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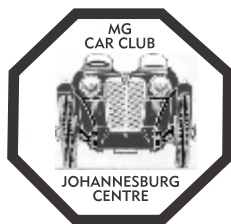
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A Natter & Noggin is normally held on the first Thursday of each month at 8pm.
The Old Edwardian Club, Houghton

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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1967 MGB R140 000



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Thumbs Up!!!



EDITORIAL

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MG WEBSITES

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

Other Sites worth visiting

www.pistonring.org.za (Great Links)
www.mg.2001.com
www.fmm.co.za

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Gee, another month has just slipped away. Workwise, I have been particularly busy with 2 Major projects been handed over this month, one in Centurion, the other, a Shopping Mall in Secunda, where I have gone through the night on two occasions during this month.

However, I must say I am enjoying what I am doing. The saying if you want something done - give it to a busy man!

Fortunately I have been able to get the Magazine out on time this month, only with the help of the committee and it goes without saying the help of another busy man, Kevin Loader. Thanks!

It is a pity that the Jacaranda Run was a bit of a flop, due to the weather. The Cape Centres event has also not been mentioned much in the other clubs Newsletters except a short paragraph saying that about 40 cars were there and that the writer had enjoyed all the events, but the weather was not the best. I would like somebody from our club to give me their version of the event and a pic or two for our next magazine.

It is hard to believe that it was 16 years ago when Andy Green succeeded in reaching a speed of 1,228km/h (763 mph) In his supersonic attempt at the Land Speed Record. And here he is again attempting to achieve a further land speed record in Bloodhound where he wants to break the 1,000 Mile per hour Record in the not to distant future, right here in South Africa.. Good Luck Andy! We are eagerly watching all the developments in this interesting project.

Members, do not forget to send in your questionnaires to Kevin as soon as possible, your committee wants to give you, the members what you are expecting to get from this MG Car Club. Lastly the new T Register guys will be contacting you all shortly to get all your details regarding your T-typs to build up an accurate Register.

Editor

Chairman's Twitter



William
Kelly

The Chairman Goes Tweety Tweety Tweet Too Whit Too Whoo....

Isn't it amazing how the things right in front of your eyes are sometimes invisible? I said it last column - my memory banks lack the talent to remember everyone! Denise Luckcock along with Tom & Martie Kirkland have been putting this magazine together for years - and honestly it is getting better and better and now with the online format that I think is both eye catching and pleasing. My deepest thanks to them and to John MacKenzie who is our long suffering, and over exploited printer behind it all.

To those behind the scene on our website - Kevin and Webmaster Alex. Scott Rainier and Dave Holt in the Youth Programme - Get well soon Scott (who broke both his arms in 5 places, thanks to a motor bike accident recently) - Big heaps of thanks to you too.

We've been running with the online mag and website for a year already - and online courtesy of Alex our Webmaster, things are beginning to take shape nicely. We'd still like to see more contributions to the website, and our Facebook Page (yes, we have one of those too), so feel free to scratch something down and send it to us. And anyone wanting to play with online content updates - just let me or Alex know and we'll give the inside skinny on how to get going on that. The MG car Club; training people and teaching new skills!

If you haven't yet filled in your Club Survey form, please do so! You can do this in hard (as in on paper) or in soft (as in on the website) form. We really value your feedback - so crack on and send us what you want from your own club.

We still need a Club Secretary, so tread lightly around me, or you will be nabbed and thrown with all due pomp and ceremony into the role. On that note, Clive is also indicating that this is his last stint on the Committee, and, Kevin who is an official/unofficial committee member is wanting to continue his studies next year and is asking for a sabbatical. I'm sure it's me, but everyone is too polite to say

otherwise. The bottom line is that we are going to need a few more people for next year, for helping out on the Committee. Please give it some thought.

The Youth Project had a very successful lunch at Scrooges, partly sponsored by Terence and organised by Clive, just to say thanks to the various sponsors and people who have made valued contributions to the Youth Project. Or should I say Young People's MG Appreciation Club. It was a wonderful lunch and I am sorry I couldn't stay for longer to shoot the breeze with everyone. The Youth Project is doing well, but we are always on the look out for adding new members to it. I think it important to stress that it is not ALL about building cars - there are things to organise, things to write and offer stuff to be done so that youngsters who are not mechanically inclined are most welcome to join up. Send us your kids - we will send them back to you with a smile on their dial.

