

Thumbs Up!!!



See inside for article

1969



2015

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

October 2015

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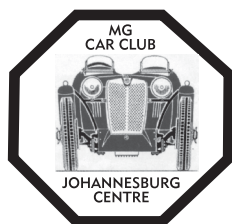
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 Remember to **reference** your deposit with your **name** & preferably state your Membership Number

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

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

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

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



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Thumbs Up!!!

EDITORIAL



OK, now we start again! Hopefully this will be a better magazine than our last disastrous effort in September. As PJ, and Suzette's "IT" man put it quite bluntly, "My Dropbox System had been corrupted", causing all the articles that I prepared, and sent to William and Denise at the printers to be deleted. AND, above all, they could not be recovered on my computer again either. It has taken a while to have all this sorted. But hopefully the October Issue should be ready for Denise after the long weekend, just before the Noggin.

Now for more pleasant MG Matters. Norman has been very successful with matters concerning the Bloodhound Project, both he and Pepi Caspari attended a function in Centurion recently which was where the British High Commissioner has given the project the "thumbs Up" and they will be assisting with the sponsorship of the project. (See his article elsewhere in this magazine.)

The MGA 60th Anniversary Tour is now iistory. However there are a lot of interesting articles and pictures submitted from many members, all showing their extreme appreciation and gratitude, to those who put it all together around the country. Read them and make up your own mind.

On Sunday the 20th September, Michael and Shelly Dixon (with a little help and advice from your editor) presented the 'Far East Roadhouse Run'. Here we were taken along a route which included visits to most of the popular haunts of yester-year, bringing back fond memories of our young days. Although we only had 10 MGs out, those who took part were very impressed with the adventure along the East Rand. Only a pity, they all remarked on the decay and poverty in the town centres that we visited. We finished up with a fabulous meal at a Burger Box Roadhouse in Northmead, Benoni.

Coming up soon will be the Northern Centre's Jacaranda Run. Your committee has made this the official Run for October, so let's give them a lot of support!!!!

Then, please BOOK NOW! for the Annual Christmas Lunch in November. (See the Calendar Page for details).

If you have not yet booked for next year's Indaba, then, you have missed out on the "Special Offer" of a substantial discount for early booking. That offer ended at the end of September.

Happy MG Motoring!!!!

TOM (Your Editor)

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CHAIRMAN'S

October 2015



A tribute to our late friend Mark Wilson

A while back I emailed everyone about the passing of Mark Wilson which happened just before the A tour commenced. It was intended to have an MG memorial for him on our return as many of us who knew him were on the tour. But things have a habit of going wrong, and life can get in the way of things as time passes. Audrey, his widow is understandably not keen to revisit the pain of a memorial for Mark and I think we can all appreciate why. That said Mark was an active member of the MG Car Club and I will always remember his quick sense of humour and the way he could catch one's eye with his own. Mark was a founding contributor of the Youth Project and together with his son Craig was heavily involved in getting the A built with many a workday behind his belt. On the original version of the B Flag Car in fact there was a list of names of the 'dads' in the project and I recall something about boerewors rolls being closely associated with Mark!

Having spoken to him a few times over the past few years I realised the toll that his health was taking on him but such was the determination and character of the man he never really let on to what extent he was ailing. Mark was always optimistic and even though I got the sense that he was more irritated with the state of his health than anything else, he was always talking about the things he was enjoying doing. Although the commencement of the Youth Project was before my time everyone I have spoken to has been remarkable in their appreciation of the efforts put into the programme by Wilson Snr and Jnr.

Mark was a quick witted and intelligent man who often gave me advice and suggestions on a wide variety of matters. He was a contributor and got involved in many club runs - his yellow Midget is one of the most recognisable MGs in the Club for that very reason. The Ludorum points that he accumulated over the years are more than enough evidence of his presence in the Club. The timing of his passing was unfortunate and it is my deep regret that our communication between ourselves and his family was not what it should have been. For that to the Wilson family I extend my apologies and ask that they understand that Mark was not overlooked and it was our intention to have an MG memorial for him post the A tour. And in fact we have done just that. One of my overriding memories of Mark was his spirit of competition and in a kart in particular.

So we have created a Youth Project trophy in memoriam of Mark. The annual Hospice Karting event which we have attended now for a number of years and will again this year is the ideal opportunity to be taken and this being a youth Project driven initiative mainly we thought it fitting. Henceforth the Mark Wilson memorial trophy will be awarded to the best performing MG Team at this event each year.

Enough from me - there are other tributes to Mark in the magazine further on.

William

CASTROL MAGNATEC 'A FOR AWAY' TOUR 2015

SOUTH AFRICA

Generous members of the tour sent in their memories of the 10 day trip and I have hopefully woven a tale of their contributions (with editor's prerogative) to describe the enjoyment of the tour, car troubles and sometimes inclement weather too.

The tour was conceived as a follow up of the very successful 50th MGA tour in 2005. The idea which took root some 18 months ago was to take these wonderful cars on a tour around South Africa with the owners enjoying the camaraderie of other 'A' owners. A secondary objective was to visit the beautiful and lonely places in this vast country that tours such as this allow one to see. As usual Shakespeare had words for it - 'MG owners who stayed at home did think themselves accursed that they were not there'.

