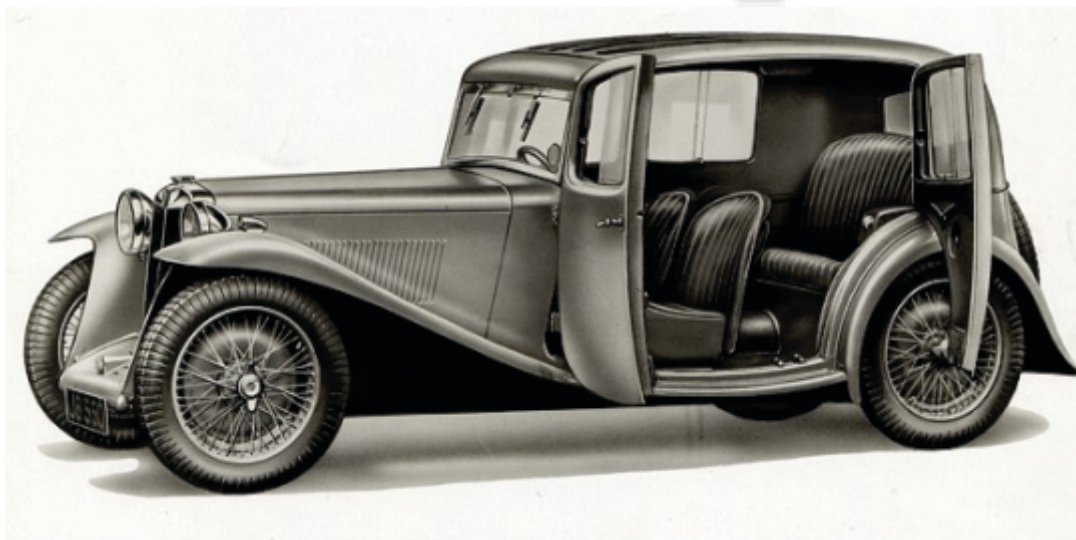


Thumbs Up!!!



1969



2014

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October 2014

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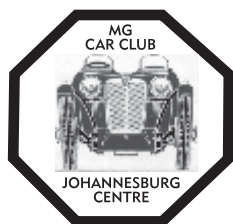
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All Payments can be made directly into the MGCC Banking Account

Standard Bank, Rosebank branch 00-43-05; Account Name & # "MG Car Club" 00 203 458 1
Remember to **reference** your deposit with your **name** & preferably state your Membership Number

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

For more details see Motoring Calendar in this issue of "Thumbs Up!"

Club Runs, are normally held on the second Sunday of each month.

AFFILIATED TO THE MG CAR CLUB - ABINGDON-ON-THAMES - ENGLAND

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Thumbs Up!!!



EDITORIAL

What a trying two months I have had attempting to get this Magazine out on time. Just nothing we tried would work as it used to do. The printers were not able to read the finished material that I sent them in the usual format as previously. I did a trial page, and sent it off to all our Committee Members, firstly as an Attachment then as a PDF File -- Most interesting!! Some received the Attachment, others the PDF and many not receiving anything at all.

At the last committee meeting, we had 10 heads together, finally William and others had the solution -- We had a 'Dropbox' installed on my computer, which seems to have solved the problem. If this Mag reaches you before the Noggin on the Website then, YES it is working as it should. Enough Said!.

Now to MG matters, again there is a lot of excitement, and new ideas and outings are being planned for the future. Never a dull moment in the MG World! In addition to the usual events, there is the MGA 60th Anniversary for next year. The Northern Centres Indaba 2016. AND Glen Parker is planning a wonderful experience over 5 days, visiting many interesting areas in the Free State, including a visit to the Katse Dam in Lesotho. Here my son Colin's Company, Spiral Engineering, was contracted to design and manufacture all the Stair ways throughout the dam wall, almost 4km in total. I did the training session on site, to enable the contractors to install all the stairs throughout the wall. We managed to visit the Dam again later with an MG Group a few years ago. While in the tunnels of the wall, look out for them.