On a personal note, which I try to avoid as far as possible, but cannot in this case; my wife is sincerely irritated with Bruce Dixon for finding a bucket of rust and some well used secondhand tyres that passes for an MGA. Or once did. Norman has earmarked this scrap pile of junk as an MGA Registers Project - the idea being to have it ready for the 2015 MGA 60th anniversary tour. I however, am most grateful to him and he is a fount of knowledge that it is a club treasure.

I note publically, so that you may all hold me accountable, that I am an excellent starter of projects and the world's worst finisher. Hence, I will become irritated and probably quite cross with all the nagging that is going to happen - so I please ask you not to stop! Pester, harass, cajole, encourage and generally keep prodding to get it done!

The work has started - some interesting techniques to remove rust - which is most of the car - are being experimented with. If they work, they may prove useful to others undertaking projects of such magnitude. We'll keep you posted. For now, I am busy learning what a spanner is.

William



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Youth Project says Thank You

After the Youth Programme's great financial success at the Piston Ring meet in September, the committee decided that it was appropriate to thank the donors and our sponsors, as well as those that keep the wheels of the project turning.



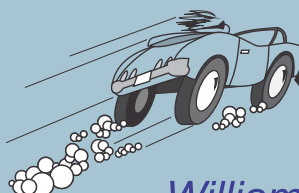
A lunch was organised at Scrooges, Terrance Tracy, and all were invited. We had about 80% attendance with 18 people coming to celebrate with us. From the youngsters' representative, Cameron Macleod, all the way up to our octogenarian life member Stewart Cunningham.

There was much to celebrate as we are approaching our fifth year of existence. We met at 12.30 and when I left at 3 many were still

chatting. To see who was there please study the photograph.

William got up and thanked all those present for their support and dedication, he added that to single out anyone specific would be unfair as they all knew what they have done and for that the club is grateful, with that he sat down and tucked into his Eisbein.

Clive Winterstein



Youth Project

William Braves the Racing World!!!

Saturday 19 October was a bit of a cold morning with the track being cold like driving on ice, I went out trying to learn the track and the MGA. After my drive, we sorted the car out for the next driver to go out. Brandon and I went to drivers briefing, and our nerves giving us a rough time. After the briefing, Brandon was set for his heat in marque cars, and in his usual style he pulled a fast time of 2:21. This made all of us ask how did he do it, we soon found out that he has guts as he kept his foot flat in corners that we all were backing off. Soon it was my turn to race, my mind running round and round, slowly stressing me, but with calm words from Dave Holt and Steven Brits and Alan Kernick, I began to calm down and focus..

Then it was time laying in 7th and waiting to go just looking at the back of a green MGB GT, he was my target to beat and soon we were off.

MGB GT vs MGA of the youth programme. I could get right on the back of that MG in the corners but its straight line speed was just too much, with 4 laps to go as I went down the mine shaft I thought I saw the MG over heating and I got a fright and then went off for a spin, that was it, I lost sight of the green MGB GT, I finished the race a little bummed out, but next time. I thought that was it but the MG youth programme was called for a meeting by Dave Holt and Alan Kernick, we were told we were racing in the 3 hour race, we were all

TECHNICAL

“Another Story”

The twin SUs

From Boytjie



Not sure who made the comment when referring to the SU carburettor... ***“I honestly don’t understand why people need to continuously fiddle with them”*** . . . There are many that share this view.

The SU gives excellent all round performance and economy, and of course they look good . . . Lifting the bonnet of our British classic, there simply has to be at least two SUs . . . It just cannot be any other.

This is not intended to be another “how to tune your twin SUs” story, for that I would strongly recommend you purchase “the SU carburettor high performance manual” by Des Hammil .

The SU uses a simple constant velocity principal, ie the piston (or dashpot) is lifted by a vacuum created by the drop in air pressure when the throttle is opened. The tapered needle attached to the dashpot allows a measured fuel supply to enter the air stream via a fixed jet, a simple operation and simple to tune . . . **If only a single carb is used** . . . Not so simple when we have “Twin SUs”

So, why do so many enthusiasts continually strip and find it necessary to tune their “twin Sus”? The most common reason is because multiple carbs just don’t perform to their full potential if they are not **SYNCHRONIZED**.

The challenge of **Synchronization** is often overlooked and is not a simple fix; because **both pistons need to rise at exactly the same rate of climb** for any given throttle settings, allowing the air flow to get **both** carbs to feed **exactly** the same recommended air/fuel ratio to all the cylinders for any given throttle setting. (From idle to full throttle).

To achieve this they have to be **Synchronized** .Easy, well no!