Six South African MG Centres combined to put on the "Castrol Magnatec "A for Away Tour" for the South African MGA Register of the South African MG Club. This ran for 9 days from Thursday, August 13 to Friday, August 21 2015. The route was as follows-

Day 1 - Johannesburg to the Drakensburg, 391kms (235 miles)

Day 2 - Drakensburg to Kokstad, 394kms (236 miles)

Day 3 - Kokstad to East London, 530kms (318 miles)

Day 4 - East London to Port Elizabeth, 339kms (203 miles)

Day 5 - Port Elizabeth to Knysna, 320kms (192 miles)

Day 6 - Day spent in Knysna

Day 7 - Knysna to Swellendam, 394kms (236 miles)

Day 8 - Swellendam to Oudtshoorn, 419kms (251 miles)

Day 9 - Oudtshoorn to Graaff-Reinet, 460kms (276 miles)

46 cars in total participated in the tour and only two drivers were estimated to be younger than the age of their cars; more encouragement is needed in that department to maintain these cars for the future.

The MGA is friendly and pretty and comes across as fun and as a result evoked a good response wherever they went, albeit at filling stations and hotels or with the hooting and waving from passing vehicles and onlookers especially in the Transkei.

Memories of 11 days of driving over 4000km (from Jo'burg and back), interesting scenery, the enduring beauty of many passes, the variety of the raptors on roadside poles every few km, renewing old friendships and making new ones, heavy rains on two days and gratefulness for the hardtop keeping out 95% of the water, MGAs being maintained and ingeniously repaired after every day's run and constant concern as to whether the old car would make it to the end, added to the excitement of the tour.



The gang Anita, Amanda, Pierre, Rolf & Joe enjoying themselves at the Knysna photo shoot



MGA folk at the Bredasdorp Shipwreck Museum with the museum staff

The drive through rural Southern Kwa Zulu Natal and North-Eastern Cape was a hair-raising experience for some. The route was chosen to avoid the congestion of Mthatha on a Saturday morning, but still had its fair share of signs of delivery rioting a few days prior. An early start, mountain passes, dodging potholes, cattle, goats and sheep on the roads, traffic police supplementing local income with speed traps, masses of pedestrians doing their Saturday morning business filling the streets in the rural towns and villages made it a memorable day.

The economy run from Swellendam to Cape Agulhas and back was a delight and the participants were treated to a brilliant patchwork of yellows and greens in the Canola fields. A climb up the escarpment on the Tradouw Pass led us into the Little Karoo and such treats as Suurbraak, Barrydale and even Ronnie's Sex Shop. Arriving at Kleinplaas in the Oudtshoorn after a long day was a relief and another evening of MG friendship and competitiveness of an after-dinner quiz, kept us awake. Our thanks go to Clive Winterstein for his "I have no idea where he got his questions from" entertaining evening.

From Oudtshoorn to Graaff-Reinet there was the option of two routes, one being the direct tarred route and the other over the Swartberg Pass with 20kms of dirt thrown in for good measure. Never having seen the Swartberg, Kevin and I opted to take the Magnoste the dirt route and climb to the top of the pass along with five other cars and a support vehicle as back-up. This is a pass of magnificent geological rock formations and twisty twiney bends, making the drive exhilarating though not at high speed (unless one was William!). We are sorry we didn't get to see more of the delightful little town at the bottom,



Running repairs - Koos & a willing band of helpers & encouragers in car park of the Protea Hotel in East London



Practising for the economy run?



There were many scenic shots to choose from - here is one taken from the Tradoux Pass



Part of the group that made it to The Top of the Swartberg Pass

Prince Albert, another time perhaps. The massive cliffs of the Meiringspoort were a treat to observe from the open top cars and made one feel totally insignificant. From there the wide Camdeboo plains of the Karoo were further evidence of how small we are as the MGAs sailed into Graaff-Reinet for the final evening of the tour and the offer of 'White Dog' liqueur at dinner.

Some of us visited museums, art galleries, a pottery, churches, historic sites, a shoe factory, friends on the route and, yes, even pubs! A tour to cater for all tastes, with no shortage of photo opportunities.

Interesting to classic car enthusiasts were the MGs participating; 41 MGAs, a ZB an MGB and a Midget, plus 2 support vehicles. Local enthusiasts came to meet us at overnight stops and we saw a variety of classics en route at Frost Brothers, Classic Car Storage and Parnell Bruce Collection in Knysna and the amazing 300+ car collection of Louis Coetzer in Bloemfontein.

The tour had its casualties; Koos Boshoff's 'A' was first onto a support vehicle trailer as it had blown (yet another) head gasket during the above day's drive. Feliciano Lopez from Cape Town limped into Swellendam; the cylinder head gasket was going. Viv James came to the rescue and torqued the head bolts, set the valve clearances and the 'A' was ready to roll.



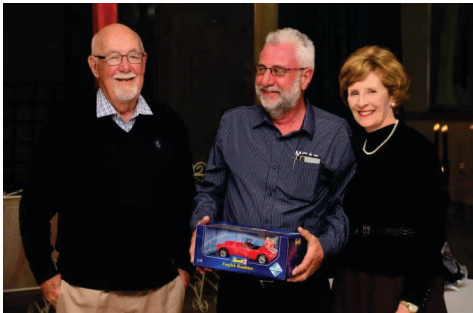
A welcome refreshment break at the Pig & Whistle in Bathurst



Many thanks to the SCAPE Centre for superb hospitality - scene from the street party



Many good deeds occurred en route - Carol & Bruce Dixon stopped to help the tortoise across the road



Koos - Proof that determination & passion triumph - Koos receiving the Perseverance Award

Being true gentlemen of the road, Nigel Stokes and Chris Champion came to the rescue of car owners on two occasions. Firstly, Nigel in his Midget and Chris in his MGA stopped to help 'a damsel in distress' when Chris dived under the front of her Mercedes and cut away the offending parts (of the car), the lady whose name they did not know was then able to continue. Secondly, Chris came to the rescue in PE of Rod and Sharon Harman in their MGA and fixed a faulty clutch slave cylinder, continuing to do so in the rain long after the rest of the tour and the sweeps had gone on to Knysna !!! A true McGyvAr."