The other major event for this year, will be the Ladies Christmas Lunch, read all about it elsewhere in this Mag. Very Special Rates will apply to our MG members. So do not be left out -- Book Now!

MG WEBSITES

Our Website: www.mgcc.co.za

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

*Printed by John MacKenzie of Kalalex Business
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CHAIRMAN'S



October is here and that's summer now in full swing.

Not sure what happened to spring which seems to have sprung and fizzed - now it's full blown heat and action and go-man-go in everything that we touch.

I'm off to the land of the Rising Sun in a few weeks for around 10 days or so. Travel and business is keeping me more than busy at the moment - I think I may have mentioned it was going to be a busy year but even so, it's gotten more than just a little crazy!

Speaking of which, half of being crazy is simply not knowing what you are doing and then doing it anyway. So it was after many a twist and turn and convolution that eventually yours truly loaded up some (good) friends into the Landy and set off for some sleepy dorp not far from Cape Town with the intention of taking a close look at some or other moggy MG. Look was done and the car was bought - and I was assured it would make it up to Jhb.

Needless to say, it didn't make 20kms before the old and very vrot radiator burst at the seams and "that was all she wrote". Being a trustworthy sort, the notion of a trailer was simply not even on the cards - such road trips are about the trip and getting to know a car by driving it.

So we towed it. Yes, we chewed through 4 tow ropes and it took three solid days but we made it back. As I say, it was done with GOOD friends! And now the old girl is getting her cooling system attended to and from there she'll be rolled out at all the upcoming MG events wherever possible. The lack of seatbelts and a soon-to-be two year old Jimmy Jo Bob James present considerable problems but we'll see what we can organise.

And yes, knowing now what I know I don't think I would recommend towing as an option. It's marginally stressful, somewhat outrightly bloody mindedly supremely stupidly dangerous and just generally quite a slow exercise at the best of times.

Patience, however, is a virtue best left for others - I can't be bothered with all that!

Your Committee is awesome! I still stand in amazement at how people get on with things because they need to be gotten on with. For instance, Denise from Kalalex pulled something of a miracle to get the Magazine out - despite it being late - given the issues they had on their side - the fact that we had one at all was amazing. And,.... it's 36 pages!!! Wow!

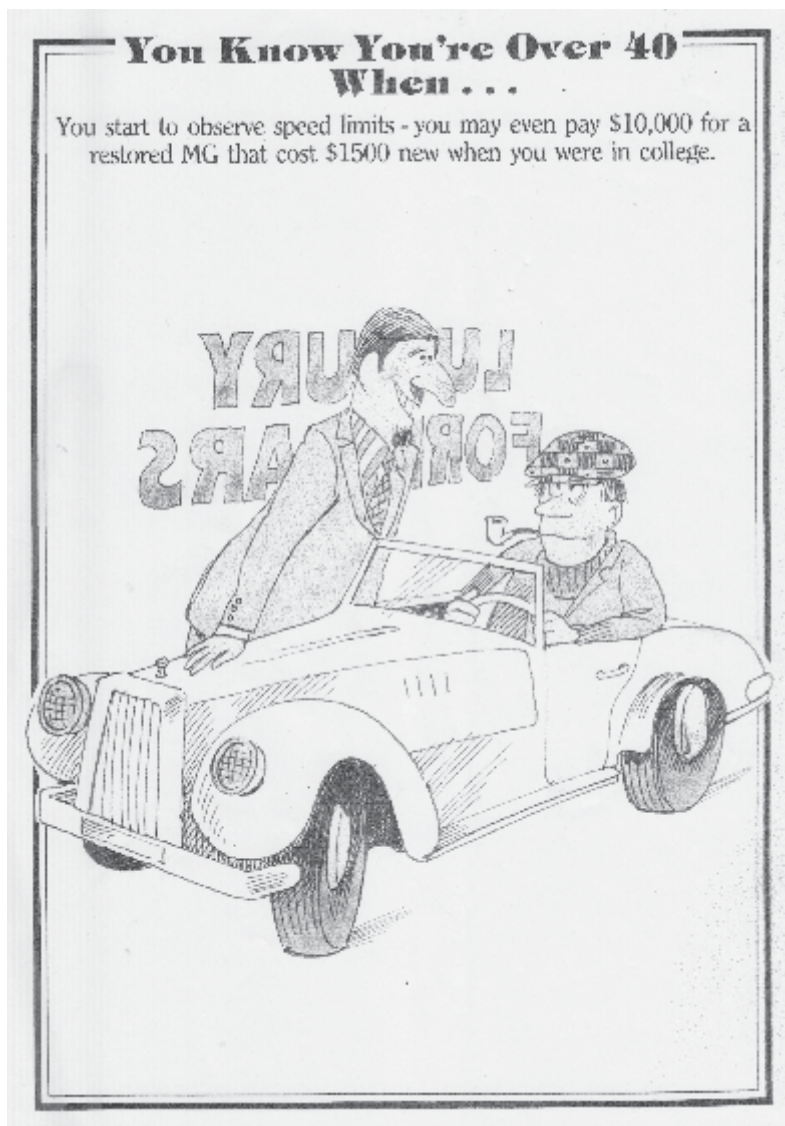
It gives me grey hairs trying to get on top of everything that is happening but the beauty of this car club is that generally I don't have to. Suzette has been an amazing tower of power with events and we've hit our straps now with an up to date database and hopefully most people getting to grips with the changes of the new format magazine. It hasn't been easy I

