

# Thumbs Up!



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# MG CAR CLUB

## Johannesburg Centre

September 2013

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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.

***If you do not currently receive SMS event reminders and / or email newsletters, please write to Kevin at [mgcc@worldonline.co.za](mailto:mgcc@worldonline.co.za) with details of your name, cell phone number and email address. Thanks.***

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1991 Ferrari 348TS (4 000 kms) R980 000



1934 Chev Master Sedan R140 000



2002 Mercedes 500SL R380 000



1964 Jaguar 3.8S R160 000



1955 Triumph TR2 R175 000



1924 Model T Ford R240 000



1938 Buick Special R180 000



1962 Porsche 356B R550 000



1967 MGB R140 000



1958 Ford Fairlane 500 R65 000



1936 Ford Roadster R340 000



1983 Mercedes 500SL R140 000



2007 Jaguar XK R480 000



1930 Model A Ford R120 000



1964 VW Beetle 1300 R65 000

#### ALSO AVAILABLE:

1974 Volvo 164... 1989 Bentley Turbo R-1... 1929 Chev Phaeton... 1986 Porsche 924... 1932 Plymouth 4 door...  
1940 Packard 110 Touring Sedan... 1930 Chevrolet... 1930 Plymouth... 1973 Triumph GT6... 1918 Ford Model T...  
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Austin Healeys... 1972 Peugeot 504 Cabriolet... 1929 Chevrolet Phaeton... 1948 Nash Ambassador... Fiat 500...  
1909 Ford Model T... 2001 Toyota MR2... 1928 Ford Model A Phaeton.. 1948 Studebaker...  
Plus.. Plus.. Plus.



# Thumbs Up!!!



## EDITORIAL

Well, with a slight Jolt! I can report that I have again taken charge of my post as Editor, and have settled down to a 'more or less' normal life again; and, was able to host the Committee Meeting at my home recently.

Another very full month of events has taken place. Scottburgh Classic Car Show was another very enjoyable item as can be seen on the 'centre spread' of this magazine. The Noggin held at Scrooges was also very well attended and the talk by Terence Tracy relating to their epic experiences and their absolute determination to succeed against all odds was really most interesting.

Then there was the Revival of the "A" Register, held at Bob and Maureen's home in Senderwood, which had five beautiful MGAs on display, as well as many other MGs parked in their garden under the trees. This ended up with tea and cake and a braai later in the afternoon.

The 44 cars that ventured down to The Nest, in the Drakensberg, have all reluctantly found their way back to their respective homes, and will soon be filling us in on all their fun and activities in the Berg. A sample can be found here on page 18.

You only have a few more days left to clear out your garages, and get your "Scrap??" Ready to be taken to the Piston Ring Swop Meeting on 15 September. The Youth Project needs to swell their coffers again - we need your help!

The next major event on our calendar will definitely be the proposed celebration of the 60th Anniversary of the MGA, which will be taking place mid 2015. Before you read the adverts in the Magazine and the Website - I must get an MGA!! I am prepared to BEG, BORROW or STEAL, so be Warned.

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## MG WEBSITES

Our Website: [www.mgcc.co.za](http://www.mgcc.co.za)

Our E-mail: [mgcc@worldonline.co.za](mailto:mgcc@worldonline.co.za)

## Other Sites worth visiting

[www.pistonring.org.za](http://www.pistonring.org.za) (Great Links)

[www.mg.2001.com](http://www.mg.2001.com)

[www.fmm.co.za](http://www.fmm.co.za)

# The Chairman's Twitter



I am constantly amazed at our Club. A nicer bunch of people you couldn't hope to meet and it would appear to be an MG thing that is universal. At the Nest on the trip that Glen Parker put together for us all, we met up with KZN and Northern MG brethren, all of whom might as well have been members of the Joburg Centre. We're all in fact, just brothers and sisters in one big family living in different locations around the globe. As families, of course we have our ups and downs, but as with all families we get over them. And my personal thanks to the big MG family for putting up with young Jimmy Jo Bob James' new found ability to waaaaa waaaaa waaaaaa at what felt like incredibly loud levels at meal times. My thanks also to Clive (who happily managed to time the destruction of his crankshaft for departure day, and only 18km from the Nest) for providing some MG TD drama!