To achieve synchronization between the twin SU carb setup it is important to check the basics first:

1. Ensure that the piston and suction chamber are CLEAN (use spirits or petrol on a soft cloth)
2. Check that the needles are identical, not worn, and fitted correctly.
3. Check that the piston springs are standard and the same (critical to get the pistons to ‘ride’ at the same height throughout the rev band).
4. Check spindle and linkage wear, (commonly over looked). The mixture settings **can not** be set correctly if air is being leaked through the butterfly spindles.
5. Make absolutely sure that the fuel bowls (float chambers) volumes are identical. To do this accurately, run the fuel pump for a few seconds to make sure they are both full, remove the lid and measure the amount in each bowl by sucking it up with a syringe and measuring the volume. Adjust accordingly.

6. Check the needles and seats in the float chamber, the slightest leak will cause flooding at idle, and upset the **synchronization**.
7. Then the piston and vacuum chamber of each carb **have to be matched** by doing "the drop test". This is done by removing the vacuum chamber and the piston (do not mix them up), unscrew the dash pot and remove the needles. After cleaning, temporarily plug the drillings in the piston (normally two holes) with "**presstick**". Insert the piston (without the springs) into the upturned vacuum chamber, then turn right way up, allowing the piston to fall slowly from the chamber. Measure the time it takes to drop out on both, (for the smaller 1 ½ , it should take about 5 - 7 seconds). The time taken should be the same in both drop tests. If not, try changing the pistons around. Let's hope you are lucky. Unfortunately you cannot decrease the drop rate, but it is possible to increase the rate by lightly polishing the **piston's** matching surface with Brasso. Measure repeatedly and take care!
8. Ensure that the plastic stop is fitted into the piston base. There should always be a minimum gap of about 3 to 5 mm between the base of the piston and the bridge of the carb body when the engine is not running.
9. Check the tension springs on all adjustment screws, the settings tend to change from vibration. (Good idea to replace them).

The biggest challenge trying to synchronize the twin's is to **finely balance them individually at idle** (with the linkages loosened) The standard manifolds have a "balance tube" connecting the two carbs, which means that **all cylinders** are robbing from the tube. Essentially, if the front carb is running rich/or lean it will affect the rear cylinders as well (because of this action "colourtune" cannot be accurate) . . . And the firing order of the BMC motor (1,3,4,2.) Also does not help.

We have heard of people who can 'balance' SUs by fitting a tube into their ears and listening to the hiss . . . Hmmm yes OK, but it is just not possible to get it absolutely right; the use of an inexpensive vacuum gauge is a must . . . Nothing less will do.

There are of course some bad practices often used, like . . . "Just take the spring out, or even worse just stretch them" . . . Or just put thin or thicker oil in the dash pot even worse no oil at all, etc. Etc. Please it just does not work like that.

Having checked all the above, set the mixture correctly, and **ensure** that both carbs are drawing the same volume at idle (trust the gauge). We have a nice steady idle, tighten the linkages, but before putting SAE 20 oil into the dashpot, **check the synchronization** - by removing the dash pot and insert a piece of rolled paper or milk shake straw (8mm dia) approximately 100mm long into the piston (dashpot hole). Draw a simple scale, number 1 starting at the top ridge of the vacuum chamber (engine not running) and working downwards 5mm apart, for approximately 50mm (ie 10 lines marked 1 to 10) . . . Start the engine and both pistons should rise to the same level on your scale at idle, increase the RPM to 2,000 and again they have to be at the same, and so too for the entire rev range. This will also allow you to check that both carbs are lifting at the same rate under acceleration by slowly increasing the RPM.

Your SU's are now **Synchronized**, delivering the same fuel/air ratio over the full rev range, to all 4 cylinders, and you are guaranteed an increase of performance and economy. The only thing we need to discuss is which needles will suit your engine best. And how to get the mixture correct. ***That is "Another Story" for the future.*** Boytjie

The run that wasn't, that was!

Greg Vercellotti

I'm not very impressed with myself and a stern talking to is in the offing, to be followed by some form of self-flagellation. Oliver, my 12 year old son, is also not taking this well, and has threatened further harsh punishment to be dished out at a time of his choosing!

It all started on Saturday 12 October with vigorous and enthusiastic and washing, polishing, waxing, vacuuming and detailing. Not only did Molly "B" look fabulous on the outside, but weeks of effort in the evenings were starting to pay off and she was looking particularly fine under the hood. My little 1969 MGB Roadster was prepped and ready to take on the leafy lanes of Pretoria.

And so it came to be that Oli and I, with spring in step and joyous heart, departed from our home in Morningside for the meeting point at the N1 Ultra City. It was a cracker of a day with no clouds about and zero wind to talk of. It was a joy to be out and we were excited.