grant you, so my thanks to all of you for bearing with us.

I had to laugh at Roger's column in the last issue - having been umming and ahing over a water pump myself recently I can relate to believing everything you read online...!

Do NOT miss the Xmas lunch. You have been warned - it's going to be an epic event. It will be one of those that you will remember for a looong time with good, nay, brilliant food and good, nay, excellent company!

William



The POLO Event and the rain came pouring down...

Article and pictures by Clive Winterstein

on Saturday night 16th and many of us lay in bed thinking : will we be going to the Polo in the morning?

Well, making our early-eish start on the Sunday morning, the skies were only slightly overcast, so off we went; braving the fresh temperatures in our TD.



We met at Woodmead retail centre for a coffee and then proceeded in convoy to the Waterfall Polo Estate off Maxwell Drive.

PJ had been there the evening before, and positioned a gazebo 'rain-plan' at a prime spot on the embankment overlooking the 6 acre playing field. Complimentary entry badges from the Organisers had us waved through the gate on arrival.

Our 12 MGs were parked facing the field from which it was a magnificent sight to behold. Wide open spaces in the middle of Joburg!



Slowly horses started to gather around the main field building our sense of expectation since most of us had never had the occasion to attend the Sport of Kings.

The MG line up

Luckily Glen Parker met an old friend who happened to be the Chairman of the SA Polo Assoc (or something). He proceeded to give us a lowdown of the rules, the characters, the cost and the tactics of the game.

If you think our hobby is expensive "you ain't seen nuttin' yet". Each player has approx. 20 horses from which they select about 8 per match of 6 Chukkas. These horses are Thoroughbred race horses off the track and trained as polo ponies for up to 3 years, then sold on to players. The good ones are exported mainly to the UK and can fetch up to 75,000 pounds each, work it out yourself. Not to mention that each horse eats about R3000 a month whether he is ridden or not. "The cost of fuel is but a drop ... and this gives real meaning to 'horse-power'"



*Horse power -
much more expensive than your average MG*

The rain the previous evening had apparently wet the fields too much for "Safety First" so the main Prince of Wales Cup match between SA and USA was cancelled. The Provincials played on and we watched the Free State play Natal and thereafter, the "Highveld" against East Griqualand. The Free State team included one of SA's finest who plays Pro-polo in UK and has been awarded trophies by Her Majesty the Queen, for real!



MG Regulars

Despite the 'wet', the games were fast and fun to watch, bringing us novices to our feet, cheering with excitement.