On Sunday recent past I joined the informal run that some members of the Club do from Lonehill to give Stiffler a run after his newly panel beaten door (finally). To just get out, drop the hood and drive for the sheer thrill of driving to nowhere in particular is a freedom that we take for granted, and don't exercise enough. It is why we do the Club runs that we do - and I urge and encourage you to enjoy your MGs doing what they were built to do, give you the pleasure of getting from Point A to point B in only the way an MG can do.

And of course to socialise with like minded other MG people!

I can't pass on the opportunity to thank Terence Tracey of Scrooge's Diner, for hosting us and feeding us for his talk on the Hillman Imp that he undertook going all the way up to London from Jhb in what, with respect, isn't quite an MG. The trip of a lifetime Terence tells us, and the stories he had to share convinced me personally anyway that he is a complete and utter raving nutjob. But

what a story, and what memories - truly inspirational stuff!

Our Youth Project continues at a pace. Racing resumed on August 17 and it was good to hear of MG members in attendance at the track. I know the youngsters appreciated it and although their learning curve continues with the addition to the knowledge store that bonnet catches are important to be in the secure position BEFORE setting off at speed. They had some decent success and followed that up at Kyalami recently. Time being what it is for yours truly, or more accurately the lack of it, I have (once again) been relying on my able bodied and hard working committee to get things done, and my sincerest thanks and appreciation to them, again. Business for me at the moment is particularly problematic and is demanding a level of attention from me that in all honesty has been the most encompassing I have ever had to give to any of my ventures. James has been a doddle in comparison. You will see that our calendar remains full and the eminent launch of the MG3 is starting to become a serious reality. I for one am keen to see how it fares - if MG can make a success of this model I believe that what we (OK, I) really want, the next version of the two door sports car, will become that much more of a reality.

Behind the scenes we're working on matters constitutional and with potentially exciting partners Warwick. More on that to come as things transpire, and so as they say in the world of classic motoring - stay tuned (which is a pretty cute double entendre actually). In this case, it is less about tuning your car ('howzit car' \*groan\*) - and more a case of watch this space.

*William*



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# MG3 COMING TO SOUTH AFRICA



car enthusiast.

There are four models, each are powered by a sporty 78kW petrol engine with a five-speed manual gearbox, signature LED lights, electric hill-hold, six airbags, electronic stability control, cornering brake control and traction control.

## Colours and Options

MG SA says there's a huge range of colours, exterior

British automaker MG is planning a comeback in SA with the launch of the MG3. Meanwhile it's set to take off in the UK at very competitive prices ahead of its market launch.

MG announced in August 2013 that its speculative pricing, starting in the UK at the equivalent to R151,000.00 for its eagerly anticipated MG3 supermini, will in fact not start at the price but end with it in the range-topping model.

## South Africa Bound

MG South Africa first ruffled some feathers in 2011 with an attempted comeback but it didn't quite take off, leaving the company to "do our homework and establish a brand, a dealer network and a product range that's reliable and competitive".

MG South Africa says the local launch will be in the fourth quarter of 2013, prices yet to be established.

MG and Maxus SA'S COO Craig Lanham-Love told Wheels24: "The plan is to have the car priced very competitively but the exchange rate is playing havoc with pricing for all importers so it is difficult to establish. The vehicle is aimed at the trendy person looking to stand out in a crowd but who can't afford, say, a Mini, but build quality and design are set to please even the most discerning

graphics, interior colour packs and leather upholstery options.