The first klaxon that went off in my head was very quickly silenced and ignored when we got to the Shell garage. Although we were on the early side of 8.30, there were no MGs to be seen. This did concern me a little as the previous, and only, run I have been on saw 90% of the day's attendees standing at attention and ready for roll call well before the appointed time. It wasn't long before the fingers of self-doubt pulled at me and got me thinking that I was at the wrong garage. So after a diligent 20 minute wait, Oli and I set off once again, this time to meet up with the bigger group at the MGCC Northern Centre home in Menlo.

It was a fantastic drive out to Menlo on the N1 with Molly B's speedo hitting the 80mph mark and showing no signs of her 44 years of age. She has a bit of a shake at 75mph, but that's nothing a wheel balancing can't sort out.

We found the place easily enough and I was most impressed to see that the north Jukskei lot have

their own MG house. The only problem was that there was no one there, even if I was 10 minutes earlier than the appointed time. By MG member standards, I was already too late to be early.

It was at this point in time that Dave Wheeler's responding SMS came in saying "Not sure where the JHB members are, but the Jacaranda run is next Sunday." You can well imagine what the next few minutes felt like as I mumbled and stuttered an explanation of my stupidity to Oliver.

But with adversity comes opportunity. Oli and I agreed to continue in our quest to see the Jacaranda trees and visit the Union Buildings. So once again we set off to make the most of my botched planning.

Whilst the Jacarandas are not yet in full bloom, it really was a fantastic and pretty drive down embassy row and into the city, and the impressive Chinese Embassy looked particularly majestic hidden amongst the flowering trees.

At the appointed hour, but a week early, we arrived at the Union Buildings, taking in the wonderful view of Pretoria from the upper gardens, and using our military expertise, line up the cannons and pretend to fire them at the Telkom tower on university hill.

I took the opportunity to model Molly B for my camera with the various statues, gardens and city as a backdrop. Although the light was a bit harsh, I got some nice shots, on the following page. Molly B wasn't done with her newly found modelling career however, and within minutes she was swarmed by a group of 20 tourists from Beijing, China. At first it was a simple photo op with each member standing next to the car, but before long we had couples sitting in Molly B posing for the group and pretending to race down Gachu Street in Beijing's District 5. At least a piece of British motoring history is now digitally preserved in 0's and 1's in the high rise apartments of Beijing.

With time marching on, it was time to head back and once again enjoy Molly B unleashing her horses with a throaty growl down the N1. As we left the Pretoria area, I was sad to observe the general city decay that has taken place, and more worryingly the lack of pride in, and degradation of a national asset such as the Union Buildings. The lower gardens were littered and badly maintained, the fencing was missing or broken, and the civilian guards disinterested with no intent to protect this beautiful place. It's sad, but a reality of the changing country we live in. If only there was a dash of pride and dignity, things may be a bit different.

And so we wound out a wonderful morning, doing the run that wasn't, but that actually was. Whilst we missed the camaraderie of the MG club members, and lost out on the chance to meet new friends from the Northern Centre Club, Oli and I made the most of a great morning, and of course, there is no such thing as a bad ride in a beautifully restored open top, British racing green MG Roadster.

PS. A big thank you to all the helpful and interested members of the Johannesburg MG club who helped me in my quest to buy an MG. Special thanks to Norman Ewing, Rudi de Groot and Bruce Dixon for taking my panic telephone calls and helping through the process. Whilst I am still looking for my TC, I love my Molly B and will not be parting with her any time soon.

Note from the Editor: As a relatively new member, I thank you for your most interesting experience of folly, and having had the courage to write a great article in our Magazine, as well as supplying some pictures. You will be awarded 30 points for this effort.



Northern Centres Jacaranda Run

Great Fun in the Rain!!!

By Jenny Loader

Loyal or Daft?? 7 MGs and their passengers from Johannesburg attempted the Northern Centre's Annual Jacaranda Run in the RAIN on Sunday 20 October.

The Erasmus' and the Cuninghames opted not to venture beyond the Jukskei River and returned home via colourful Diepsloot to have lunch in the comfort of their homes.

The one thing about these MG runs is that you never know what to expect. When Kevin and I reached the Union Buildings for the start, we came upon a small convoy of Joburg members parked on the hill in Blackwood Street. They were huddled under one umbrella, and I learnt the story when Kevin returned to the car. William had failed to see the "Caution Rally Car" sticker on the bumper of Vi Westwood's car and had driven into the back of it. Vi's MGB will require some TLC, but William's "recently back on the road" MGC had to go halfway home on the back of an AA flatbed truck to their Midrand Depot.