To crown the day we celebrated PJ's birthday with Bubbly, delectable picnic goodies and a delicious apple pie 'birthday cake'. I know it was delicious because when I came back after ten minutes for a second piece it was all gone!

As we left the fields for home it started drizzling, not bothering to put the top up we tore down the highway with our heads well below the windscreen top. I am told that the late-stayers at the event had nothing more than a few drops and stayed until 5.30pm.

Thanks to Suzette, PJ and John Gowlett (Estate Management) for a thoroughly enjoyable day!



Thank you presentation MG scarf to John Gowlett



I was really highly impressed to have received several articles from members of the Youth Project Team, who have related their experiences over the past 4 or so years. From the start of stripping their cars to the absolute last nut and bolt. Being trained to perform the re-assemblies of these two vehicles, to describing their absolute joy in eventually being trained in the art of motor racing on the race tracks in

Their intimate feelings during their first ever experience of being in their first Historic Motor Race, their adrenaline rush, as they overtook slower cars. I considered that these emotions should be brought to the fore, and must be shared by all of our members in the Club. Hoping that their enthusiasm be shared with everyone who helped form this tremendous Youth Project.

I proposed that we publish a Quarterly Supplement to be put on our MG Website. After some discussion it was agreed that we have our First Edition out by mid October. Watch this space on the website in the next few weeks.





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Name	Signature	D.O.B	Email Address

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Entry fees to be paid to:

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WHEELS AT THE VAAL

Vintage & Steam Festival 2014

Article by Abie Brink, Pictures by Editor

The Festival has come and gone, to be held again next year. As one of the premiere classic vehicle and heritage events in Gauteng it was a big success. Many enthusiasts participated, coming from quite far away in a number of cases, for instance, both clubs from Vryheid attended: Vryheid Vintage Car Club and Vryheid Old Wheels Club. An interesting rat-rod from Welkom was displayed as another example of a growing fascination with unconventional vehicles. Participants in the Thunder Tour, held less than a month ago, arrived on Sunday, as did the Cobra and Mustang Club, the MG Club, the Pretoria Street-Rod Club, the Ford Cortina Fun Club, the Gold-Wing Club, Club RSA and the Triangle Classic Car Club.

Die jaar is somer 'n hele klomp renmotors vertoon danksy Pim Pieterse, Colin Clay. Jan Bester en Peter Bailey. Die Ferrari van Jean Alesi van 1991 was die waardevolste motor terwyl die ander nie ver agter was. Ons dink aan 'n LMP2 renmotor, Porsche 917, Lola en ander gesofistikeerde motors. Dit was 'n belewennis om tussen die motors te loop. 'n Spesiale word van dank aan die genoemde manne word uitgespreek. Dankie manne.

Vaal Ou Wiele het die groot lapa beset, die klub se mooi karre daarin uitgestal, dit ordentlik ingerig vir gerieflike samesyn. Die lapa is ook ingerig om geld in te neem en om kaartjies vir die loting van die Volksie te verkoop. Dit was gesellig en 'n lekker plek om te kuier.

Andersins is die hele terrein effens herbepalan en die uitleg 'n bietjie verander van hoe dit laasjaar gelyk het. Dit was 'n verbetering en dit het mense by die fees makliker laat beweeg. Die biertert is anders georiënteer sodat dit maklik toeganklik was en mense lekker kon kuier.

Midas, as the chief sponsor of the festival, put on a great show. They had a DJ who performed outside the marquee tent and in front of the beer tent. He called out prizes and got the public excited with his encouragement of the strong man demonstration.



During WHEELS AT THE VAAL various prizes were won or handed out:

This year an incentive to visitors was introduced in that all paying patrons qualified for a lucky draw provided they had cast the tear-off portion of their tickets with their details into the bin at the Event Organizer's tent. The lucky winner of the Camp Master trailer was Gerhard van Rensburg of Heidelberg.

Die trekking vir die Volksie Kewer het nogal spanningsvol verloop. Die R500 derde prys het aan Wayne Thompson gegaan, die tweede prys van R1000 aan Simon de Kock, altwee van Vanderbijlpark.

