

Thumbs Up!!!



1969



2015

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

September 2015

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MG CAR CLUB

Johannesburg Centre

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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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NEXT TO TOTAL GARAGE

Thumbs Up!!!



EDITORIAL

Well, I have missed another important MG Event on the calendar. Over the years I have never been able to acquire an MGA. So, Hyla and I have remained behind to take charge of the September edition of the Thumbs Up!!! Magazine for you lucky folk.

Then again, I was asked by Shelly and Mike Dixon to assist with the Route Schedule for the September Monthly Run, which will be visiting a number of the Famous Road Houses of Yester-Year, along the East Rand. Do you remember those early days, Meeting all the young folk at your local Road House in your Sports Car. The comraderie between the different makes of Sports Cars and the dice that took place after midnight on the way home. And those Lekker Hamburgers & Milk Shakes. **THIS IS A MUST!!** See You there Sun. 13 Sept.

There is again a lot more MG action coming up soon. How about taking part in the annual 'Prokart Super Single Endurance Karting Series' and Support the Wide Horizon Hospice

-- T
Charity at the same time. Be there on the 24 October. Talk to William, he has entry forms. The A Tour will be over and a Noggin is set aside to have a Slide Show and a Chat about that.

I recently had the sad news that I should have to Retire at the end of August. Our Little World almost 'collapsed'. What now after 65 years of work. Up at 5am each day, making a total of 19,500 days. What am I going to do to keep my mind occupied? I cannot just STOP. Well as it happens during the past few weeks our New Life has been unfolding in the most unexpected way. I have been rebuilding a little MG TC for a friend. It started off just giving it a Service. But it needed to be Road Worthied, which complicated matters considerably, but that was no problem for its owner. OK, go ahead he said.

However now others seeing this project progressing, I have possibly got another two to carry on with after this is complete. What better way could one enter his Retirement? "Playing with little MG'S".

Who knows?, 10 years from now, we may own an MGA, and be away on their 70th Anniversary during August. Be prepared, you may not have a Magazine that month.

Come to think of it, in 2 years time we should be Celebrating 70 years of the T-Types. What is being planned for that event? Another "Tusker Tour" perhaps

Until then,

Happy MGing,

Your Editor, **Tom**

MG WEBSITES

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

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CHAIRMAN'S

September 2015



What can I say about this past month? Superlatives fail me because the MGA tour was nothing short of spectacular. I have to steal Mike's words here - wasn't it wonderful?

It was 10 days of unadulterated pure pleasure and good times with fellow MG members. So many memories and so much that we did I still can't quite get over it. George managed the entire trip without any major issues - and my claim to having packed only a Leatherman as my sole tool and spare was in fact held mostly intact. I did have occasion to use it, once, to tighten a loose screw on the distributor and to help Joe de Castro extract a small piece of copper from some or other part he had out of his car on the side of the road. A minor tune up of the carbs - it turns out my needles are worn - who knew?? - was undertaken by Ralph Kirsten (and what he doesn't know about mechanics isn't worth knowing frankly) and George was faultless. I couldn't have asked for better.

I have to point out that two weeks before the Northern boys got hold of me for a bit of a tune up - and wow, was that interesting! Tappets, points, plugs, balancing air flows, checking fuel mixtures - simple stuff if you know what you are doing and combined turned the car from OK to a new car - running smoothly, firing up at first(ish) touch in the mornings. Just a fabulous morning spent with guys in the know - more MG magic that is this Club!

Back to the tour - it was a mix of new friends, old friends, a couple of head gaskets, some bonnet modifications courtesy of broken fan blades and most importantly no serious issues ensured that the sweep cars were remarkably short of business on the trip. My thanks to the Joburg Centre members Mike o' Keefe (Chairman), Kevin Loader, John Buttress, Derek Spavins, Jenny Loader and Norman Ewing who were the absolute backbone in putting it all together. But of course it is always a team effort and the other centres played their part in their warm hospitality and organisation of bits of the tour when it reached their areas.

There were of course a couple of moments of madness - rain, highways, double solid white lines and truck drivers with a seeming death wish for anything as small as an MGA... And pretty much most people in modern SUVs - our driving on our roads as a nation is utterly appalling.

And of course I recall my thoughts going up the Swartberg pass an hour behind everyone else with no cellphone reception - that if George did have a moment I might be still stuck up there(!)... But this is what makes these trips so much fun - we all have our own little stories to tell and bore the children with!

At the final dinner, I did take the opportunity of ensuring Mike's commitment to organising the next one - only we can't wait ten years and so five it will have to be! But the overwhelming sense of the A tour 2015 was one of friendship, helping each other out when things did go wrong and I never heard so much as an ill word from anyone, ever. Aside from possibly me after cooking George on a steep uphill pass I forget where... (as it happened I only had 100m to go before summiting, and it was 33C outside and that was the only time he really overheated and I was going way too fast and and...))

It all bodes well for the next event which is of course the Indaba. A price reduction is in effect thanks to the magnificence of the sponsors and you need to register in September to qualify for a full grand off the price. It makes no sense whatsoever to miss out on this - so get your A into G and get registered for it. All I am going to say further is that if you miss it, honestly, you're missing out. Northerners are really pulling it all together quite beautifully now.

Lastly a shout out to Chris Champion from the Western Cape from Nigel Stokes who had this to say about the two of them stopping to help a random lady stuck on the side of the road (turns out despite her Merc she and her husband were coincidentally members of the PE MG Centre), whose husband wrote to Kevin to say thanks to the as then unknown mystery MG helpers:

"... the two cars that stopped were my MIDGET and Chris Champion's 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. Incidentally it was the same Chris that climbed under a stranger's MGA in PE to fix a faulty clutch slave cylinder and continued to do so in the rain long after we and the sweeps had gone on to Knysna !!! A true McGyvAr - thanks Chris."

Seconded. Whilst I have come to understand that this is the norm from our amazing club and it's members it's still great to see it being practised - so a hearty Thumbs Up to Chris and Nigel!

Another Tour of the . . .