Norman offered William a lift up the hill to the Union Buildings, to where, huddled and sheltering from the rain, the Joburgers and a handful of stalwart Pretoria members held their noisy gathering in the doorway of the ladies loo, under the Union Buildings; now that is different.

Dave Westarway had gone to a great deal of effort to produce a run, which hopefully can be used next year: it was full of historical and other interesting facts.

The Dixons, Norman, Vi and Kevin Westwood left to view the Jacarandas in the mist, and William together with his friends (Peter and Paul) waited for the AA and Wendy to come and rescue them. Kevin and I opted not to follow the run, but returned to Muldersdrift to work out a route to the Christmas Lunch on the 10th November. We understand that there was a group who met at the Pretoria Club House for lunch, and from the sounds of things, they were enjoying themselves.

Pity about the rain, but it was desperately needed and there will be next year's run to look forward to with the magnificent Jacarandas. Wet or dry, Pretoria is a lovely city to tour. So thank you to those who made the effort to come along and support the Northern Club.



Oh Dear!, William contacting the Automobile Association to come and collect his accident damaged MGC



Jay and Dave Westaway: thanks to Dave for organising a super route. Just a pity that it rained.



Seeking shelter at the entrance to the ladies loo (Union Buildings), Peter, William and Paul.

NormanTalks!

It never ceases to amaze me what an incredible magnet the MG Car Club badge on my backpack is on my travels. Fellow travellers who own an MG or wished they had owned an MG, owned an MG or wished they owned an MG - over they come to chat! Even a guy whose neighbour has an MG!

We landed in a wet London and set off after booking into the Thistle at Marble Arch for Harrods and Hamleys for amongst other things MG toys. At St Martins I found a fantastic book on Art Deco car design with an N Airline on the cover. There are two Scalectrix MGBs out - but as I was picking up a water pump for my J2, I decided to get them later. Two things I was keen to do was the Regent Canal walk and Tower Bridge, now that the entire operation is open for the public. In glorious weather next day we not only did the entire canal walk taking in Primrose Hill - quite a climb - but also way past Camden Lock to St Pancras Kings Cross before the walk along the South Bank, past the Oxo Tower to Tower Bridge. We walked the tread off our tackies and saw only few ZRs and TFs and a glorious MGA near Hyde Park.

It was while we were on Tower Bridge that I saw something that blew my mind - a German bomber flying up the Thames - and Boris Johnston didn't even scramble Spitfires. Next day we visited the RAF church at Clement Danes and no one I asked had seen it or even knew about it - although Selfridges had a wonderful model of a JU52 as part of a luggage display.

I phoned Brian Wallace who told me it must have been the Lufthansa Junkers. He trained all the Lufthansa pilots way back in 1986 in the SAA one. We flew to Rome to board our ship and sadly Captain Mondz was on leave, but will be back for the trip up the Amazon in February.

Highlights were cruising past Stromboli, Putz in Istria, the bridge at Mostar, Korcula, and the drive to the top of the Loveen Mountain, negotiating 28

- yep, 28 hairpins to twice the height of Table Mountain, making the Stelvio pass Mickey Mouse by comparison. In a field at the top were dozens of second hand cars for sale from all over Europe we were told -- including a loveley Tartan Red MGT with chrome spokes -- how about that! On some of the islands they do no even have to be licenced -- so maybe THAT is where our cars go!

I was up before sunrise - long before - for the entrance into the Ketor Fjord - the second up was pounding round the deck in his shorts when he skidded to a halt - he had seen my MG cap the day before and asked what I owned. On hearing, I was South African he began to tell me his grandfather, Andrew Murray was the Minister in Ladysmith during the seige and still has the gold watch presented to him by the people of Ladysmith - desperate to visit Ladysmith and Rorkes drift, I told him that if there was a reenactment in January he should come and I assured him I would take him. He has a Morgan 4/4 which I assured him I would not hold against him!!!! Any takers for the Battlefields in January?

As for MGs -- a nice German A in Ravenna, two Red ZT V8s on the road from Piraeus to Sounion - same owner? Or strange co-incidence? I'll be back for those MG models in February - for sure, because the J2 water pump wasn't ready, so we have to go back.