Die Volksie is deur Monique Blom gewen. Sy is 'n adminklerk van Kya Sand en sy was in vervoering met die prys. Sy kon net uitroep "It is my car". Monique het 'n week tevore haar babatjie verloor wat in haar arms oorlede is en sy was nog haartseer. Toe sy by die fees op die punt was om biltong te koop het haar familie haar oorreed om eerder 'n kaartjie vir die Vaal Ou Wiele trekking te koop. Haar geluk moes sekerlik aan die draai wees het hulle gereken. En dis wat dit ook was. Haar man is tans besig om 'n Volksie vir haar op te bou en nou sal sy een kan verkoop.



NrmanTalks!

I must begin by apologising for not returning phone calls – my cell went through the washing machine, taking all my contact details in its wake. As I write this my new phone has not been commissioned after a week.

On a happier note, our first attendance at a bilingual wedding was a heart-warming experience. The minister, a towering genial giant who would not have been out of place locking for the Springboks, gave a light hearted sermon in Afrikaans and English, which on pronouncement of becoming man and wife to Tom and Hyla, the congregation happily applauded.

I expressed some concern to Tom's son Colin, as I had been asked to propose the toast to the groom – as since the 86 Indaba Tom and Martie had been inseparable. However by mentioning Martie, I was able to assure Hyla that she would be in safe hands with a caring, and honest partner like Tom, to look after her.

My wish from all Tom's many friends in the MG Car Club was for their Good Health and Happiness in the years ahead. It was wonderful to see both of them at the noggin, and on the run to the Vaal.

What gave me the biggest thrill was to see Don Lindsay who has been very gravely ill, out and about and actually drawing and describing to a blacksmith a scuttle he wanted made for his fireplace. Totally positive – and inspirational, with Michele doing a great job of keeping up his spirits.

The J2 tank is looking great with the huge filler cap now fitted, baffles in place and the fittings which Bob Wilmot is making to complete a fantastic picture.

The MG Car Club was formed in England in 1930 on the 12 October. For years we used to have Indabas on that date – and when these moved around because of the weather in the different parts of the country, we used to have an October run with a Birthday Cake. It is my intention to put an extra run together on the second Sunday in October – the 12th – meeting at 10am at Old Eds. Come along and celebrate the world's best Car Club! With a MYSTERY RUN!!!

Octagonally,
Norman

Indaba Newsletter No 1

September 2014

Just 2 years to go!



This is the first issue of the 2016 MG Indaba Newsletter.

We will use this forum to update those who have already registered, and, to advise those who have not, of the latest news to persuade them to attend.

We heard, when we started publicising our plans, that some people were unhappy in having to organise their own accommodation in Pretoria for the event. To alleviate this concern we have identified four hotels/guesthouses, all within 5km from our evening venue. These are shown on the second page of the registration document. Indaba attendees are requested to choose from these (they are all on the internet), and indicate their choice to us on the form. We will then negotiate with the proprietors in an attempt to reduce the room rates, and book as required. Those who wish to find their own accommodation, or stay at home, or with friends, in Pretoria or Johannesburg are of course welcome to do so.

You will see above a new logo for the event, this is a work in progress, but does give a clue about the theme for the 2016 Indaba - Wheels - Wings - Diamonds.

The Wheels of course are our MGs, the Wings are associated with day two of the event, and Diamonds with day three.

The proposed programme for the three days of the event is, in brief :-

Day 1 Friday

Registration at our evening venue from 14h00, meet and greet, have a beer if wanted. Book in to accommodation. Return at 18h00 for drinks followed by dinner.

Day 2 Saturday

After breakfast at your hotels, we drive around 15km to Kitty Hawk airfield, where we will hold the concours events, the driving tests and rocker cover racing. The Cockpit Brewhouse will be selling craft beers, Aroma smelling coffee, and picnic lunches, or similar, will be available. It is planned to have a fly in of historic and classic aircraft. Aircraft flips may be available, photo opportunities certainly will be.