At the top of the range is the MG3 3style with 16" alloy rims, a sports body-styling pack that includes a boot spoiler and sill extensions. It also has cruise control, automatic lights and wipers and reverse parking sensors with a price tag equivalent to R151000.

The mid-range MG3 3Form includes aircon, Radio, Bluetooth and audio streaming, leather MG-design steering wheel with red stitching and steering wheel audio controls. The base model MG3 3Time has a CD player with MP3 compatibility and aux-in facility in addition to all the standard features on all MG3s.

UK sales and marketing director Guy Jones said: "The MG3 gives the market something really new; a stylish, highly practical, small car with many options for personalisation that is fun to drive, fun to buy and fun to own. With all models in the range priced below the equivalent R150 000 (UK). This is a price no competitor can match.

"MG became world famous for building distinctive small British fun cars at a remarkable price that owners then personalised. The MG3 is the new small, modern MG that allows a new generation to have fun with an MG."

The MG3 will be on sale at UK dealers from September 2013.

# Boy, did I get Ray and his brother worried!

Firstly I had great fun while on the Zimbabwe Tour. My owner Ray was good to me and his lady partner thoroughly enjoyed herself along the way. I was very proud to have been the only vehicle not having given any trouble on the trip.

I then heard that I would be taking him to Scottburgh, and I assumed that Bessie would be going along again, and was looking forward to that. However I soon realised that was not to be.

I was driven to a strange house in Birchleigh, his brother just dumped his bags in my boot, sat in the passenger seat and said, "right Scottburgh here we come". I got my 'back up' right away. No greetings, or kind words, nothing.

I became upset, so spluttered down the road to the first stop street, they then seemed rather concerned, and remarked on my strange behaviour. That made me think I had them in the palm of my hands.

I kept up my tricks, in Harrismith they actually stuck a new fuel filter into my system, which did not please me at all. At Rawdon's I was not treated very well either. Someone actually said they thought my innards needed a complete overhaul and he would send a trailer down to fetch me on Monday. Most degrading!!!

Next morning I really laid it on thick. I my annoyance I sent out great puffs of smoke and loudly 'back fired' all the way to Scottburgh.

Once there I had all their MG friends puzzled, but none of the "fundies" understood my strange behaviour. I was really boiling now.

However, I realised I could not keep this up forever. Sunday morning I reluctantly got them to the Classic Car Show. I was parked along side many of my Zim friends, as well as other cars that I had met before.

Some of them said that I should "Let Up" on my attitude towards them as they were not really bad chaps at all and just wanted to enjoy their stay until the Thursday before motoring home. With that I began to mellow a bit and wondered how I could make amends.

After the show I was driven tenderly through town - when this chap in the passenger seat said "Ray I think we should stop here in the street, and check if we can quietly find the cause of the problem". Just then another familiar friend stopped to offer his help.

This was now the chance I was waiting for. This guy asked Ray "Do you still have the old parts that were taken out when the last service was done before you went to Zim?"

Ray said he did have them. They then refitted them all, and took me up the main street at great speed - I had to falter a bit, just to keep up the pretence.

After a little more tickling and tweeting I was again taken up the road at a really fast pace, it was probably the most rubber I had ever lost since he owned me, but I must say that I enjoyed every moment of that sudden spurt. "What a difference they said". I immediately relented and gave them a faultless further stay for the extra few days. Then a great drive home in eight hours.

I am looking forward to another trip in the near future.



*Just what can the matter be?*

# The Revival of the “A” REGISTER

## *The First MGA Register meeting in Years!*

*By Norman.*



Bob and Maureen Wilmot kindly opened their home for the MGA Register meeting on a cold but dry day and fairly sunny. Although not many MGA owners arrived, but we had a really nice turn out of Club Members to see the most original car, meet the gang and enjoy an exceptionally pleasant day.

First surprise was the arrival of Paul Gale, all the way from Aussie for his dad's 98th birthday - Member number 93, he comes from 'way back'!