“FAR EAST”

On this occasion we will be visiting our Old Haunts of the Past

“ROAD HOUSES”

Remember those “Grand Old Days of Yester-Year”

Arriving in full Glory in your Shining Steed with your Gal
Revvng your Motor, Hooting, just to announce your entry.

Then just think of those Delightful Juicy

Hamburgers and Milkshakes

And then the Rivalry between who had the most potent “Mods”
fitted recently!

Culminating in that “INEVITABLE DICE” down the Streets. In the early
hours of the morning.

Many a Black Stripe was found the following Day

The 'Far East' Route Schedule

Sunday 13th September 2015.

Starting from the Doll House, Malvern. 8.30 for 9.00 From Jules
St, Travelling East, take Right Fork. +- 400m on left
(now known as the P & C Road House)

CAUTION:- Speed Traps, Pot Holes, and Road Humps.

Enjoy the Adventure!

THEN

Just to add to the FUN, Count how many Hotels you have passed
during the event. You may just get a “Kirkland Trophy”

This is not meant to be a Race, Relax, Read the Clues Carefully,
Stop for Pictures. There will be occasional “P” stops, at 'catch up
points' along the way.

9am, OK! Now here we go

Enjoy your “Far East” Journey visiting the Road Houses of
Yester-year.

Thanks for the Knysna memories & a BIG thank you to the SCape Centre for their hospitality together with an enjoyable meal at the Angling Club on Monday evening & then the Street Party this evening. Knysna is certainly a classic car centre of excellence & getting to see Brian Bruce's Museum, Ron's facilities at Bodge Engineering & Norman's cars on sale at Frost Brothers was most enjoyable.

Cheers,



MGA TOUR - Group pic at the Drakensberg

Farewell my Friends!

Whilst I was away in Frane the club lost two very special members, for JOHN PLUMMER and BOB JONES both passed away in my absence.

JOHN worked for me for years in Sparham and Ford as a keyboard operator, and desperately wanted an MG. The moment he bought it he joined the Club, and proved an enthusiastic and undivided member. He gave himself the nickname SPRINGPOM which just served to emphasize his zany sense of humour. To his daughter and grandson go our deepest sympathy.

BOB, I was to meet through Brian Wallace in the early eighties. It was Bob's fabulous drawings of the J2 that were used by the three of us, sadly only my J2 really progressed. Bob had amassed a pile of pre-war incomplete Mgs including an F Type and an N. These have found a good home with Rod Green and Steven Grover, and hopefully will one day appear as Bob dreamed they would. To Denise and family, our deepest sympathy.

Norman

May I just say that John Plummer was the instigator of that little piece of furniture you will find in Norman's bathroom. "The OCTAGONAL Toilet Seat." John approached me about helping him make this "gadget", I still remember he and I working out how this could be done. One Sunday morning we were in my garage, with the door open to the street. I produced an old porcelain toilet, in order to get the size etc. Whilst I was doing the cutting work, John sat on the porcelain bit. To our dismay we found the same car passing several times, with the kids hanging out of the car staring and pointing at John.

John my friend, I shall never forget that incident! Cheers my friend.

Tom

SCOTTBURGH CAR SHOW - GREAT SUCCESS

A cold sunny morning welcomed classic cars to the sixth Scottburgh Classic Car Show (SCCS) at the Scottburgh High School (SHS) on Sunday 19th July. By the time visitors began to arrive, it was warm with no wind and remained so throughout the day.

The new venue of the SHS was superb with a larger display field for the 400 pre-1975 classic cars and bikes which set the scene with about 4000 people in attendance. The numbers were down compared with last year which is hardly surprising due to the depressed state of the economy. Nevertheless, a large amount of money was raised for the nominated charities of the Show and details will be published in the local press.

The balmy atmosphere created by the music of the 50s & 60s filled the showground with nostalgia and happiness. The raised Tea Garden and Beer Tent enabled visitors to relax with their refreshments while looking down on all the activity below as they watched all the magnificent vehicles drive slowly past. The food stalls were kept busy while kiddies enjoyed steam train rides, the shooting tunnel and jumping castle.

The great American classics were featured this year and these huge automobiles adorned with their tail-fins and sparkling chrome entertained the crowds in the Concours d'Élegance Parade, carrying some of Hollywood's famous personalities such as Elvis Presley, Dolly Parton, Marilyn Monroe and the Rhinestone Cowboy. The "History of my Car Parade" was both interesting and humourous as the MC, Pat McKrill, interviewed the owners about their pride & joy.

Next year's show will take place on 17 July 2016 at the Scottburgh high School.



"The Show was a great success at the new venue but the number of visitors was down on last year which is hardly surprising in view of the terrible state of the economy. Nevertheless, we raised a large amount for the nominated charities."

SCOTTBURGH CAR SHOW



These are all from the Concours d'Élegance Parade and included Elvis, Marilyn Monroe, Dolly Parton and some cowboys. The theme for the show was Great American Classics.





Indaba Newsletter No 3
July 2015
Just 13 months to go!

Dear MG Enthusiast.

We are extremely pleased to announce that, due to the generosity of our major sponsor, it has become possible to reduce the cost of the 2016 MG Indaba.

For those that register, R502 fee paid, before September 30, 2015, the Indaba cost has been reduced to a total of R3900 per couple excluding accommodation. A saving of R600. (Single entries have been reduced to R2300)

Hence your total cost for the event is likely to be less than R6600 per couple, including B&B accommodation at Villa Africa.

For those who register after September 30, the cost will be R4250, a saving of R250.

We have simplified the accommodation process, and for those who request an hotel, we will fill Villa Africa first, and any overflow will be accommodated at Willows Country Lodge.

Final accommodation costs should be available around the end of September when have a better indication of the numbers.

Registration forms are available on our website www.mgcc-north.co.za/indaba2016, or on request from this e mail address.

A revised payment plan will be issued shortly.

Regards, the Indaba 2016 Team



Banking details

FNB Account – MG Car Club Northern Centre, acc 62363284359, branch 252045.

Please send proof of payment to Hazell Eden at indaba2016@gmail.com or PO Box 11430, Silver Lakes, Pretoria 0054

Please pay by internet transfer to avoid additional charges. Please give your name as reference.