We collected a Corsa at Heathrow and set off for Newbury - the circles of which in the dark so confused me, that I got lost trying to find the Allisons! However, all was well - found my way and we talked and ate far into the night. Mike Dowley of Sports and Vintage had sent all my other J2 bits to the Allisons which I then stowed into my luggage; then to Abingdon to see Henry Stone's daughter Patty and the Watts before setting off for Melbourne, Pat's birthplace in Derbyshire. At breakfast a young Scottish

(Continued on page 17)

(at my age everyone is young!) aeronautical engineer, seeing my MG shirt started talking cars-not only did he have a collection of eleven Audis - six of them Quattros - but 5 were in Pat's cousins shed in Melbourne - the rest back home in Berwick-on-Tweed - just-in England. Pat then appreciated I really don't have a lot of cars. His job was at Rolls-Royce monitoring every engine on every aircraft around the world twenty four hours a day. The Rolls-Royce Museum he raved about; it transpired is run and headed up by Pat's cousin Lucy - small world. AND Rolls-Royce are now sponsoring Bloodhound and Andy!

It had taken us seven hours in traffic with road works etc. to get to Melbourne, so we gave ourselves time to head south stopping at the Royal Farm at Windsor for lunch -- wonderful and highly recommended -- with Sarah on the phone that the geyser was not behaving. Bruce Dixon kindly rushed round to shut off the flood, and we flew home in a far more tranquil frame of mind. Thank you Bruce - a true MG friend! And if the truth be known - this time Pat was even less keen to leave the UK!



(Continued from page 9)

ready for it but the concern was the rain, but we went for it. Steven Britz started the race, followed by Brandon then me. I drove out after the team did a perfect pit stop. Soon the rain came down and life got interesting as he was sweeping out from the wet track and after 30 minutes I came in and Gavin took the wheel and after some time the MG Youth Programme was in 19th, and the drivers went for it, but 10 minutes before the end of the race Gavin went but came to a stop at turn 3 as the battery died on us. That was IT, race over, but thanks to the MG Youth Programme we were able to drive in an awesome endurance race and put us to the test. On the race we met some awesome drivers that all were proud of the MG Youth Programme.

Our BIG thanks to; Dave Holt, Alan Kernick, Cameron, Steven Britz, Gavin Holt, Brandon Tracy, Terance Tracey. MG Car Club Youth Programme.

Best of thanks from

Steven Kernick



Christmas Picnic at the Vaal Sunday 8 December

At

Don Lindsay's Farm on the Vaal
Bloody Mary, Cheese & Scrambled Eggs Supplied
Bring Chairs and Picnic Basket

Meet 9 for 9.30am at Blockhouse engine garage on R59S or
at Engen garage on N1S before Grasmere tol gate

This is the Final MG Blast for 2013 -- Please be there

We are still No1



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**Like being first to drive
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Broken Manhole Covers & Suspension Damage

How & where to Lay a Claim



Submitted by

I believe my recent (and some past) experience should be shared with our members. . . .

Norman wrote about suspension bolts breaking on the TF 160's. There is a bolt that secures the lower end of the combined shock absorber and spring to the sprung section of the wheel hub. The bolt is cantilevered and therefore from a technical point is in single shear and being cantilevered is also subjected to bending. In my case the sheared line is at the cut of the thread and not on the shoulder of the bolt. The 'v' of the thread appears to have been a crack inducer, rather like the perforations on toilet paper, and on microscopic examination there is some crystalization on the break. The crystalization would indicate fatigue resulting from repeated bending rather than a shear fracture. The impact was probably the last straw.

This failure has been experienced by a number of TF 160 drivers and all owners should be aware of it, when it happens. Norman has covered this recently in the Magazine. The purpose of this article is to share my experience with claiming damages from the relevant authorities.

Apologies to the legal fraternity in the club who may not agree with my recommendations, but what I can tell you is that my efforts worked.

Responsibility for manhole covers is one of the following departments: Johannesburg Road Agency (JRA). Joburg Water, Telkom and others. In my case I initially submitted my claim to JRA and was later advised that it should be Joburg Water. The small covers generally where your left hand wheels travel near the kerb are valve chambers. In recent years the old metal covers that were stolen or broken have been replaced with a composite blue material - fibre reinforced concrete - that have failed dismally. The tyre marks on the tarmac shown on the attached picture indicate many such problems. Incidentally 6 months later the cover remains broken.

I drove over this one in Mountain View and not only did it break the bolt mentioned above but the end of the spring/ shock landed on the drive shaft resulting in Major damage - broken side shaft, damaged CV and shock absorber - some R12 000.00! Damage.

The procedure for submitting a claim is as follows;
The Claim Forms are available on-line from JRA web site- and send to Bonolo Ramohlala bramohlala@jra.org.za They list the documents that are required. The claim form is also available on the MGCC website.