Those who are building or restoring MGs came in plastics and parked outside! Bo Giersing brought his incredible spread sheet of all the

locally assembled MGAs. This we will put onto the club website to enable more info to be added to an incredible amount of local knowledge that Bo has spent years accumulating. It is these kind of register events that is hoped, as in the old days will get people with cars of the same model more involved with one another, and spares or bits of use to others may surface and get into the right hands. To Bob and Maureen my sincere thanks for their hospitality, and hopefully more MGA members will make the next one!

*Octagonally, Norman*



*An overall view of Bob and Maureen's immaculate garden*

# Scottburgh Classic Car Show

## Another Bumper Event

Brilliant sunshine welcomed classic car enthusiasts from all over South Africa to the fourth Scottburgh Classic Car Show on 21 July 2013 at the Scottburgh Country Club.

Jaguar was the featured marque this year and a large display of these great sporting cars clearly captured the imagination of the spectators. The moving parade included SS100, C and D-types, XKs, E-types and a comprehensive range of saloons, ending with two 2013 newly released F-type sports cars.

The Scottburgh Classic Car Show is a moving event and every car and motorcycle club was invited to drive their cars around the huge playing field for all to admire. The "History of My Car" parade was both interesting and humorous as the MC, Pat McKrill interviewed each owner about their pride and joy. This was followed by the new Concours d'Elegance event in which participants dressed up in period costumes and paraded in front of the assembled crowds in particular classic vehicles. The two F-types also took part in this parade much to the delight of the spectators and the two participants.

There was a large variety of food available on the field including a beer tent and a tea garden with cakes and sandwiches where one could relax and watch all the magnificent vehicles drive slowly past. The clubhouse on the hill has a large bar and restaurant which were filled to capacity throughout the day.

It is also a charity show and local beneficiaries will share the proceeds of R60,000. They are the Khumbula Ikhaya House of Safety for abandoned children and child victims of crime, the Umsizi Umkomaas Vervet Monkey Rescue Centre and 4 Paws & a Tale Rescue Centre. This year's show was again sponsored by the Rising Sun, a Caxton Associated newspaper.

Attendance was up by nearly 50% on last year with about 4500 people coming to the show. With music from the 50s and 60s playing all day, it was a time for meeting old friends and admiring the 450 spectacular automobiles and bikes in an atmosphere of friendship and nostalgia.

Next year's show will be held on Sunday 20 July 2014.

*Peter Fielding -- Event Organizer.*

Thanks to Peter Fielding and his Committee



*Jags were the featured marque for this year's show. Peter Fielding's XK140 in view.*



*The controls of a 1929 Rolls Royce Phantom (back on the road after a complete restoration)*









Yes, the Blue Marlin Hotel is in need of some TLC.  
The revamp has started with two rooms being totally redone in different designs as a pilot project.



Mike Couling getting to know one of the performers from Five + One.



Checking out the diff. Mike Brett's MGB diff made a horrible sound on the return journey. Rob Mercer Todd gives his advice while Steve Eden looks on.



Sunday evening sing along in the pub. Alex Dewar in full voice singing a favourite Scottish ballad.

## YOUTH PROJECT NEWS

By Bhagved Singh

After the previous race meeting @Zwartkops raceway on April 13, it was decided that the MGA's engine was due for a full rebuild. It was supposed to be a week's exercise to remove the motor, strip it down and slap in a new set of rings and bearing shells. After closer inspection we noticed that one of the cylinder sleeves was badly scored (we found this only a week before the race meeting) and us racing wasn't looking like a possibility... Due to the speedy return of the parts from engineering, Cameron McLeod and Nick Parrot finished building the engine in time, although not without having a few problems!!! The car got to the track on Friday afternoon...Raceday!! The car performed beautifully in qualifying and on the races. I had an amazing time; D... A big thank you to Nick Parrot, and Cameron McLeod for all the hard work put into the car.. And for all the advice they give us with their teaching...