Cash or Cheque payments not accepted except by prior arrangement with organisers and will attract extra charges

As I Remember It: Johannesburg of the 30s and 40s

Houses with corrugated iron roofs, alternately boiling and freezing as the seasons changed.
Coal stoves and donkey boilers to heat the water.
Icy winters hunched in front of tiny Victorian fires.
Kitchen dressers with cup hooks, metal "zincs" with porcelain washbowls Linoleum floor coverings; dusty carpet runners in passages.
Coal sacks dumped in grimy backyard sheds
Stables; there were very few cars
Fresh eggs, laid by hens in your own hok
Fruit-trees in the back garden,
And veggies fresh from the soil.
The butcher and the grocer calling for orders
NelsRust Dairies and the daily milk delivery
Rinsing off the cardboard caps for the milk bottles
Can you hear the tinkle of the ice-cream cart slowly riding the suburbs
And remember how the kids enjoyed the twopenny lollies?
The Newtown Market for lovely vegetables, poultry and colourful flowers
Noisy auctions and horse-drawn delivery carts waiting for loads.
The long distances between Reef towns before the motorways.
The silences and huge emptiness of the countryside;
Miles of golden grasslands between Jo'burg and Pretoria
And Sandown's gentle country life with its stables and horses; It was the original "mink and manure" suburb.
Quiet walks in Illovo along sandy tree-lined roads,
"George's" riding stables where an international hotel stands today.
Radiograms and wind-up gramophones; crystal sets with earphones.
Terrible radio reception before FM and shortwave, especially during a Highveld thunderstorm.
Eric Egan and jumping to 7 a.m. "physical jerks," and Lourenco Marques radio.
The wonderful "English-radio" serials. Who can recall "The Man in Black?"
The erudition and Irish charm of Paddy O'Byrne; but this was much later.
The "Three Wise Men," and Sunday afternoon radio plays.
Incredible, roaring hailstorms and stately galleons of cumulus drifting down to the Lowveld.
Coir or feather mattresses before innersprings,
Black iron bedsteads, which sagged in the middle.
Wardrobes with long centre panel mirrors
Bentwood chairs -- fly-screens on windows.
Washstands with porcelain bowls and jugs;
"Judge" brand saucepans and enamel coffee pots.
Long-drop toilets, cut-up newspapers on a nail on the wall
Mule-drawn carts and the quiet bucket-brigade removing the night-soil.
Chanting gangs of labourers digging trenches to lay pipes and cables
"PUTCO" buses and black cyclists riding to work each day.
A distant train's lonely whistle on a freezing winter's night
Homesick migrant worker seeking comfort in soft music on a mbira [Jew's harp]
Hand-cranked phones and the farm "party-line" and, a three-hour wait for a trunk-call.
Plug-in switchboards and the operator's irritated, "Nommer asseblief,"
Stinkwood and Imbuia "ball-and-claw" furniture
Shepherd & Barker, who only sold the best "Sheraton" and "Chippendale" copies
Thelma Brode, who photographed everyone.
Magical Japanese origami which opened under water,

The whiff of incense and the gleam of beautiful fabric from an Indian bridal shop.
Fine suits hand-tailored by skilled Europeans, made refugee by Hitler's persecution
Cosmopolitan Hillbrow, cosy Cafe Kranzler and their delicious imported coffee.
Newspapers on sticks, and voices from all over Europe.
The daily crush of hatted and gloved workers hurrying down Twist Street when the trams were full.
The designs and colours of Basuto blankets worn by homebound mineworkers walking to Park Station.
Led by an Induna, they marched with heads high, singing a song of home.
Sewing machines, paraffin lamps and Primus stoves all found their way to the rural kraals together
with other, more secret, gifts.
The Italianate beauty of the central court at Park Station and the "Blue Room"
The excitement of the long steam train journeys to the coast
The appeal for aluminium saucepans "for the War Effort"
Digging "Anderson Shelters" in the back garden
General and Isie Smuts and the "Little Man" lapel pin,
It had something to do with raising money.
Knitting socks, balaclavas and scarves for the troops,
The frightening arrival of polio, and children in "iron-lungs"
Majestic white "Institute" on Hospital Hill where they discovered the viruses and made serum for
snakebite
which was used all over Africa.
The original Wanderers Club near Park Station,
The redbrick Victorian buildings of the old Johannesburg hospital
An American model petrol pump at the side of the road, hand-cranked, two vertical glass one-gallon
tanks in the metal casing
filling and emptying alternately as the petrol siphons off.
War shortages, and cars converted to run on paraffin.
No white flour, and making butter from "top-of-the-milk,"
Trams and double-decker buses with overhead electric connections
Cream and red were the city's municipal colours.
Agile conductor in navy uniform and cap, with his silver coin holder, tight bundle of tickets and hand-
punch
Pull the cord once to stop. Then "Ting, ting" and we're off again!
Delays while he hooked the electric unit onto the lines with a long bamboo pole hidden underneath
the bus.
The noise of reversing seats as he slapped them into position when the end of the line was reached.
Springbok-head logo on SAR train windows; shiny green leather bolsters bumping varnished mahogany
woodwork,
Smeared black and white photos of Old Cape-Dutch manor houses
"Alle kaartjies, asseblief," as we click-clack over the points, and the music of the gong signalling lunch
and dinner.
Dreary mine towns, coal dust and smuts in your eye.
Lisle stockings, crepe de chine; the first nylons
Max Factor Pancake make-up and Tangee lipstick
"Evening in Paris" scent worn to your first dance.
C-to-C [Cape-to-Cairo] cigarettes at 1/1d for 30 and 2/6d for 50.
A penny, a ticky, a shilling, a half-crown, a florin and a guinea
Parity between Sterling and the South African pound
The "Rand Daily Mail" and "Angela Day" who wrote the "household hints".
Pink penny stamps with the picture of Britannia; ha-penny if the envelope was open; telegrams at a
penny a word!
Tea-room bios with their continuous performances

