been a lot more smooth and consistent.

At the end of the day I could not have asked for more from my season opener. I managed to feel an improvement with the way I drove the MGA every time I went out and was extremely happy with the way the car went. All that was left to do was pack up and take the car back to base.

Excitement at Kyalami

Saturday 28 March 2015

Stephen Britz and I, Gavin Holt, were sharing the Alfa Trofeo race in the MG BGT, 1st heat each.

Friday - I arrived at the track to find that the newly wrapped "Flag Car" is now in its South African colours again. But there were no racing stickers put back on the car. So we had to improvise. Brendan asked around and found some white insulation tape, so that we could put the car's number on the car. We also had to reapply the tow and emergency stickers to the car. This was all done in a frantic pace so that the car could go to the track for practice. During practice, the fuel pump wasn't working, so the car cut out just before the "S's" and then down the mineshaft, where it took a while for the car to restart. I got it going eventually, and nursed it back to the pits, where we deduced it was the fuel pump. After a few attempts to knock the fuel pump back into life, which failed, we decided we needed a new pump, and that we would attach it in the morning.

Saturday - Once Stephen had arrived, we once again were in a mad rush to swap the pumps to get the B ready for qualifying. Brendan qualified and reported no fuelling problems. Stephen later went out to do our qualifying in the Alfa Trofeo. He posted a fastest lap time of 1:25.9. It gave us a good starting position. During the first race, I was driving and I had an excellent dice with the No.1 Alfa; he had the extra power on the straight, but I was able to catch up in the corners and we swapped places multiple times during the race. Eventually a near accident allowed me to get past and stay ahead. I came in 5th across the line, but after breakouts, we were sitting in 3rd place. Later in the day when Stephen was racing, the petrol gremlin popped up again and he was not able to drive as hard. As a result of that, we were placed in 5th position overall. It was a fun day, thank you to the Alfa Trofeo guys and girls for letting us join in the fun.

Gavin Holt

My Last Race at the Kyalami

Circuit

My Race Report 28 March 2015.



I was one of the lucky ones who was granted the opportunity to race the MG BGT at Kyalami. It was the last race to ever occur on the Kyalami Track, as we presently know it. The racing was a great success and I enjoyed every minute of it. This is all thanks to the MG Car club, as well as Nick Parrott and Roger Pearce. Without these people my dream and passion would have never been possible. I have been involved in the Youth Programme for three years and it has been nothing short of amazing; I have learnt more in those three years with the Youth Programme than I have with 12 years of schooling.

Thanks to all those who helped me with my racing.

Brendan Tracey

We are still No1



For efficient and friendly
service phone Alan or Denise
on
(011) 646 1631, 486 0021
Fax: (011) 486 0021

email: parts@scar.co.za

11 Westmeath Road,
Parkview, Johannesburg
P.O.Box 72045, Parkview 2122

**Like being first to drive
an MG up the Sani Pass,
we are first
in the business of
supplying parts for
your MG.**

Digging In The Backyard

Courtesy of Mike Gilchrist of the Triumph Club

We all grow up digging around in sand boxes hoping to strike it rich and find some hidden ancient treasures. What we typically find is an old Matchbox car or a present left behind by a cat. Either way it's very rare to find something desirable. Well, that's not quite the case with a young group of boys in California. They were digging in their yard when they found something that would make anyone's jaw drop and their mouth start drooling. In 1978, these kids were digging in their yard when they came across something big, something metal, and something very very valuable. A buried Ferrari!



The boys actually discovered a 1974 Ferrari Dino 246 GTS buried just a few feet under the dirt in their yard. The family had just moved into the house and immediately called authorities who came and roped off the area. A team of investigators arrived and unearthed the rare car.



After exhuming the Italian sports car, it was obvious that someone had planned on returning to retrieve the vehicle. It was very crudely mummified with towels in the vents and tape on many of the seams however the windows weren't fully closed causing a lot of interior damage.

Farmers Insurance was contacted and because of the VIN number they traced the last owner. After the investigation, it turns out that the owner of the car had actually hired thieves to steal the car and dump it in the ocean so he could claim insurance on it. The thieves buried the car with the intention of returning to pick it up.



The buried Ferrari was then auctioned off after being on display with the incredible story being reported across the nation. It was purchased by a young mechanic who owned his own shop in California. The going price was estimated to be between \$5,000 and \$9,000.

He fully restored the buried Ferrari and often enters the car into car shows. Here are the pictures of the car after the complete restoration.



Everything on the car has been restored to the exact factory condition. However, this car comes with some incredible history and an awesome story.



The car even has a vanity plate which reads “DUG UP”. How perfect is that?



2015 Motoring Calendar

May-15						
Date	Day	Time	Event	Details	Place	Organiser (s)
07 May 2015	Thurs	19h30 for 20h00	Noggin	MG Movie Night - Don't forget your blanket and popcorn	Old Eds	
10 May 2015	Sun	Convey at Kyalami Race way at 9:30 for departure at 10:00.	Run	The Parks Brunch and Saun Tyler Pvt Museum	Benoni	Shelly Dixon 0828685316
Notes: Convey will travel to Dave Wheelers work shop for 10:30 joining up with members on the East Rand then off to The Parks For Brunch (This is where we Lunched last year August on the Benoni Fire Station Run.) Please confirm your attendance with Shelly Dixon on 082 686 5316 or shelly@articrodriers.co.za on later than the 3rd May. As it will be Mother's Day and we need to confirm exact numbers to The Parks						

Jun-15						
Date	Day	Time	Event	Details	Place	Organiser (s)
04 June 2015	Thurs	19h30 for 20h00	Noggin	Blood Hound update - world land speed record With Dave	Old Eds	
Notes: Dave will be bringing the scale model with him. This should be an interesting evening, not to be missed						
21 June 2015	Show Day	TBA	Run	The annual MG Show Day	TBA	Northerns Centre
2015 The Northern MG Centre is the organiser of this event. As soon as we have further details we will advise our members						

Jul-15						
Date	Day	Time	Event	Details	Place	Organiser (s)
02 July 2018	noggin	tba	tba	tba	tba	tba
12 July 2015	sun	10h15 so that we can leave in convey at 10h30.	run	Deneysville Motor Bike Museum	Deneysville is about 100km south of southern Johannesburg, on the Vaal Dam.	Contact John on 082 742 3844 or jopie@iburst.co.za
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. 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! 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' c Please let John Buttress know if you be joining us and if you want luncheon.						

18- 19 July 2015	Sun	Early	Run	Scottburgh Classic Car Show www.scottburghclassiccarshow.co.za/039 976 1995	Scottburgh south coast KZN	Peter Fielding
The Blue Marlin Hotel 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						

NON CLUB EVENTS OF INTEREST

17-May-15		Early	other	Cars in the Park	Pietermarzburg - 29°38'43.23"S 30°28'8.62"E	
-----------	--	-------	-------	------------------	---	--



THE OFFICIAL BROKERS TO SAMCA

**SPECIALISING IN THE INSURANCE
OF CLASSIC, VETERAN AND VINTAGE
CARS, AT AGREED VALUES.**



FOR PERSONAL SERVICE CONTACT:

JACQUI VENTER

AT TEL (012) 471 1000

FAX (012) 471 1090

OR WRITE TO:

P.O. BOX 74594 LYNWOOD RIDGE 0040