Kyalami - The car ran flawlessly again and was amazing to drive...

# NormanTalks!

## *It's Great when a Plan comes Together*

This month has been special, for after 15 months I now have the TF home, looking unbelievably resplendent in gleaming dent free black. Joe did a glorious job taking over four kilograms of filler out of the mudguards alone, so that they are now not only the right shape, but made of metal! The brakes and carpets as well as the top etc were shot, so - Stage two - a car standing that long deteriorates mechanically - and MG friends abound to help. Rolf Schweizer had helped me 18 months ago to do the brakes and again offered, so back to Rolf's to post lift and off with the wheels and drums. We had re-sleeved the front cylinders, but this is never successful with the rears with the slot for the handbrake levers, so Dave honed them again, and I put in new seals. Brakes! I am now using the old carpets to make templates for the new ones, and on our return from MonteneGro the car will go to Logan for new top and side screens and carpets.

However it was the receipt of the brand new J2 radiator that blew my mind. This has been over eighteen months of evolution. Back then, Bruce Dixon and Alex Moody searched the internet without success for a radiator, and so I decided to make one - with the help of my friends - from scratch. Bob Wilmot removed his radiator and made cardboard templates when the drawings from Ralph Clarke did not tie up. I then borrowed a radiator from Bob Jones, this was different again - but the parts shape-wise on the top and bottom tanks were then copied in brass by my friend of almost 50 years Pierino Scilio to the millimeter. Robin Clarke then had Bob Wilmot's card-board templates laser cut for Pierino to beat them into shape. To my horror at the last moment I discovered that Bob Jones' radiator had been altered at the base and the outlet fitting Bruce sweated off a scrap radiator he had was for the

wrong side. However when the radiator pieces plus the sample radiator were handed over to Gavin Ross at Norbrake it was ready to go. The screw top had not been obtainable in the UK, so Joe Tex had machined me one to take the Bonearo filler cap. The radiator I have now received - resplendent in its gleaming black is a work of art, and is nine thousand rand cheaper than the quote I was given elsewhere. Thrilled? Believe it!

*Norman*

PS. As I have said before about this people club - It is a fountain of knowledge - before I went overseas, Bob and I went to visit Roy Jones, to see what a working magneto was like on his Riley - discovering that there were two types - clockwise and anti clockwise - without this knowledge I would possibly have bought a DUD because it was cheaper. Likewise I visited Rudi de Groot to see his specimen of original honeycomb grille. What was on sale in England was nothing like it so I decided it was more important to have a reliable radiator than a "Looker" and we will put a front on it that looks authentic at least.

---

## **Last year we had earth quakes Now we have floods**



*Bill and Daphne Greig*

# Terence Tracy Relates his Experiences while Travelling through Africa to the UK In his Hillman Imp



*An image taken of Terence Tracey giving his talk about his & Geoff's trip through Africa, Asia & Europe in a Hillman*

At our last Noggin held recently at Scrooges' Restaurant, a large MG contingent as well as other well wishers gathered to hear Terence Tracy relate his epic trip up through Africa, Asia and Europe, in just 39 days. He and his co-driver Geoff, (who was unable to be with us that night) had achieved the almost impossible task, with only minutes to spare, arriving at their destination on its final day of celebrating the 50th Anniversary of the Hillman Imp in Coventry. To add to the excitement, several of our members had attempted similar adventures in the past and were adding their experiences throughout the evening. Our congratulations and thanks to Terence and Geoff - This must surely have been the smallest car to have attempted this adventure.

**REMEMBER**

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**Piston Ring Swop Meeting**

**Youth Project Sales Table**

**Sunday 15th September**

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# Northern Centres Jaunt to “The Nest”

Article by Jenny and Pics by Kevin

The first combined MG Centres' weekend away at 'The Nest Hotel' was a big hit. Members from KZN and Gauteng (Johannesburg and Pretoria) virtually filled the hotel; we had a wonderful relaxing time and the weather was just perfect. There is nowhere like the Berg on a crisp, clear day.