Water pumps, head gaskets, bearings and a couple of broken brackets seemed to be the major (or minor) problems that some cars had. Bruce Dixon was on hand to help a few cars with his mechanical knowledge and spares from the wide range in his boot. At every evening's stop, open bonnets could be spotted in the car parks with various heads inside with a tool of some description in one hand and often a beer in the other.

Is it a classic car owner 'thing' that one is never left stranded by the road? In the case of the tour, either another owner readily stopped to 'help', or the support vehicle winched you onto the trailer and took you to the night's stop where a collection of eager amateur and professional mechanics were on hand to get the car going again.

We could write more about the daily adventures and sights seen on the tour, but at some point all good things must come to an end and at this point I would like to add the comments on the generosity of the sponsors of this tour, namely Castrol Magnatec, Cross Country Insurance Consultants, Indwe Risk Services and Huco Engineering "I was honoured to put Castrol stickers on my car during the MGA Diamond Jubilee Tour.. since 1964 when we were apprentices in the SADF and avid motor car racing enthusiasts, Castrol was and is the only oil we ever use".

"I was approached twice by local people and asked about our cars and the sponsors. We explained about the advertising as exposure is always good. One gentleman in Swellendam asked me if I use Castrol oil and then went on to say that his trusty Toyota had done 289000kms and he attributed this to only using Castrol oil".

"The 60th tour brought like-minded folk together. From a sponsors' point of view it allowed MGAs to take on a long trip which otherwise would not have been possible. Courtesy towards other road users and assisting those in trouble along the way are a given. The tour was well organised, well run and very visible to the general public. My vehicle was running on the Castrol Oil supplied, my Huco pump never missed a beat and yes I'll call for a quote when next my insurance comes up for renewal".

The enthusiastic Southern Cape club, under the able chairmanship of Bruce Henderson were amazing hosts for the two nights that the tour stayed in Knysna. They treated us to dinner both evenings, firstly lasagne at the Angling Club and the second 'supper in the street', namely Gasoline Alley, a delicious curry evening peppered with classic car collections and laughter. Thank you so much, we did enjoy our short stay in your friendly town.

Grateful thanks of contributions for this article go to, Ralph Kirsten, Bruce Hall, Keith Slade, Bruce Henderson, Daphne Cass, Stuart Leach, Robin Rich, John Buttress, George Dehlen, Derek Spavins and Jenny Loader.

Hazell and Steve Eden from the Northern Centre came up with a very novel 'gift' for the 17 surviving members from the 50th tour. They had lovely 'beanies' made for the drivers complete with a logo which were very well received, especially as some of the days were on the chilly side. Thank you so much the 'Edens' (see the pics in the Berg).

In closing, hopefully Mike O'Keeffe's suggestion of another tour in five years will come to fruition. "We can't praise the tour highly enough and can't wait for the next one". The five years was mooted for the next tour 'lest man and machine become too ancient before the 70th tour'.

Jenny Loader

9th September 2015.



Ahead of the publication of your newsletter for October and your Noggin this Thursday, here are the details for this year's Jacaranda Run:

Date: 25 October 2015

Time: 09:30 for 10:00 departure

Where: Meet at Union Buildings on Government Avenue to be issued Route Schedules & Directions. Run to conclude at MGCC NC Clubhouse for bring & braai. Usual Facilities will be available

We regret that the event clashes with the VCC, as we are aware that the Johannesburg members typically like to attend this.

I should be at the Noggin and can speak about the event if you would like to be. I promise to behave...

Best,
Steven Grover

Travels of John & Jopie Buttress

In August 2015, we had two trips. The first was from 13-15 August and was part of the MGA60 tour. We only did the first two days because we felt that the entire tour was a bit of a marathon. In those three days including the trip home, we covered about 1500km.

As I had been involved with MGAs for nearly 60 years and had owned one for 20 years(I had sold it in 2014). I had been heavily involved in the organization of the event together with a dash of nepotism; I was allowed to take part in the tour in my MGZR 160.

On the evening of 12 August, we packed the car and put on the sponsors advertising decals. The next morning the car's battery was totally dead. I had not left anything switched on! We frantically transferred the luggage and the decals to our X-trail and just made the NW Johannesburg assembly point in time to travel in convoy to the official 'starting point' at the Petroport halfway to Heidelberg. The cars left from there in their own time, although a little 'chivvying up' was needed.

John drove as far as Villiers where we took a break and Jopie took over the chauffeuring. The following couple of hours through the Free State were boring and unpleasant. A very strong wind was blowing and dust clouds made visibility poor and driving difficult. We were grateful to be in a plastic(MG talk for a modern car) and not being buffeted in an open car.