I prepared a fully substantiated claim with the following:

- Completed claim form.
- Three Quotations
- An invoice for the repairs
- Colour photographs of the damage
- Colour photographs of the missing/broken cover
- A Google map of the location

A letter from my insurers stating that I would not be lodging a claim with them. (Since I was covered I could have claimed from my insurers but would increase my monthly premium and affect the no claim bonus etc.)

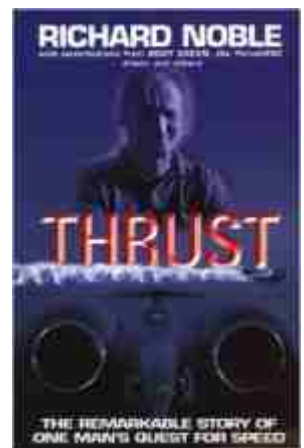
An affidavit stating that the car was damaged by the missing/broken manhole cover. A standard form for an affidavit of this nature is available from your local police station, but also now available on our web site.

All this was delivered to them by hand in a bound document with a copy of the covering letter that was signed for acknowledging receipt. I was given a reference number. One needs lots of patience and a weekly follow up quoting the reference number. In my case the claim was submitted in April and settlement in October. In the first sentence I mentioned past experience. Some years ago Michel had a similar problem with an unmarked trench in the road, that was settled by JRA.

(See MGCC Website for pictures)

30TH Anniversary of Thrust 2

Setting the Land Speed Record



October 4 marked the 30th Anniversary of Richard Noble driving Thrust to a then world record speed of 633.468mph. When asked when he had done it, Noble replied: "For Britain, and for the Hell of it."

It was the realisation of a childhood ambition sparked when six-year old Noble saw 'Crusader', the boat built for land speed legend John Cobb, moored on a Loch Ness quayside.

His journey from back seat day dreamer to world Record Breaker would be characterised by boundless energy, unswerving enthusiasm and the unshakeable belief that *any* obstacle could be ground down to become an opportunity.

This faith was tested many times during the six years of the Thrust Project as Richard and a small team of engineers and volunteers overcame technical and financial challenges, freak floods, failures and a very public 180mph crash, to ultimately set a record that would remain unbeaten for fourteen years.

Since Donald Campbell reached 403.10mph with his Bluebird Cn7 in 1964, the Land Speed record had become the preserve of younger American racers, who challenged the existing rules and harnessed the might of surplus military jet engines to rapidly push the limit far beyond the 500 mph mark.

In 1970 Gary Gabelich achieved a two-way average speed through the Measured Mile of 622.407 mph, in the spare and elegant "Blue Flame" - to this day the only successful rocket powered Land Speed Record car. There the record stood, seemingly out of reach, until a Twickenham-based enthusiast returned to the dusty Nevada hamlet of Gerlach, on the

edge of the Black Rock Desert, with an exhausted crew and money for just one last week of high speed runs.

Richard could not know then that his achievement would set in motion a series of events that would ultimately lead to the UK Government using Land Speed breaking as a means to inspire children about science and engineering.

He went on to direct the Thrust SSC campaign which, in 1997, culminated in RAF fighter pilot Andy Green becoming the first person to break the sound barrier on land. Their record of 763.035 mph still stands.

Having brought new management rigour to the hazardous but essentially amateur world of high speed racing and promoted the use of Computational Fluid Dynamics in aerodynamic design, Richard was invited to project manage JCB's 'Dieselmax' programmer. With Andy Green once again at the wheel, the low riding streamliner smashed existing records for its class, achieving a speed of 350.092mph at Bonneville Salt Flats on 23rd August 2006.

Today Richard is leading The BLOODHOUND Project, a global education initiative focused on a 1,000mph land speed record attempt. The new car builds on the legacy of Thrusts 2 and SSC, combining space, aeronautic and Formula 1 technologies to cross the Measured Mile in just 3.6 seconds.

Richard's childhood dream has now evolved into a multi-faceted, worldwide movement, with followers in over 220 countries, 5,500 UK schools using Bloodhound in the classrooms around five continents.