Glen Parker had put together ideas of what to do over the weekend, but the beauty was that nothing was compulsory and quite a few people opted to do 'their own thing' during the day. There was no chance to be bored; some folk walked, some shopped, some took drives to interesting points and some novices were spotted on the bowling greens and at the table tennis table. The youngsters, William and Paul tested their balance on 'off-road' Segways. A group of 14 took on the Drakensberg canopy tour and have certificates to prove their safe return, but not without a few mishaps and bruised shins. The climb out of the ravine tested our stamina and Clive's quiz on the Friday evening tested our brains (hint, you always want to be on Rudi de Groot's team). Along with a fascinating demonstration at the 'Falcon Ridge Raptor Centre' and a talk given by Don Botterill (a local historian) on the battle at Spionkop, there was little time to enjoy the tea and biscuits on the veranda, served between meals. We heard no complaints, only positive comments:-

- A) The size of the group was just right; not too big to be 'impersonal'
- B) The weekend was not MG focused, which pleased the ladies.
- C) The accommodation was comfortable and the food plentiful.
- D) Not having to drive too far to the destination also made a two day night stay attractive, though a number of members opted for a longer stay.

There was an interesting ratio of MGs to classics and though the classics outnumbered the moderns, this could slowly change if members want to enjoy more of these weekends away with comfort and speed.

There were also the inevitable breakdown; compulsory for an MG trip, but help was on hand such is the camaraderie of the club.

Finally a Big Thank You to Glen and Hilde Parker for their organisation of this weekend, it really was well received and we look forward to another one in 2014.



*Luggage swap - Koos secures Clive's luggage while Glen & Wendy look on*



*Glen Parker & Alex Dewar with Alex's MGA. Well done to Bruce Dixon for solving the overheating problem; a tappet adjustment*



*Some of group 1 ready for the canopy tour*



*Group 2 ready & waiting*



*William Kelly (Chairman) with James, soon to be the youngest member of the car club*



*The aftermath of the canopy tour; Anneke exhausted from the 500m climb out & Wendy minus a shoe*



*Winter views of the Berg*



*Greg McBey from Falcon Ridge giving part of the falconry demo - great educational value*



*Don Botterill giving part of his history talk leading up to the Boer War*



# MOTORING CALENDAR

## MG CAR CLUB -- JOHANNESBURG CENTRE

- WHAT** Natter and Noggin, Feedback about the Botswana-Zim Tour  
**WHEN** Thursday 5 September 2018  
**WHERE** Old Edwardians, Cor 4th Avenue and 11th Street, Houghton
- WHAT** Monthly Run To Cable car at Hartebeestpoort + Bring & Braai at Boat Club House  
**WHEN** Sunday 8 September 2013  
**WHERE** Meet at Shell garage cor Malibongwe & Northumberland 9.00am for 9.30 departure
- WHAT** Piston Ring Swap Meeting 15 September Members required to man the YP Stall
- WHAT** Cape Centres Gathering  
**WHEN** 20 to 22 September 2013  
**WHERE** Stellenbosch See Cape Town MGCC website for details [brazzle@iafrica.com](mailto:brazzle@iafrica.com)
- WHAT** Natter and Noggin Preview of MG3, and possibly a Car will be on Display  
**WHEN** 3 October 2013  
**WHERE** Old Edwardians, Cor 4th Avenue and 11th Street, Houghton
- WHAT** Jacaranda Run with Northern Centre, (more than a drive to look at the trees)  
**WHEN** Sunday 20 October 2013 Steve Eden 082 372 8740  
**WHERE** Meet at Ultra Shell, M1 N 8.30 for 9.00, Meet at N Centres Club House for 9.30 departure
- WHAT** Historic Racing Saturday 19 October at Kyalami Dave Holt 083 675 0632
- WHAT** Natter and Noggin, Talk by John Meiring on "Looking after your Health"  
**WHEN** Thursday 7 November, 2013  
**WHERE** Old Edwardians Cor 4th Avenue and 4th Street, Houghton
- WHAT** Historic Racing Saturday 7 November at Zwartkops Dave Holt 083 675 0632
- WHAT** Monthly Run, Christmas Lunch  
**WHEN** Sunday 10 November 2013  
**WHAT** Venue to be advised
- WHAT** Natter and Noggin,  
**WHEN** Thursday 5 December 2013  
**WHERE** Old Edwardians Cor 4th Avenue and 11th Street, Houghton
- WHAT** Historic Racing Saturday 7 December 2013 Kyalami Dave Holt 083 675 0632