We stopped for fuel, a sandwich and driver change at Caltex, Van Reenen only to find the garage closed, having gone bankrupt. We ate our sandwich and then ventured down the pass into a very dry Natal. We refuelled at the Engen garage about 50km further on. The slow speed at which we had been travelling, the generally downhill run and the wind mainly from behind made the trip computer record an astonishing 6.7l/100 km. In town this automatic gives about 13l/100 km!

The route turned off the N3 and headed towards the mountains. We arrived at the Drakensberg Sun at about 16h00 to find quite a lot of MGs already there including the Natal contingent. The hotel is up-market and looked after us well. A minor snag was paying R40 for glass of wine.

The following morning dawned warm and clearer and there was a photoshoot in the upper car park. The back drop of Cathkin Peak and Champagne Castle made for some great pictures. The tour got underway again at about 10h00. We deviated from the planned route because of advice that the road via Loskop had had some stoning experiences previously. This only added some 20km to the day's run.

Several crews egged on by Mike O'Keefe showed enough initiative to take the 'old' road via Nottingham Road and stopped for coffee and cream buns at Rawdon's Hotel. At Howick we all turned off the N3 and headed for Underberg. A few kilometres out of Howick, we were behind a car which was behind a slow moving heavy load on a double white line going uphill. I had a sudden fright when an empty 10 ton tipper truck screamed passed us. I never saw it coming as I was concentrating on the vehicles ahead. He must have taken a run at us from the previous downhill.

The mountain scenery near Underberg became spectacular with views of Hodgson's Peak (Giant's Cup) and the approaches to Sani Pass. There were traces of snow on the mountains which reach about 10500 ft. The road from there to Kokstad stretches about 100 km through almost uninhabited, very hilly countryside dotted

with isolated farms . A dot on the map showing Kingscote turned out to be a very small trading store. Zwartberg was a small farming centre but hosted a Country Club. Franklin was a town of perhaps 150 new brick built modern houses with tiled roofs packed closely together. There was no sign of a commercial centre or a service station. We could not figure out the reason for the buildings. Perhaps there was prison nearby but there were no signs to anything. 'Was a puzzlement!'

Eventually we reached Kokstad. This town has a history but this is not the place to relate it. It has turned into a very busy, thriving, modern commercial centre but we managed to miss the promised fuel stop on the N2. 30km later we arrived at our overnight stop at the Ingeli Forest Lodge. There were already several MGs there and the rest trickled in. Again the hotel was very pleasant and welcoming. One snag was that our room was upstairs in a chalet on stilts. I collapsed after lugging our suitcase upstairs. The room was very pleasant but far from soundproof. We had to be very careful what we said and did. The dinner was again enjoyable and sociable.

The following morning, we left the tour which headed southwards to East London. We followed the N2 north and turned off to Umzimkuku which turned out to be larger than we had expected. The road was also better than anticipated. We refuelled there and had pleasant, cheerful service from the lady running the pumps. It had been many years since either of us had travelled that route and the road was really good as it swept down and out of deep valleys. On one climb we came across a large articulated lorry stopped on a tight hairpin bend. Getting past was a challenge. Ixopo and Richmond are now bypassed and we were soon in Pietermaritzburg. The by-pass was found without much difficulty and soon we were on the long road home. There was still a wind blowing but not nearly as badly as two days previously. It was just a matter of putting on some music and try to enjoy the trip.

Going uphill, travelling faster and into the wind increased the fuel consumption to 9.2 l/100 km.

At this stage we regretted that we had not done the full tour but happy that we had experienced the first two days.

Two MGAs give Roadside Assistance

I was at the drinks evening in Port Elizabeth and might have said Hi there. But what is important is that a few days later my wife travelled alone to Robertson on the M2. Halfway between Heidelberg, Cape, and Swellendam, she hit what she says looked like an otter. She tried to swerve but still hit it.

It did substantial damage to the front wheel arch, and the underside below the left front door. Well, nobody stopped to help her, except when the MGA entourage came by.

Two MGAs stopped to assist her.

She says the one was from Cape Town, and the other from Johannesburg. Could you please thank those two cars' occupants on behalf of my wife and I. Oh! And we are members of the MG Club in Port Elizabeth and drive a red MGB GT.

Thanks, Francois Potgieter 082 433 4277.

The two cars that stopped were my Midget, (Nigel Stokes) and Chris Champions MGA, Chris immediately dived under the front of her Mercedes and cut away the offending parts. The lady whose name we did not know was then able to continue. It was the same Chris that climbed under a stranger's MGA in PE to fix a faulty clutch in pouring rain. A true McGyvAr thanks Chris.

Many Thanks to those who HELPED!

Francois & Marriette Potgieter.



MGA 60TH ANNIVERSARY TOUR

Article & Pics - Derek Spavins

The MGA 60th Anniversary Tour was from 13 August 2015 to Friday 21 August 2015 and the route was from Johannesburg to, Drakensberg, Kokstad, East London, Port Elizabeth, Knysna, Swellendam, Oudshoorn and Graaff-Reinet. The tour was planned for a total of 2 844 kilometres but there were additional distances for those participants travelling home from Graaff-Reinet.

The tour was conceived as 400 kilometres a day and a bottle of wine with participants free to join and leave the tour as they wished. An extra day was planned in Knysna. There was to be no pressure - just sheer enjoyment of the cars, the roads the scenery and hospitality with ample time for socializing, sightseeing and repairing vehicles. The run from Kokstad to East London via Matatiele and Elliot was the only daily run that exceeded 400 kilometres.