There will be some free time in the afternoon before meeting for dinner and dancing at our venue.

Day 3 Sunday

Again, after breakfast we will congregate at Kitty Hawk for a briefing prior to departing on one of a choice of scenic drives which will include treasure hunts. Those who wish will be able to visit Cullinan Diamond Mine for a tour. Game drives, historic buildings and sights will also be available alternatives. Some lunch venues (for your account) will be identified.

The day will end with the Prize Giving Dinner at our venue.

Monday, Travel home. Some thought is being given to a "farewell" function for those who do not have far to go.

During the weekend we will be meeting with The Kungwini Welfare Organisation as part of our Community involvement initiative, details for this are still being finalised.

All this for only R4500 per couple (R2500 single).

Registration forms are available from www.mgcc-north/indaba2016. If you haven't registered do it today.



THE "A" TEAM

60th Anniversary Tour Newsletter

Hi All you happy MGA drivers

I mentioned to Derek Spavins on a recent Sunday run that we are all privileged to be the custodians of these beautiful classic motor cars and naturally he concurred as I'm sure all of you do.

Anyway, the good news is that as of today we have 35 registered participants with deposits paid. We have a tour.

A couple of changes have occurred. The first of which is that reports from the Natal guys indicate that the section of road between Maclear and Elliot (70 kms) is really badly potholed, so it would appear that we are going to have to use the N2 from Kokstad to East London. Now as John has pointed out this road is dangerous. The road itself is pretty good but the taxis, bakkies and animals present a challenge. Having said that what's different from anywhere else in sunny South Africa?

The other change is that the Protea Riempiess Hotel in Oudtshoorn has been booked out as well as a couple of other hotels. However, we've made a provisional booking at the Kleinplaas Guesthouse. As a matter of interest three other hotels in the town were virtually fully booked.

Some previously keen participants have apparently been put off by the costs and other factors, but please remember you can join the tour and leave the tour anywhere you wish.

For example, chatting to a couple of the Natal chaps they were quite interested in the suggestion that they could join us in the Drakensberg and drive down to Kokstad via Underberg and then head for home. I also mentioned to Terry Estment in PE that some of their members might like to join us to drive to Knysna or perhaps to Swellendam, even Oudtshoorn. So please, everyone remember that the options are open and obviously the more the merrier.

We plan to pay the accommodation costs in full before we leave and we aim to collect payments (dependant on individual costs) in four tranches in October 2014, February 2015, April 2015 and June 2015. Once we have firmed up on the costs per couple we'll let you know what your exact costs are.

I was saying to Kevin that we have plenty of time but it's amazing just how quickly deadlines creep up on you.

In any event have fun, enjoy your MGs and we'll keep in touch.

Kind regards
Mike O'Keeffe and the Committee

CHINA'S NEW "LITTLE CAR" aka "THE HIGHWAY SUPPOSITORY"

This is not a joke, they do sell for \$600.00 and they won't be able to make them fast enough.

Here's a two seater car that will get you back and forth to work on the cheap...

This \$600 Volkswagen's car gets 258 mpg, 109.687 km/l or 0.9 litre per 100 km!!!

This \$600 car is not a toy; it is ready to be released in China next year. The tandem seater aero car totes VW (Volkswagen) branding.



Volkswagen did a lot of very highly protected testing of this car in Germany; it was not announced until now where the car would make its first appearance...

The car was introduced at the VW stockholders meeting as the most economical car in the world!

The initial objective of the prototype was to prove that 1 litre of fuel could deliver 100 kilometres of travel.

Its Spartan interior does not sacrifice safety; the impact and roll-over protection is comparable to a GT racing cars.

The aero design proved essential to getting the desired result. The body is 3.47 meters long and just 1.25 meters wide, and a little over a meter high.

The prototype was made completely of carbon fibre and is not painted to save weight.

The power plant is a one cylinder diesel, positioned ahead of the rear axle and combined with an automatic shift controlled by a knob in the interior.