American Milk Bars, all chromium and fizz;
The Dolls House at midnight, and double-thick chocolate malts.
Banana-splits, Coke-specials and hotdogs with yellow mustard
Deanna Durban, Judy Garland, Nelson Eddy, Jeannette Macdonald
Vivienne Leigh and Clark Gable in "Gone with the Wind," "The Wizard of Oz," "Snow White and the Seven Dwarfs"
"The Chocolate Soldier," "Mrs Miniver," "Blossoms in the Dust" and "Casablanca,"
Swashbuckling Erroll Flynn, darkly handsome Tyrone Power, The delicate blond beauty of Leslie Howard; Mario Lanza's fine tenor voice and the legendary Marlene Dietrich. Humphrey Bogart, Lauren Bacall, Bette Davis, and Joan Crawford,
Anne Ziegler, Webster Booth and Ivor Novello.
Wednesday and Saturday matinees, 6d for kids, adults 1/1d.
The Lone Ranger, his trusty companion Tonto and exotic Zorro,
That was when cinema was new -- a real dream factory
"Annie Get Your Gun," "Oklahoma!" and the high-kicking "Tiller Girls,"
Eloff Street trams; and the elegant shops full of imported clothes, handbags and shoes.
Saturday shopping at John Orr's and their white-gloved lift-girls: "Going Up!"
Wonderful hats at Stuttafords, and their tearoom where the northern suburbs ladies took tea, and nodded acquaintance to friends.
OK Bazaars' Christmas windows, and "Switching on the lights" important enough to be announced in the newspaper.
The yellow haze of mine dust which hung over everything
A winter evening's coal smoke turning the sunsets purple.
The old Olympia Ice-rink and neighbouring greyhound track.
The Drive-In cinema on top of a mine dump, and MacPhails filthy coal yard where carts pulled by emaciated horses waited for their loads.
Ansteys Art-Deco building, Markhams corner with the clock, Escom House on Marshall and New Street, once the tallest building in the southern hemisphere [it's Gandhi Square today]
Charles Manning and his theatrical sweep of white hair.
"Ag, Pleeze Deddy," and Jeremy Taylor's musical "Wait a Minim"
Leon Gluckman's "King Kong" and "Ipi Tombi" by Bertha Egnos
"Back o' the Moon, Boys," and "Mama Temba's Wedding" . do you recall?
"Second-show" at the Metro and being shown to your seat by a uniformed usherette with a torch.
John Massey playing the cinema organ, and singing along to the "bouncing-ball".
Rustling chocolate papers, lacquered hair, tight shoes, corsets and fur coats in the Grand Circle
And a thick curtain of cigarette smoke by interval when the usherette wore a tray to sell ice-creams and lollies
The East African Pavilion and their wondrous curries
Street-corner night-watchman huddled over a brazier.
Sounds of a "Penny-Whistle Boogie" on a frosty night
Remember how the city was always "under construction"?
Bothner's and Gallo's music shops,
Mirror-finished grand pianos and gleaming brass.
The wonderland of the twinkling stars and
Moorish castles at the Coliseum cinema
"His Majesty's Cellars" and their Crayfish Newburg
The Phoenix Beer-hall, a stein of draft beer,
Free bread, "thumb soup" and an enormous veal schnitzel
Unbelievably, the food cost 1/6d.
The "old" Carlton Hotel, focus of every big occasion;
The "Debutante Spring Ball" with double rows of elegant white-gowned young ladies and their escorts
Presentations and deep curtsies to the Governor-General
He was the Queen's representative in tailcoat, white tie and all his decorations.
Elegance and luxury at the Langham Hotel, where an eight-course formal dinner cost two guineas a couple.

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The Criterion, for years the hangout of newshounds, and the midday crush for drinks;
Flower sellers near the City Hall and Saturday mornings spent exploring the riches of the Johannesburg Central Library.

The original Thrupps in Eloff Street, and their range of fine imported foods
Half-day closing on Wednesdays and three o'clock on Saturday.

The Lutyens-designed Joubert Park Art Gallery with its superb collection of paintings and sculpture;
The Edwardian fountain and splendid hothouse, and the spring flower beds.

Picnics at the Zoo; excited children crowding the mounting blocks for rides on elephants and camels,
Charity fairs at the Zoo Lake "for the War Effort"

Soggots Corner, Publix and Stuttafords in Rosebank. Gallagher's in Orange Grove full of delicious baked goods.

Narrow roads choked with peak hour traffic as the city emptied when the shops and offices closed.
Louis Botha Avenue, the only road connecting Pretoria and Joeys before the construction of the Ben Schoeman motorway.

The 11-hour drive to Durban before the toll-road was built.

Aaaah ... those really were the days.
If you remember all of these
You are probably as old as I am, and
Cherish our city's heritage as much as I do.

With thanks to Olive Jew and Mike Edwards whose evocative phrase "thumb soup" immediately recalled the tastes and sounds of the old Phoenix Beerhall. Thanks also, to all the wonderful citizens of "Joeys" who have made this city great



BLOODHOUND SSC World debut date

As valued supporters of the BLOODHOUND project, it is with pleasure we are able to update you ahead of public release, the plans for the reveal of BLOODHOUND later this year, and the newly confirmed timeline for BLOODHOUND in South Africa.

BLOODHOUND SSC (SuperSonic Car) will make its world debut on November 17th 2015 with a 200mph trial at Newquay Aerohub, Cornwall. 1K Club Gold members will be invited to this special event and will require tickets which will be available shortly.

The Car will then be fitted with airbrakes and winglets ready to commence high-speed testing in Hakskeen Pan, South Africa, in Summer 2016, when weather conditions will be optimal. A forward party will deploy in April / May next year to prepare the team's desert base.

The results from the Summer 2016 tests will inform the Project's ultimate speed goal of setting a new World Land Speed Record of 1,000mph.

Further details on the configuration of the Car will be announced in August, when BLOODHOUND SSC will be shown in highly assembled form at the Team's Technical Centre, Avonmouth.

Construction of the car is well advanced with its titanium floor fitted, two metre high tail fin nearly finished, and carbon-fibre front monocoque painted to aerospace standards. Regular updates can be seen at www.BLOODHOUND.com and www.twitter.com/BLOODHOUND_SSC.