There were 46 cars entered of which the participating cars were MGA: 36, ZB Magnette: 1, MGA replacements (due mainly to MGA failures): 6, and sweeps: 2. Only one entry did not participate.

The typical participating MGA was a red 1960 roadster of 1600cc. Most roadsters travelled with the roof raised due to a need for luggage space and/or an aversion to sun and/or to female co-drivers preferring to keep their hair free of wind and/or headgear.

The MGA is friendly and pretty in appearance (no fat cats here!) and comes across as fun. As a consequence the cars evoked a good response wherever they went. There was plenty of hooting and waving from passing vehicles and onlookers on the side of the road (especially in the Transkei) and

those coming to see and chat when the cars were at filling stations and hotels.

Only 2 drivers were estimated to be younger than the age of their respective cars. Everyone commented that the participants were 'such nice people'. The social aspect was assisted by breakdowns at which some participants proved master repairers while others were able to advise or assist and/or were providers of spares. There were no terminal breakdowns. Repairs were effected at the side of the road or at hotels. Very shortly after arrival at the hotels it was bonnets up for some and there were always a few heads under these bonnets. There was plenty of discussion and some useful advice on the repairs to be effected while others simply stood around and socialized prior to heading for the bar and dinner.

There were no serious complaints, only compliments. There seemed a lot of support to arrange a similar tour in say five years' time, with a number of participants commenting that five years was too far away!



Global Launch of Great Britain Sponsorship of



Pepi Gaspari, Gary Chapman and I attended the launch at the invitation of the British High Commissioner, Judith McGregor, at the premises of Jaguar Land Rover in Centurion. There we met Wendy and Dave Rowley, who were quick to tell us how much they were missing their MG6 -- and its ability to pack things in . . . far more than their present transport. Nandi Canning was there and took a group photo of us. Although it was at a Jaguar dealership, I decided to wear my MG lapel pin alongside my Bloodhound one. When Martyn Davidson explained that one of his loves was rugby - Scottish rugby, I gave him a cheer . . . the only one. And after his speech I went over to meet him to shake his hand. On spying my MG lapel, he said he should shake my hand because he was an MG enthusiast through and through! I called Pepi over and we both assured him that any free time he has, we would love to include him in local MG events, as he misses driving his Midget. Small world but then the ads did say, you can do it in an MG. Bloodhound should be here after the heavy rains in January, and we will be kept informed as a club. Norman.



The Far East Roadhouse Run an Enjoyable Adventure

Article by your Editor, Pictures by Kevin

The start was rather delayed as several members arrived at the Doll House in Louis Botha Avenue, only to find that the Start was at the Old Doll House in Malvern instead. We then unanimously decided to drive in close convoy through the route, as it would be easier, and less likely to get lost en-route.

We met up with Norman at the old LaConga Roadhouse in Whitfield. That made up a convoy of 10 MGs and a SUV. A little disappointing for Shelly and Mike who were eagerly assisting in the planning of the event. Hopefully they will be able to put on a show of their own in the near future.

We travelled through the ERPM area into Boksburg, zigzagged through Boksburg North to visit the Famous Fireplace Roadhouse, then through Benoni, passing the Rock Raceway on the way to Brakpan visiting the Old Casbar Roadhouse. Here another route schedule was handed out, directing the members to their final lunch stop in Rhyndale Benoni.

There were a lot of stops where we visited some of the Road Houses along the way. That gave all participants an opportunity to chat and discuss their experiences of those early days in their particular lives. "Everybody went to a rRoadhouse!!" especially on a Friday Evening.

However, the most disappointing thing to all members was the enormous amount of squatters and general decay along the way. Also the Major Towns were badly littered and very dilapidated. It was hard to believe that all our shopping was done there in the past.

We did find that all the roadhouses we visited were exceptionally neat and tidy. We enjoyed our lunch in an enclosed gazebo where we all ordered our favourite meals of the past. It was just a great occasion to bring us all back to reality, as it was then. no computers, no cell phones, motor cars that we could fix ourselves. No parking Hassles etc. etc.

The general feeling was that a good days outing was had by all.

I thank Shelly and Michael Dixon for their help in making this a great MG Outing!



Drivers' briefing at the P&C Roadhouse in Malvern



Departure from P&C in an orderly
convoy led by Tom & Hyla



Koos' grand
entrance at La
Conga Roadhouse



Book your Sunday roast + dessert
for R36,90 at the Star
Roadhouse



Folk who stayed for lunch. Thanks to Shelly, Michael,
Tom & Hyla for an enjoyable tour



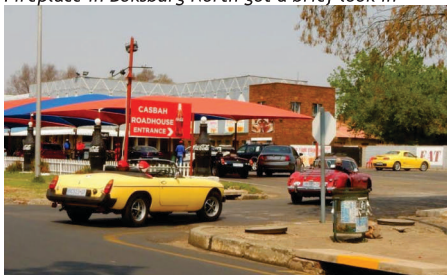
Admiring the sights of the East Rand from La
Conga's parking lot



All systems "go"
as the MG convoy
disappears into
the East



Fireplace in Boksburg North got a brief look in



Arrival at the Casbah in Brakpan, last stop
before heading off to Benoni for lunch



Norman reliving his youth sucking up a green cream soda
milkshake



Roadhouses have rules



Lunch venue, the Burger Box in Benoni

NMG Norman Talks!

A Month of MGA Magic! In Europe

Continued from September Edition of Thumbs Up!!!