The Most Economic Car in the World will be on sale next year:

Better than Electric Car – 258 miles/gallon: IPO 2010 in Shanghai

This is a tandem-seat car

From conception to production: 3 years and the company is headquartered in Hamburg, Germany.

Will be selling for 4000 Yuan, equivalent to US \$600..



Gas tank capacity = 1.7 gallons

Speed = 62 – 74.6 Miles/hour

Fuel efficiency = 258 miles/gallon

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ANSWER TO JOHN BUTTRESS'S MYSTERY TOOL

John, I just received a link to your MG September Club magazine in which my advert appears. I came across the photo you rendered to identify the tool. I think, and I am VERY sure, as I have the identical tool that I used to keep in my tool box on my Triumph Bonneville 650 twin in the early '60s.

It is a motorbike chain link pin extractor. If one's chain broke for any reason, we merely fixed it with a fitted link that had a clip to hold the pins in position, to link up the chain ends, so you could keep going with a small adjustment of the chain tension on the rear sprocket of the bike. I still have mine in a tool box in my workshop.

I hope this solves your question.

Have a great day. Kind regards

Peter Norenus, Classic & Sports Car Insurance Brokers (Pty) Limited (FSP 44375)



2014 CHRISTMAS LUNCH BOOKINGS

Bring the whole family and your Christmas spirit!

Sun 9-Nov-14 12H00 for 12H30

The Boma at Indaba Hotel,
William Nicol Drive, Fourways

R 120.00 per person

Price includes a welcome drink, entertainment, Christmas crackers, a HUGE buffet (Come hungry!)
AND R100 Mowana Spa voucher ... It's a steal.



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and mail POP to rybo@absamail.co.za

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DO IT NOW!

TECHNICAL

How to start your MG

by Roger Pearce

The below excludes all later new fangled MGs with stuff like fuel injection, computers and all those things you can't fiddle with.

I often see cars come into the workshop with the story that it won't start. Now normally most MGs built before the lot above will start six foot under water and with a hand full of dirt in the carburetors.

Some people don't even know that there is a choke cable on the dash and others don't even know what it does. Some yank the thing all the way out and leave it there, and finally, in most cases, the choke cable is doing nothing at its other end.

If the carbs on your MG are set properly, the car will start without a choke if it is a reasonably warm early morning and it should never require the choke at all during the day. If it is slightly cold the car may need a small touch of choke in the morning and then nothing all day. If it's the middle of winter and the car starts without a choke you must be spending an awful lot on fuel. So first off the carbs need to be set properly with the mixtures set correctly.

Then the choke linkages need to be set as per the book. Not only is there adjustment to set the right idle speed but there is also an adjustment to set the idle speed when you operate the choke cable. This adjustment can be made to adjust the idle speed when you use the choke and also by how much.

The linkage and the choke cable are designed so that when you pull the cable out about an inch nothing will happen with the choke BUT the idle speed should increase to approximately 1200 rpm. If you then pull the cable out further you will then engage the chokes.

So the trick on a cold morning is to pull the choke cable out as far as it will go. If you turn the choke cable knob to the right it will lock the cable in this position. Start the car and then turn the knob back to the left and push the knob back in immediately to the point that the engine will idle on its own in the car. After a short distance or as soon as possible, push the choke, with the knob held to the left, all the way home. It will take about three to five kilometres to get up to temperature, all being well, and under normal circumstances the choke should be off by then.

Using the full choke is very, very bad for the engine as a whole. It washes oil off the bores and dilutes the oil in the sump so the clever thing to do is to use as little of the choke as possible and to use the first stage which only increases the engine speed and stops the car stalling whilst it is cold. So use the second stage as little as possible to warm up the car.

Letting the car stand and idle whilst it warms up is also not good for the engines so don't start the engine until you are ready to drive off, and driving the car moderately for the first few Ks and using as little of the choke as possible will certainly extend the life of the engine.

Use good protective engine oil like Castrol Magnatec, which is designed with first cold start ups in mind.