### WELCOME TO OUR NEW MEMBERS

No 2175 Cindy & George Oprisenescu MGB GT  
No 2174 Duncan Tinney MGB  
No 2173 Morris Brenner MGTF

Edenvale gothviper@gmail.com  
Edenvale [Lloyd.tinney2@hotmail.com](mailto:Lloyd.tinney2@hotmail.com)

073 298 2491  
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Contact Ian Hayes H 011 302 3042 - , 083 326 4826

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**Also 4 Firestone 175x14 Tyres** (past sell by date), as new. R500.00 each Neg.

Contact Peter Knight 011 706-6531 073 237 0090

**Ladies MG Rally Jacket** (2006 Drakensberg Indaba) "The Hills are Alive" is embroidered on front.

Size Small, Immaculate Condition Asking R95.00  
Contact Chris 013 764-1500 Sabie

## Can You Help an Australian MGCC Member?

I am a member of the Gold Coast MG Car Club (Australia). Have restored my 1954 TF and my 1972 MGB -- I will be participating in next year's Classic Africa Challenge (1-26 May 2014). Organised by the UK-based Endurance Rally Association. It is rather a 'soft' tour of South Africa and nearby countries. To ship my car to SA will cost +/- R90,000.

Would some member on your side have some suggestions and contacts for me to Purchase/Lease a car in SA and Sell again after my departure. It appears you could get a good MGB around R80,000 in your country. As proof of my credentials you could contact our Secretary at [goldcoastmgcarclub@hotmail.com](mailto:goldcoastmgcarclub@hotmail.com). Or contact me direct [johnhcrighton@hotmail.com](mailto:johnhcrighton@hotmail.com). I would appreciate any help or suggestions.

Much appreciated,  
John H. Crighton,  
Gold Coast MG Car Club  
Australia.

# Sad Passing of COLIN WILLIAMS

*A short letter from Bruce Dixon, a friend of Colin*

Just thinking back: Colin's widow is Ardelle and his son is Liam, his daughter Tanni - Colin's late brother Ian (died a few years ago in a micro light accident) he was also an MG member. Colin and Ian had various MGs including a B and an A, but his TC was the most special, and in the last few years he has been building a TD.

Interesting that the first time I got to know the two of them in about 1975, was when they arrived at my house carrying a TC chassis that they needed some help with. They lived up the road in Norwood, at the time. People move on, get married and one loses contact. I had long forgotten Colin, until about 10 years ago I spotted his name on a pile of TD bits at African Electro Platers, and talked them into giving me his contact details. The Williams brothers and families had relocated to Durbanville in the Cape.

Anyway with the common interests in matters MG, and specifically in TDs we managed to see quite a lot of them and were in frequent contact, sharing technical info and swapping bits of MGs.

Colin sold his IT business a few years ago and enjoyed his retirement immersed in his workshop doing what he enjoyed most

Warm regards,

**Bruce Dixon.**

***This is Avril Meyer***  
***No she is not in the UK***  
**She is right here in Petunia St**  
**Bryanston**





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