This four day event was massive. We put the MGA Ex 182 on display, as it was sixty years since it had first appeared as part of a 3 car team at the Le Mans. The four days enabled me to spend time with the English MGC contingent, and friends from Germany -- Angelika in particular, and Walter and Bridgette, who were with us at Franschoek in February. A trip through to Tan Boshe enabled us to see Edith Denisse who came out last year to Knysna, and we were off to pick up spares for the K3 and F in Belgium, where Steffan produced on cue like magic, an accelerator pedal for my J2 - I could have kissed him! (He might have thought I was French)

Back in Touquet I did washing and re-packed for the 5 days in England, and was then informed of another change in plan! We would continue after Silverstone to "Leaping Cats" near Coventry, to pick up my ride home - a 1964 Jag, 3.4 litre engine, discs all round, 5 speed box and power steering. I'm not a Jag man so I reserved judgement.

On arrival at Silverstone there were no tickets for the four of us at the gate - but as everyone knew me Neville Parker, waved us through, and brought me the tickets later. Doug Samuels, who restored the wonderful works transporter, was there to greet us, as was Bill Price, and we unloaded EX 182, and I drove it off to be very close to Bob Olthoff's twin cam, now owned by Edward Vandyk. Great! Apart from a wet hour the weather was great. I introduced young Steven Grover to Paddy Hopkirk and as both Paddy and I had our red pants on - posed for a pic, as it was Paddy who told me where to buy my first pair. I met Edward Vandyk and had a long chat to Geoff Enoch - builder of the EX 128. Lots of people who were at different Indabas from 1990 to Knysna, came over to say hello. Then it was off to "leaping Cats" and collected the Jag. John Brown runs a great show with XK 120 + 140 + 150 Jags everywhere! It is a massive operation and he was building a Special replica 'C' Type for the man who has just sold the entire Ecosse collection.

"Leaping Cats" owner was a soft spoken Scot from Motherwell where my mother had done her children's nurse training - and hearing that John went to see if he could find two 'wee enamel saltires' for my J2, sadly without success.

The Jag was all modern power - and hearing of the fire up, Philippe decided that HE would now drive it back to Le Touquet! Try as I might to convince him, we were going to Dover on the M25 and M20, and not my way on the M11. For five and a half hours we crawled between just three off-ramps, and we were still seventy miles from Dover. Oh boy, stubborn is my pal, and the day dragged into night.

Early next morning, having only made it back to Le Touquet around midnight, thanks to the difference in time between the UK and France, Philippe set off in the Jag to buy croissants for breakfast -- and it boiled! No problem I was assured, it took not a lot of water. Dave and Janet Lyons from Cape Town, our hosts in February, had been invited to overnight with us with their XK 140 - so off we went to town for a quick bite before they arrived - and it boiled again - and we left it to cool down for a good hour. Sadly MRX42 the Liege-Rome-Liege MGA was still in Aubonne, or I would have been driving it like a

shot!

When the Lyons arrived, Jannet was nursing a cold and went to lie down, whilst Dave set to cleaning his car. On hearing that the Jag had boiled twice he agreed with me that we should do a pressure test. Philippe insisted that it was not necessary. After visiting the neighbours Bugattis, off we all went to town for a superb dinner - with Jasma, his dog. The following morning after yet another magnificent breakfast, this time at the Westminster Hotel, we steered the Lyons in the direction of Cambrai, agreeing to meet two days later in Vichy for the Grand Prix. I had raved about Annecy where I took members of the 2001 MG Tour to Switzerland and France, but Vichy now came first.

So with no pressure test, and me behind the wheel, off we went. After 20 Kms the gauge rose alarmingly, and I hooted and shouted to Philippe ahead of me towing the covered trailer. He was oblivious. Twenty minutes later he came back down the road, not happy when I explained what had happened, instructing me to ignore the instruments. I refused. And so he commenced to fill the radiator. When I turned the car over, water poured out of the water pump! In response to his 'merde' I proposed he call brother Bernard to bring the big trailer, and we dumped the Jag.

Off we went - Philippe, Jasma and me, in the huge petrol guzzling ML Merc. Philippe drove fast and well, and I left him to do it. We arrived after less than seven hours drive, and after depositing the MGA at the track, and a light supper we booked into the Aletti Palace Hotel in Vichy with Jasma. I couldn't believe that five star hotels accept dogs . . . but they do. As luck would have it, the Lyons were in the same hotel, so we had breakfast together before Janet went off shopping, and we went off to the race track with Jasma.

The guest VIP drivers were Jacques Lafitte with a Ligieur and Henri Pescarolla with a Matra. The grid of Bugattis were worth more than a F1 grid!!! And Chassis No 1 and 3 from the Amilcar museum raced flat out!!! As well as No 3 and 10 Elvas. All this only happens once every two years and is well worth a visit, as is the city of Vichy . . . a tiny gem. Philippe asked me to try and get Lafitte's autograph . . . there was a massive crowd, so I was not too confident. However I was wearing my Christmas Tree MG Jacket (recently upgraded by Judy) - Jacques saw me and shouted something in French I shrugged and shouted back 'South Africa' He beckoned to me and the crowd parted. As I walked up, he looked my jacket up and down and said "Kyalami . . MG" so he remembered the MG drivers parades at the Grand Prix. That evening the Lyons took us out to a stunning little bistro for a farewell treat.