Thanks to Dave Rowley from the Bloodhound SSC project who gave a talk at the noggin, shown in the photo with Bruce Dixon & Norman Ewing

Wheels at the Vaal;

an Annual Festival of Heritage and Culture

Friday 4 to Sunday 6 September 2015

This year the ***Wheels at the Vaal Festival*** will be held at Sylviavale Heritage Museum, a venue well suited for celebrating heritage and culture. The setting is a mixture of quaint buildings and outdoor exhibits that guarantee a fun-filled journey back in time. Many stallholders will be awaiting browsers and shoppers from early till late. There'll be food of all types and ~~and~~ ^{and} plenty to sample and enjoy.

Classic car and old machine enthusiasts will display their pride and joy, not only as static displays, but many as working demonstrations. If you haven't seen a working steam engine, come along, you won't be disappointed. Antique farm machinery will be demonstrated, just as some had worked more than 100 years ago. The old blacksmith craft will be shown executed the way it was done when being a blacksmith was a prominent trade in society; hot forges, anvils, hot iron, hammers and tongs, and a lot of sweat.

Besides all the activity and hustle and bustle, the four museum halls will be open and the outdoor exhibits on show. Displays in the halls are many and varied; cultural and house-hold items. Victorian interior décor, horse and ox wagons and carts, antique tools and equipment, vintage vehicles. Antique farm machinery and implements. Do some window-shopping in Hall 3 and take a trip back in time. Enjoy the shop displays of a gernal trader, barber shop, book store, fashion boutique, photographer and a fully stocked toy shop.

Live entertainment will be presented in the courtyard on an around the clock basis, which may be enjoyed with a choice of craft beers and other favourite beverages. The Rotarians and resident pub will be at your service. Meals will be served by the Red Aprons from the 'Tea Room' restaurant. Come one and all -- Spend a day with us! Living back 100 years in the past!!!

Siggi from Friends of Sylviavale Heritage Museum.

The Museum's major event WHEELS AT THE VAAL will be held on 4, 5 and 6 September 2015 at the Museum. Adjoining properties will also be involved, so we believe space should not present a problem.

We are running an advertising campaign over a 5-week period starting with the first article this week. Each article will deal with a different aspect of the Festival.

Siggi Düvel

sylviavale@heritagemuseum.co.za

Tel (016) 932-2495

Cell 082 492 5214



Wheels at the Vaal: An annual festival of heritage and culture

VANDERBIJLPARK. - This year the *Wheels at the Vaal Festival* will be held from September 4 to 6 at Sylviavale Heritage Museum, a venue well-suited for celebrating heritage and culture. The setting is a mixture of quaint buildings and outdoor exhibits that guarantee a fun-filled journey back in time. Many stallholders will be awaiting browsers and shoppers from early till late.

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Classic car and old machine enthusiasts will display their pride and joy, not only as static displays, but many as working demonstrations. If you haven't seen a working steam engine, come along, you won't be disappointed. Antique farm machinery will be demonstrated, just as some had worked more than 100 years ago. The old blacksmithing craft will be shown executed the way it was done when being a blacksmith was a prominent trade in society; hot forges, anvils, hot iron, hammers and tongs, and a lot of sweat.

Besides all the activity and hustle and bustle, the four museum halls will be open and

the outdoor exhibits on show. Displays in the halls are many and varied: cultural and household items, Victorian interior décor, horse and ox-drawn wagons and carts, antique tools and equipment, vintage vehicles, antique farm machinery and implements. Do some window-shopping in Hall 3 and take a trip back in time. Enjoy the shop displays of a general trader, barbershop, bookstore, fashion boutique, photographer and a fully stocked toyshop. There's even a garage display with genuine petrol pumps of long, long ago.

Live entertainment will be presented in the courtyard on an around-the-clock basis, which may be enjoyed with choice craft beers and other favourite beverages. The Rotarians and resident pub will be at your service. Meals will be served by The Red Aprons from the 'Tea Room' restaurant. Enjoy the setting in the shade of the large plane trees, in the vineyard or around the village fountain.

Many stallholders have already booked their sites, but sites are still available and those interested should phone (016) 932 2495 or email to heidi@heritagemuseum.co.za

NrmanTalks!

A Month of MGA Magic!

The flight to Genve via Abu Dhabi was long and tiring, but at R8000 cheaper than flying via Zurich it was a no brainer, and well worth it.

Philippe was waiting. On my arrival he whisked me off top down to Aubonne, in glorious sun shine, telling me, as he drove of the “change of plan”. He now had a six month old pup who was going to come with us - and - we would not drive his late wife Jeanine's TF to Holland, Taking instead EX 182 on a trailer, first to the Dutch event at Tilburg - AND Twin brother Bernard and wife Rita, known to dozens of SA members, would accompany us towing their Tickford SA behind their Jeep - this could be a long trip, as EX 182 was actually headed for Silverstone.

On arrival home Philippe set about preparing a wonderful little Cambridge Blue 'L' type, which he was lending to Francis Amar, well known to SA members -- and once head of the Red Cross in Geneva, to go to a quite different vintage rally in France. Such is the benevolence of my mon ami mate Philippe.

Francis arrived - Talked about the good times in SA in 1999 and 2000 for the Cape Centres and Sasol Indaba - fired up the L Type and set off - the little six cylinder sounding just glorious! Bernard arrived with the huge empty trailer. The SATickfod was then loaded - we were ready for the morrow. Having now met JASMA the boxer and convinced Philippe that she could not come to England with us without a chip, injections and a “doggy” passport, it was agreed that after Holland we would continue to Le Touquet as planned and leave Jasma with friends.

Away we went via Delmont to see a house the boys had bought and meet their architect, this lengthened the trip to Tilburg by more than 2 hours, as we had a problem when an earth moving 'Cat' reversed into Bernard's trailer, crushing the mudguard., but just missing the Tickford.