The early type H Sus, fitted to T Types, MGAs, Magnettes, Midgets and so on had a different choke linkage to the MGB or HS type Sus. These chokes are prone to sticking in the ON position albeit that the cable is pushed home and many are the cars that have come in for a service with the chokes stuck on.

The TC even had an additional cable whereby you could adjust the slow running speed. This was very desirable if you were somewhere like the Kruger Park and needed to idle along whilst watching the game. So if a lion bit off your head in your open TC the car could idle along all by itself. Very cool.



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2014 Motoring Calendar

2014 MG Car Club of Johannesburg Events

Date	Day	Time	Event	Details	Place	Organiser(s)
2-Oct-14	Thur	19h30 for 20h00	Noggin	"Way Beyond Grumpy" by Aki Kalliatakis, Internationally acclaimed speaker	Old Eds	Suzette Bouwer (073)2741120
NOTE the OCTOBER MONTHLY RUN will be a week earlier than the traditional 2nd Sunday						
5-Oct-14	Sun	09h45 for a 10h00 departure	Meet at Old Eds	Houghton Heritage Weekend of Spring Gardens	Start @ St Patricks Rd. - R50.00 - Children under 12 free. Lunch and tea garden available	Jenny Loader KLoader@worldonline.co.za
11-Oct-14	Sat	Morning	Youth Programme	Historic Race Meeting	Zwartkops Raceway	Cameron McLeod (082)9940989
12-Oct-14	Sun	09h00 for 09h30	Anniversary Mystery Run	Anniv of start of MG Car Club 12.10.1930	Meet at Old Eds	Norman Ewing (083)6545433
30 Oct to 3 Nov		08h30	Other	Katse Caper	Scrooges, Brightwater Commons	Glen Parker Admin@sizananiplastics.co.za
6-Nov-14	Thu	19h30 for 20h00	Noggin	All about Sandstone Est	Old Eds	Tom Kirkland (082) 445 6770
9-Nov-14	Sun	12H00 FOR 12H30	Annual Christmas Lunch	Price includes welcome drink, entertainment, crackers, HUGE buffet AND R100 Mowana Spa voucher	Indaba Hotel / Boma R120 pp	Suzette Bouwer 0732741120 Confirm your attendance by payment below
PAYMENT: R120 pp with your name as reference and mail POP to rybo@absamail.co.za to: MG Car Club Standard Bank Rosebank Branch 004305 Acc No: 002034581						
4-Dec-14	Thu	19h30 for 20h00	Noggin	Andrew Thompson : F1 racing in the good Old Days	Old Eds	Clive Winterstein
7-Dec-14	Sun	09h00	Run	Irene Kamers vol Geskenke	Irene	Suzette Bouwer suz@suzettebouwer.co.za

OTHER CLUB EVENTS

26-Sep	Fri	19h00	Full Circle Charity Event	Fund Raising for Chris Venter www.scooteraddicts.co.za	Scrooges Diner Brightwater Commons	Terence Tracey 0118869988
04-Oct	Sat	08h00 onwards	Vintage & Classic Air show	Petit airfield - just off the R51 between Bapsfontein and Springs		Steve Eden stevejreden@gmail.com
19-Oct-14	Sun	09h00	MGNC: Jacaranda Run ending with BYO Braai at their Clubhouse		Meet at Union Buildings, Pretoria	Steve Eden stevejreden@gmail.com
25-Oct-14	Sat		Pro Kart Charity	Race for Hospice Teams of 6 @ R300 pp	Vereeniging	Les McLeod lhmcloed@telkomsa.net

2015 dates for forward planning purposes

22-Mar-15	Sun	Open Day for the 2015 MMM MG Gathering to be hosted at the Franschhoek Motor Museum.				
30 April to 3 May 2015		MGCC - Border Centre : Cape Centres 2015				



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This image shows a full page of blank, lined paper. It features approximately 20 evenly spaced horizontal grey lines across its entire width, providing a guide for handwriting or typing. The paper itself is a clean, off-white color. There are no margins, text, or other markings present on the page.

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