On our way back to Aubonne next morning, George Leskens called to say that Aussie mates Bob and Shelly Bazzica were in town, and an 'International Lunch' on the shore of Lake Geneva had been organised. It was a wonderful reunion and lunch with Dave and Sue Humphries, Raymond and Ruth Sunies and Baz and Shelly. I was asked to take love to Pat, the De Castros, Schweizers, Aubourgs and John Shipway. As I sat in the departure hall at Geneva, I thought back on an incredible month, full of warmth, love and friendship and of all Philippe had done for me so generously enabling me to share time with very special friends . . . and I felt overwhelming gratitude.

The flight in the gloaming over the Alps, Monte Carlo, Venice and Korchula was a simply glorious end to a MaGic month!

TECHNICAL

The MGA With An Attitude

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MGA HOT RUNNING ISSUES - CO-140

Circumstances, causes and (some) solutions

This article was written by Thomas Accel in Australia.

First published in Safety Fast magazine by MG Car Club.

This article has additional photos and notes not included in the original abridged publication.

Preamble:

This discussion is just one person's (i.e. the writer's) observations and thoughts on this widely discussed, and somewhat controversial topic.

Having run a 1965 MGB for over 40 years, with for many years the 'B' serving as my 'daily drive', in all types of weather and conditions, the occasional glance at the water temperature gauge always confirmed temperatures to be well within the 'comfort zone'. I was rather surprised therefore to discover that my newly purchased and apparently sound MGA tended to run somewhat hotter than my (absolutely stock standard, though well maintained) MGB, and to also find a considerably greater degree of 'heat soak' into the MGA cabin.

This was surprising given the relatively similar mechanicals under the bonnet. Both models run the B-series BMC engine (in varying capacities from 1500cc to 1800cc) with similar coolant capacities, dimensionally identical radiators, with an engine driven fan. The MGB water pump does have a slightly higher output, but the MGB also runs a higher engine capacity and a higher compression than the Australian assembled OHV MGA (8.8:1 vs 8.3:1) Why should this be? It also bears mentioning that when the MGA was in current production there was little discussion in the press reports or elsewhere of the MGA being prone to running at high engine temperatures. I suspect this is not entirely to do with the journalists and the public of the era being more tolerant of such failings in their vehicles, and I'll return to this point later. I'll omit the cabin heat soak issues from this particular discussion, and confine myself to engine temperature issues. Omitted as well will be specific reference to the MGA Twin Cam, with which the writer (sadly, thus far) has no first hand experience, although many suggested conclusions and solutions that follow potentially have application to the Twin Cam model as well.

For the full Article go to your MG Website MGCC JHB - Technical

BTCC 2015 MG-6 Racing Results

Drivers: Jack Goff and Andrew Jordan

Circuit Name	Date	Qualifying + Pos		Race 1 + Pos		Race 2 + Pos		Race 3 + Pos	
Brandshatch		Goff	6	Goff	6	Jordan	7	Goff	2
		Jordan	10	Jordan	7	Goff	8	Jordan	19
Donington		Jordan	5	Jordan	4	Jordan	4	Jordan	2
		Goff	13	Goff	7	Goff	8	Goff	31
Thruxton		Goff	7	Jordan	6	Goff	4	Jordan	2
		Jordan	11	Goff	8	Jordan	7	Goff	11
Olton Park		Jordan	8	Jordan	4	Jordan	2	Jordan	2
Jordan O/All	4 th 144 Pts	Goff	18	Goff	7	Goff	9	Goff	8
Croft		Jordan	6	Jordan	6	Jordan	9	Jordan	8
		Goff	10	Goff	8	Goff	14	Goff	DNF
Snetterton		Jordan	4	Jordan	4	Goff	6	Goff	1
		Goff	7	Goff	9	Jordan	7	Jordan	6
Knockhill		Jordan	8	Jordan	8	Jordan	4	Jordan	7
		Goff	13	Goff	11	Goff	14	Goff	12
Rockingham		Goff	3	Goff	4	Goff	9	Jordan	9
		Jordan	10	Jordan	6	Jordan	12	Goff	1

Silverstone

Brandshatch

Farewell Friend

Obituary and pictures Kevin Loader

Sadly Mark Wilson passed away on Tuesday 11th August 2015 following a protracted battle with cancer. He was 62 years young & very keen to live life right up to the last. Our condolences go out to Audrey (Mark's wife) & their children, Hayley & Craig.

Mark had many interests; his family, being an enthusiastic Everton football supporter, working at Medscheme & MGs to name a few. We saw Mark through an MG lens & share a few memories in celebration of his life:

Mark's love of MGs blossomed in 1977. While in England & recovering from a divorce he walked past an MG showroom & bought a 1977 Midget 1500cc on the spur of the moment. When Mark returned to Durban (South Africa) the Midget was shipped out from the UK. Lawrence Sysum mentioned that Mark joined the MGCC Natal Centre & was their editor from 1986 to 1989. During this time he also organised the club's Friday night noggins at the Umbilo Cricket Club, where he was a member.

While in Natal Mark met & dated Audrey, whom he married in 1989. Then along came Hayley & Craig.

The next move was to the Transvaal where Mark joined the MGCC Johannesburg Centre in June 1994; membership number 1506.

I first met Mark in the early 2000s en route to a Combined Centres' Show Day in Pretoria. His Midget had had an overheating problem & he'd stopped the car in the water drainage section of the motorway near to the Linksfield off-ramp. Craig had been instructed to scale the embankment & search for water.