We motored swiftly up the autobahn, leaving Switzerland at speed. Stopping in Speyer to water and feed jasma, and ourselves. I pointed out that it would be after midnight before we reached Tilburg. After another two hours behind the wheel Philippe saw my point, and calling Bernard in front of us, it was agreed we would stop in Aachen. Philippe called a niece who booked us the last two rooms in separate hotels - and more importantly a restaurant booking for five. These boys forage! We arrived at 9.30 - still light, at the restaurant on a beautiful lake. Ate well and retired into our hotel to discover that both rooms had only one bed - however two pillows and duvets and sleeping head to toe we survived the night. When Margriet, Philippe's niece arrived next morning she complained bitterly, that she had been assured there were two single beds -- AND THEN Lo and behold there was no charge for the room or the breakfast! Good old Ibus -- Try that in South Africa. All this and we hadn't got to Holland yet!

We arrived in Tilburg before lunch -- and after entry with Philippes relatives we set off to the Dutch event in a Safari Park with Jungalows not Bungalows.

Molly does it again!

Well what a fabulous weekend Ann and I have just had with Molly, a long and very scenic trip up to Drum castle at the weekend, skirting through the Scottish Highlands via Edzell for a lunch stop and arriving at Petercouter to have dinner with all our MG friends from far and wide. You could just tell the mood of the entrants for the show on the Sunday, it was like watching peacocks ruffling their feathers, the guys and girls were up for it, as we were (the competition), such was the banter and friendliness of the hosts. After last year the central region clubs were determined to steal the show again, but we were to face stiff competition as the Highlanders had prepared their ground this time round and it promised to be a great day...we prayed for good weather!

Well they all arrived at that beautiful Castle "Drum" in bright early morning Scottish sunshine...how rare was this?. The hosts arrived early and were polishing away at what was a fabulous selection of MG classics, as soon as we arrived we knew instinctively this was going to be a tough one. We got in place and the polishing started, carpets cleaned, under-wings gleaming and chairs out with coffee in hand, the judges started applying their critiquing skills. They were looking very serious, we did not expect this level of intensity but we braved the onslaught. Some of us actually got the polishing cloths out again for a final detailing flurry. The judging went on for about 4 hours and round again for a final check....I must say there were a few worried looking faces, but that aside lots of chatter and banter were the order of the day to the background music of a live jazz band....is this MG heaven or what!

Prize giving and we were delighted with the outcome for all participants, lots of happy faces, hand clapping and back slapping and the sun stayed out and shone down on us like you wouldn't believe. Molly won "Supreme Champion" of the show and her class.

To celebrate we took the East coast route back down Scotland and the sun shone and we smiled and we ate lunch in Arbroath and Molly done what she does best, knocks up the miles on the open road with two very happy passengers. We love this little car!



Our Eventful MG Run to Notties Hotel

By your Editor

As Hyla and I entered the Garage before Heidelberg we were greeted by many cars filling up including some 'Heavies' behind. After a hearty Breakfast we all departed at 9am on our 'convoy' to Harrismith down the N3. All went very smoothly and we all stuck together in a long line, all travelling at a steady pace and never exceeding any speed limits. Along the road we were well supported by many traffic authorities, who actually waved as we passed. We even had folk with cameras out taking photographs as we passed by. Cameras were also placed overhead to get close up pictures of the convoy, we really were treated like celebrities.

Even at those 'gates across the roads' We were treated so well there, with all those Red and Green Lights, and happy people in those little boxes, were so good to us that we all gave them 'hefty tips' as we passed through. For some odd reason nobody exceeded the limit of 120kph, on a few occasions the odd motorist that did pass us was pulled over, he seemed to have been given some sort of Certificate for his deed, unfortunately he was not an MG owner. (we never receive Certificates for our good driving). At Harrismith everybody pulled in for lunch, and spent a leisurely half hour looking in shops etc. The rest of the trip I found very confusing, as we entered Natal there were many speed changes, going down the escarpment, lanes for the heavy trucks and lanes for cars, But Seldom did you see any signs where the limit increased again. But there were still all those cameras set up to film our Convoy. I was impressed with that!.

Asudden decision of mine, when seeing the turn off to Escourt I turned in that direction, only to find that many of our group followed me. Some went on straight which I expected. Proceeding through the town and turning left at the T junction, I followed the sign saying Mooi River, only to find that I was back on the N3, but still had a que behind me, so all was well, At the next off ramp I again turned off to Mooi River, still some cars followed me, 'GOOD' I thought. Slowly we proceeded along the Meander Road until we reached Notties Hotel. Here we were well treated and given our room etc. After a short rest, Hyla and I entered the 'Dimly Lit Cosy PUB', which was abuzz with many people. We remained there chatting to them all, and later were ushered into the Large Luxurious Dining Room with a Roaring Log Fire to keep us warm. A 'Grand Dinner' was served, ending up with Chocolate Moose and Coffee. We then all departed, for a good nights rest. On waking at 6.30pm -- Hyla and I realised that we had been caught up in a "PIPE DREAM" We were on our own!!!!.

Our Early Morning Surprise - AND DISASTER STRIKES!!

After a Hearty Breakfast we thought of a lonely trip to Scottburgh, we settled our Bill. On departing I noticed a thick plumb of blue smoke coming from my exhaust. I then found very little oil in the sump, but no funny noises. Talking to my mechanic, this did not sound good, possibly a Turbo Charger problem. He talked of trailers etc. etc. I added 1 can oil, then salvaged my car from being stripped on the dusty roadside by some eager mechanics, by driving off down towards Mooi River. With the blue exhaust still being emitted, we got more oil and headed back homewards. The emission gradually decreased and after Harrismith all was fine, but a total of 5 cans of oil was added on the way home. On Monday, Hopefully I may get some answers.

wheels24archives

Anti-freeze warning for cars - 2007-06-12 08:53

Johannesburg - The Retail Motor Industry Organisation of South Africa (RMI) has issued a warning to South African car owners concerning the grading and quality of anti-freeze available in the local market.

A key component of engine durability in both extremely hot and cold conditions, anti-freeze is commonly available in two configurations, either SANS/SABS 1251 or SANS/SABS 1839.

The key difference between 1251 and 1839 is question of water dilution. Water must be added to dilute 1251 in either a ratio of 50/50 (1:1) or 33,3/67,7 (1:2).