MG

MOTORING CALENDAR

MG CAR CLUB - JOHANNESBURG

| | | |
|-------|--|------------------------|
| WHAT | Natter and Noggin Talk by John Meiring on “Heart to heart” + Warwick presentation | |
| WHEN | Thursday 7 November, 2013 | |
| WHERE | Old Edwardians, Cor 4th Avenue and 4th Street, Houghton | |
| WHAT | Historic Racing , Saturday 9 November at Zwartkops | Dave Holt 083 675 0632 |
| WHAT | Monthly Run , Christmas Lunch at Riverstone Lodge R150 pp Members subsidised by R50 | |
| WHEN | Sunday 10 November 2013 | |
| WHERE | Meet at 9am for 9.30 departure Meeting venue to be Announced | |
| WHAT | Dirt Driving Tests with Northern Centre | |
| WHEN | Sunday 17 November | |
| WHERE | Rallystar Motorsport Academy between Petit and Bapsfontein, Dave Westaway 078 936 6853 | |
| WHAT | Natter and Noggin Will's Surprise All members must 'Come See!!' | |
| WHEN | Thursday 5 December 2013 | |
| WHERE | Old Edwardians, Cor 4th Avenue and 11th Street, Houghton | |
| WHAT | Historic Racing Saturday 7th December at Kyalami | Dave Holt 083 675 0632 |
| WHAT | Monthly Run Picnic at the Vaal - Don Lindsay's Farm. Clive Winterstein 083 795 0000 | |
| | Bloody Mary, cheese & scrambled eggs supplied. Bring Chairs and Picnic Basket! | |
| WHEN | Sunday 8 December | |
| WHERE | Meet 9am for 9.30 at Blockhouse Engine on R59S or Engen on N1 before Grasmere toll gate | |
| | This is the final Blast for MG Members for 2013!!! Please make an effort to be there. | |

START OF 2014

| | | |
|-------|---|--|
| WHAT | Natter and Noggin Social Evening | |
| WHEN | Thursday 2 January 2014 | |
| WHERE | Old Edwardians, Cor 4th Avenue and 11th Street, Houghton | |
| WHAT | SAMCA Run to the Vaal. Venue: Sylviavale Museum at Vaal Old Wheels Club House | |
| WHEN | Sunday 12 January 2014 | |
| WHERE | Meet 9am for 9.30 at Blockhouse Engine on R59S or Engine on N1 before Grasmere toll gate. | |
| | Abie Brink 084 652 7952 or Clive Winterstein 083 795 0000 | |
| WHAT | Natter and Noggin and Annual General Meeting | |
| WHEN | Thursday 6 February 2014 | |
| WHERE | Old Edwardians, Cor 4th Avenue and 11th Street, Houghton | |

Dates to Remember during 2014:

South Cape MG Indaba, 9-13 May; Durban Dash, Weekend 16 - 18 May;
 Trip to Scottburgh Classic Car Show, weekend 18 to 20 July;
 MG Weekend away to Underburg and Sani Pass, 22 - 24 August.

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FOR SALE

NOTE:

For a full comprehensive list of Cars For Sale and Wanted please consult the endless list on our Website, go to www.mgcc.co.za

WANTED

MG TD 1959, I am looking for an Oilbath Aircleaner
Contact Peter Knight 073 237 0097

UK MGCC Reunites Friends

More than 80 former MG factory workers enjoyed a festive get-together hosted by the MG Car Club at its Kimber House HQ on 12 December 2012. It is thought to be the largest such gathering since '89 and proved so popular that the club is planning a series of similar events. Each guest was given an MGB50 bottle of Old Speckled Hen - the ale brewed to celebrate 50 years of MG's Abingdon plant - courtesy of Greene King. The MGCC's growing archive also received numerous submissions, with many people booking a separate return visit. Attendees included Cecil Kimber's former gardener, a previous resident of Kimber House and factory test-drivers.



My Personal GPS

Submitted by John Munro, Zambia

I have a little GPS, I've had it most of my life
It's better than the normal ones. My GPS is my wife.
It gives me full instructions, especially how to drive.
"It's sixty k's an hour", it says "you're doing sixty-five".

It tells me when to stop & when to use the brake.
and tells me that it's never ever safe to overtake.
It tells me when a light is red, & when it goes green.
It seems to know instinctively just when to intervene.

It lists the vehicles just in front & all those to the rear.
And taking this into account it specifies my gear.
I'm sure no other driver has so helpful a device.
For when we leave & lock the car it still gives advice.

It fills me up with counselling. Each journey's pretty
fraught.
So why don't I exchange it and get a quieter sort?
Ah well, you see, it cleans the house, makes sure
I'm properly fed.
It washes all my shirts and things and lets me have
a shed.

Despite all these advantages & my tendency to scoff
I do wish that once in a while I could turn the damn
thing off.

Membership Special Discount Rates for 2014

To encourage members to pay their annual
Subscriptions before 31 December 2013,
the following Rates will apply.

| | | |
|----------------|---------|---------|
| Single Members | R201.00 | R230.00 |
| Family Members | R280.00 | R310.00 |

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