Mark certainly had a competitive streak in his make-up & our Midgets often saw each other at gymkhanas, driving tests & rallies.

The Spridget Tour took place in 2008 & Mark was part of the organising committee.

Research was another of Mark's strengths; prior to the tour he'd worked out where all the places of interest were along the route & would happily go off on adventures to learn more about our country.

Coming back to Mark's competitive streak. He was really chuffed to win the tour's economy run from Mthatha to Port St Johns & must have coasted as much as possible en route. We smiled at the irony of the event being won by an MG with a Triumph engine.

As Craig grew older Mark devoted much of his MG time to passing on his passion for MGs to his son. Thus started some new MG escapades:

Being active participants in the rally circuit, the Midget was decorated with a "Caution Rally Car" sticker. Mark also devised a slide mechanism for Craig to use that helped resolve the distance, speed & time calculations; this was his mathematical side coming to the fore.

Both father & son got involved with the MG Youth Project. Roger Pearce reflects on Mark's organisation skills & how he always used to cook up really tasty boerewors rolls at lunch time. Roger commented that Mark never got excited & always solved problems in a calm & collected manner.

Our last real MG tour together was to the Clarens Indaba in 2012. Mark's Midget burst a water pipe connected to the heating system & had to be towed back on the trailer. He & Audrey drove our Midget back to Johannesburg; perhaps that experience convinced him to search for a 5-speed solution for his Midget.

Recently Mark was on other MG quests:

To have an MG free of oil leaks; Roger commented that after the last engine removal this goal was almost reached. Mark was meticulous about his car & would often have it at EmGee Workshop searching for the source of yet another rattle.

He found an overdrive gearbox for his Midget, just a pity that he never got the opportunity to really enjoy it once it was fitted.

In later years Mark used to join Mike O'Keeffe, Derek Spavins & others on their Sunday morning "Nowhere Runs" which kept him amused. In fact Mike & Derek took Mark out on his

last MG event shortly before his death. At that stage Mark couldn't really walk let alone drive, but he commented on how much he enjoyed being out with the lads again.

Farewell friend, may your soul rest in peace,



Part of an MG go karting team



Mark & Craig puzzling out the tulip route map for a rally



Part of an MG go karting team

Mark & Craig at the Spridget Tour scrutineering event (2008) making use of the plastic bumper



Mark & his Midget on the 2008 Spridget Tour

An enchanting Classic Car event Lap of Natal Tour

This is just a short thank you note to those of you who took part in the Lap of Natal Tour, you were a great crowd of people.

We had a wonderful time and I was a bit surprised at the interesting times we had in KZN. The roads got a bit bumpy for a few kms around the Battlefields but we had little choice of roads in the area. The overnight stops were, as a whole, very good. A great time was had by all going by the emails received and it was a pity that Rob became ill just as his MG TD was settling down. The highlight for me were the two Cheetahs standing up next to us in the Imfolozi Game Park. We were gobsmacked as we have never seen anything like it after years of visiting game parks.

The spread of cars was good with Mercedes Benz, Rolls Royce, MG, Ford, BMW, Porsche, Volvo and Alfa Romeo being represented.

We will start soon on planning the next event for September 2016 which will be the Lap of the Eastern Cape. The regs will be as simple as ever with the main criteria being that the car, bike or aeroplane entered must be a minimum of 25 years old. The entry fee will include all accommodation and breakfast for two, route instruction both written and on a GPS file and as many other meals that we can squeeze out of hotels that we can! We also endeavour to cover the costs of extra activities such as game park entrance fees and so on. A Rally Plate and decals are included. Single accommodation can be arranged but in some areas in the Eastern Cape it looks as if accommodation is a bit tight. If you have any thoughts of something that you would like to see in the Eastern Cape please let me know.

If you do not wish to receive updates on this trip please let me know and I will remove you from the mailing list.

Kind Regards,
Roger Pearce
0117872829
0828970771





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October 2015 Motoring Calendar

MG Johannesburg 2015 Events Calendar

Oct-15						
Date	Day	Time	Event	Details	Place	Organiser (s)
01-Oct	Thursday	19:30 for 20:00	Noggin	MGA tour Report back	Old Eds	
10/18 oct	Sunday	10:00 departure	Run	jacaranda run	TBA	
24-Oct	Saturday	Go Karting with the Youth Project	other	les mc Cloud		

Nov-15						
Date	Day	Time	Event	Details	Place	Organiser (s)
05-Nov	Thursday	19:30 for 20:00	Noggin	TBA	TBA	
08-Nov	Sunday	12:30	Christmas lunch	TBA	TBA	

Dec-15						
Date	Day	Time	Event	Details	Place	Organiser (s)
03-Dec	Thursday	19:30 for 20:00	Noggin	TBA	TBA	
13-Dec	Sunday		Norman's Birthday Run	TBA	TBA	

NEW Members

2200 Robert Boyd & Lucille Scholtz MGB GT & Roadster Benoni 078 505 9973

2201 Tim Cooke Ex Pta MGB Roadster Sunninghill 073 167 1528

Welcome to these above new Members -- Hope to see you out at the Noggins and Runs soon!



Johannesburg MG Car Club Christmas lunch

Cost: For club members - R130.00

For NON-club members - R180.00

Date: 8 November 2015

At: Randpark Country Club

Time: 12:30

Dress: Smart Casual



Please RSVP to Shelly Dixon on 082 686 5316
shellydixon28@gmail.com



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