Coolant carrying the 1 839 coding is already diluted with water in a 40/60 ratio and is ready to use. It must not be diluted.

If coolant products carrying the SABS 1 839 mark are too diluted, they become inefficient and corrosion will occur, causing damage to engine components. To eliminate confusion, the RMI has called on the motor industry to recommend the withdrawal of this standard.

A further issue is the presence of completely ineffective coolant products which are hardly anything more than coloured water.

As an experiment, a RMI member bought off the shelf nine samples of anti-freeze RMI Q&S witnessed testing of product for compliance with SANS 1251 or SANS1839. While some conformed to the standard, it was found that others were no more than coloured water, despite the anti-freeze label.

Coolant boiling point is another key factor in it's effectiveness in protecting your car engine.

A characteristic of a good quality coolant is that it will prevent boiling - and these anti-boil characteristics are much more important in most parts in South Africa than the anti-freeze characteristics.

In a good coolant, the content of the vital chemical - mono-ethylene glycol - must not be lower than 30% or higher than 50%. The glycol content can be measured using a hydrometer - an inexpensive piece of equipment that should be available in every workshop.



Jenny & Chris Aubourg at the July '15 noggin prior to leaving Johannesburg to be close to family in Howick KZN

Note: The Aubourgs joined the MG Johannesburg Centre 35 years ago. We wish them well as they begin this next phase in life & hope to see them on trips to KZN or when they're visiting Johannesburg.



If Mr Poirot , Agatha Christies sleuth, uses “the little grey cells” to solve crimes then there was a lot of them working overtime at the recently held Interclub Challenge Quiz hosted by the MG JHB club at Old Eds. Sixteen teams of four members each entered battle under quizmaster George Shipway and management of Clive Winterstein while the audience also took part in the fun.

The questions were set by Michael Gilchrist and included a picture for each question which possibly gave a clue to the answer.

Some clubs including Triumph (JHB and Pta), MG , Alpha and Lotus fielded two teams while others including Morgan, Sunbeam, Mercedes had each one team.

The procedure was that all partook in the first two rounds of questions after which the top four teams went into the finals accompanied by the Wild card team which was made up of the top 4 audience individual scores.

The final was a joust between last years winners, the Lotus Club and a team from the Triumph clubs of JHB and Pretoria and the MG club of Pta(Northerns).

Questions were from simple general knowledge to real toughies and much joking and comments flew across the room.

The competition was pretty fierce with the second and third teams (MG Northerns and Triumph JHB) having the identical final score, which put them in second place behind the Victors; the Lotus club for the second time in so many years. The Triumph club of Pretoria brought up the rear and the “Wild card” audience team was last.

The ‘ Classic and Performance Car Africa” trophy was presented to the winning team of Giles Millard, Janie van Aswegen, Malcolm Keevy, Alan Keevy by Alan Grant, father of Stuart the editor of the magazine , while the wild card team each got trophies sponsored by Cross Country Classic Car Insurance.

It was a wonderful evening where people from different clubs had an opportunity to chat and rub shoulders and “fight “ for glory.

Michael Gilchrist is looking for someone to take over the drawing up of the questions so if you feel you have it in you please contact him at mikegilchristhome@gmail.com and he will tell you what it entails.

QUIZ NIGHT PICS



Winning teams from round 2 - Lotus win the trophy for the 2nd year running. Team Lotus 1 (Giles Millard, Janie van Aswegen, Alan Grant presenting on behalf of Classic Car Africa, Malcolm Keevy, Alan Keevy)



Wild Card winners (Bob Brown, Gavin Standing, Carol Bebbington, Ash Singh)

TEAMS	Rnd 1	Rnd 2	Rnd 3	TOTAL
1. Triumph T18	5	2	7	14
2. Triumph T18 A	12	9	9	30
3. Triumph T18 B	6	6	8	19
4. Triumph T18 C	8	10	10	28
5. Morgan	7	8	10	25
6. MG T18	5	5	9	19
7. MG T18	9	6	5	20
8. MG T18	8	8	5	21
9. MG T18	8	8	11	27
10. MG T18	4	1	4	9
11. MG T18	6	4	6	16
12. MG T18	3	8	5	16
13. MG T18	4	7	9	20
14. Lotus 1	13	11	9	33
15. MG T18	10	7	11	28
16. Lotus 2	7	7	9	23

List of all teams taking part, together with their scores

TEAMS	Rnd 1	Rnd 2	Total
1. Wild Card	2 1/2	3	5 1/2
2. Lotus 1	4 7 1/2	6	13 1/2
3. Triumph T18 A	4 1/2	6	10 1/2
4. Triumph T18 B	6 1/2	5	11 1/2
5. MG T18	7 1/2	4	11 1/2

PISTON RING SWOP MEET

Sunday 20 September 2015
Modderfontein

A reminder to collect all your "Bits & Pieces" to be sold on the
MG Youth Project Fund Raising Table

Arrange with William to have them collected.
Call 082 886 7114 or Cameron McLeod 082 822 0175

AUGUST REGALIA

Description	Size	Colour	Price
Tie		Blue	R10
Ladies Blouse	S	Black	R160
Ladies Blouse	M	Red	R160
Ladies Blouse	L	Black	R160
Ladies Blouse	XL	Red	R160
Braai Apron		White	R110
Braai Apron		Black	R110
Ladies Umbrella		Bl, Yel, Grn	R130
Ladies Scarf		Red	R75
Ladies Scarf		Black	R75
Beanie		Red	R45
Beanie		Black	R45
Multi Tool Kit			R215
National Cloth Badge		Pocket	R30

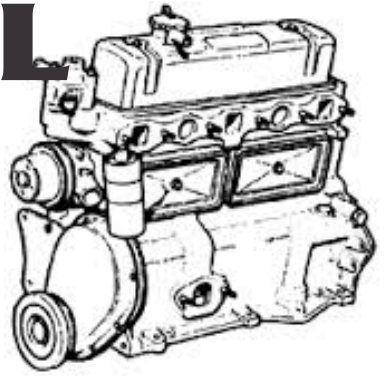
Please contact Anneke de Groot for requirements

radegroot@nashuaisp.co.za

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TECHNICAL

The notorious BMC cylinder head



Rumour has it that approximately 40 MG's celebrated the 60th anniversary the MGA. Taking part in the Diamond Jubilee Tour.

The intrepid owners and their beautiful cars took on the odds to prove that they are worthy of their reputation of being reliable and a joy to drive. (the cars that is). It is noted that some cars covered more than 3,000 miles (5 provinces). . whilst some did considerably less and returned to base before entering the eastern cape.

A thumb suck calculation shows that the average age of the cars was 56 years old, and they covered an average of 1800 miles each So the MGs collectively covered over 100,000 kms.

If we consolidate the minor breakdowns or snags experienced throughout the tour;

- 2 X Fuel related (worn needle and seat)
- 1 X Ignition related (rotor)
- 1 X Mechanical (bearings)
- 1 X Cooling (water pump)
- 1 X Clutch (slave cylinder)
- 3 X Cylinder head gasket resulting in loss of compression and performance

The minimal problems experienced must be credited to the preparation and upkeep by the owners. . . the obvious snag area seemed to be related to the Cylinder Head gasket which is easily avoidable but sometimes over looked.

The problems is that over the years the cylinder head has been removed many, many times. . . and each time it is replaced and torqued to spec (and always a little more) the studs lift the treaded area in the block forming a high point (raised only a few thou, but enough to cause a problem) . The answer is to have the block resurfaced and the head skimmed next time the motor is overhauled. Or, if the engine has not been removed, it can be done by draw filing the surface with a long fine file (seal the cylinder's by stuffing them full of oiled rags first) or carefully clean with paraffin/air gun with the engine upside down if it has been removed.

This is an afternoon job, (while the wife is cleaning the spokes) . . always use a good quality (copper seal) gasket.



Safety checks on the Puma before the next flight



Standard under the bonnet check; Stephen Grover (back & camera in view), William & Mike Brett



Some of the Mercs in attendance at the airfield, of which there were many



Porsche Club was present



Period WWI costumes; Red baron & French officer



MGs glowing in the winter sunlight



Many thanks to Hilary Wolff (Merc Club) for arranging the day out; seen here taking out ticket numbers for the helicopter ride



In addition to a range of aircraft there was also a parachute drop for people to watch



Tony & Annette Craddock with their MG Metro (one of very very few in SA)



MGs parked in mid-field - about 15 cars from Northern & Johannesburg Centres attended the outing



This 1956 Ponton bakkie (1 of about 400 produced) has done in excess of 1 million km, gearbox & diff never overhaul, but motor done up in 1977



A view of the Union Buildings taken during the Puma helicopter flight



Some of the folk waiting for the next helicopter ride; notice the photographers - a marvellous opportunity to test your photographic skills



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your MG.**

MY FUN CORNER



Q: Know why the British don't make computers?

A: They couldn't figure out how to make them leak oil!

Q: What do you call an MG with dual exhaust?

A: A Wheelbarrow!

Q: How do you double the value of a Triumph?

A: Fill it up with gas!

Q: What's the difference between a classic Jag owner and a classic Triumph owner?

A: The Jag owner washes his hands AFTER he's been for a pee, and the Triumph owner...

Q: What are the two questions you hear most from the passenger in your MGBGT?

A: 1. Is it HOT in here?

2. Do you smell gas?

Q: When does a man open the door of the car for his wife?

A. When he has a new car.

B. When he has a new wife.

Little Billy and his Dad were down at the autocross watching the Spitfires zipping through the cones.

Little Billy looks up to his Dad and says, "Dad, when I grow up, I want to be a Spitfire driver."

His Dad looks down at him and says, "You can't do both, son."

For those of you who have never had the pleasure of owning a British car, but want to know what it's like: Next big rainstorm, wait till dark, roll down all windows, leave off lights & heater & wipers and go for a drive. Stop at every intersection and throw out a twenty dollar bill. It's not exactly the same, but it's real close.

My husband phoned me the other day and proceeded to tell me he had purchased a new car for me. Well I was not thrilled I wanted the new 4 door SUV. What kind is it I asked..... a Triumph Spitfire a BRITISH car.... I've always wanted one he exclaimed! Well I knew nothing of these British cars. I love Coronation Street does that help? No?

Well, family told me to be grateful, he only bought it because he's going through a MID LIFE CRISIS. "They either buy sports cars or trade the wife in for a slimmer newer model." He got BOTH. We've had the car now 4 days and I'm slimmer already...I've had to push it home everytime we go out!

Five surgeons are taking a coffee break...

1st surgeon: "Accountants are the best to operate on because when you open them up, everything inside is numbered."

2nd surgeon: "Nah, librarians are the best. Everything inside them is in alphabetical order."

3rd surgeon: "Try electricians! Everything inside THEM is color coded."

4th surgeon: "I prefer lawyers. They're heartless, spineless, gutless and their heads and their butts are interchangeable."

5th surgeon who has been quietly listening to the conversation: "I like British car restorers... they always understand when you have a few parts left over at the end."



September 2015 Motoring Calendar

MG Johannesburg 2015 Events Calendar

Sep-15						
Date	Day	Time	Event	Details	Place	Organiser (s)
03-Sep	Thursday	19:30 for 20:00	Noggin	Norman talk	Old Eds	Norman Ewing
13-Sep	Sunday	8:30 for 9:00 departure	Run	Tom's East Rand Road House Run	TBA	Shelly And Michael Dixon

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	

Jokes at MG's Expense!

A blonde pushes her MG into a gas station and tells the mechanic, "It just quit on me!"

He tells her to pop the hood.

The blond asks, "What's the story?"

"Just crap in the carburetor," he replies.

"How often do I have to do that?" she asks.

What do you call the shock absorbers inside an MG?

Passengers.

Two guys in an MG were arrested last night in London following a push-by shooting incident.

The new MG has an airbag. When you sense an impending accident, start pumping real fast.

A friend went to a dealer the other day and said, "I'd like a petrol cap for my MG." The dealer replied, "Okay. Sounds like a fair trade."

How can you get an MG to do 60 miles an hour?

Push it over a cliff.

Apologies
I ♥ MGs



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