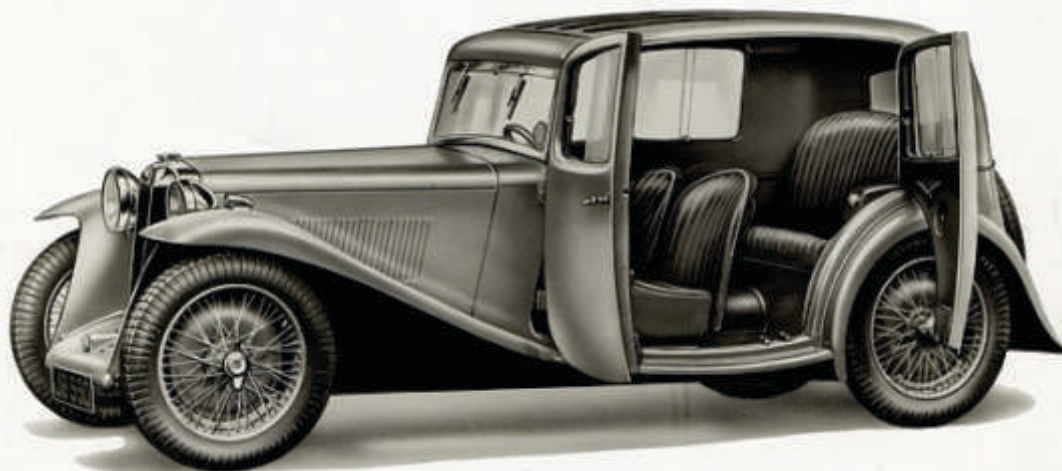


Thumbs Up!!!



1969



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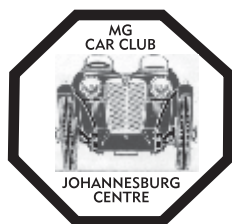
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A Natter & Noggin is normally held on the first Thursday of each month at 8pm.
The Old Edwardian Club, Houghton

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

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

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Thumbs Up!!!



This has been one of my busiest months in a long time. I was determined to make an appearance at as many MG functions as possible, as for many reasons I felt that I had been neglecting my Club duties lately, due to Sandstone, and Scottburgh in recent times.

The first item I attended was that most enjoyable and informative talk at the Noggin by Stuart Cuninghame and his five co-speakers, informing us of all the trials and tribulations of building and eventually riding his 1935 Veteran Motor Cycle in the past 22 DJ runs, and his final retirement last year. That MUST HAVE BEEN one of the most interesting Noggins that we have had for many a year. Thank you Stuart.

The next event I was able to attend was Bruce Dixon's MGB Run to the Rhyndfield Fire Station in Benoni. There too, it was meant to be an Historic Event, emphasising the importance of trying to preserve these stately old relics, and enhancing their Fire Chief's ambitions of eventually being able to restore most of them to their former glory, and housing them in some form of a museum, where our future generations could view the development of fire fighting over the years.

An enjoyable lunch was had by the 30 people who gathered at "The Farm" Restaurant near the fire station.

Next, the Youth Project members, as well as several interested MG fans travelled all the way to Kagiso Race Track, for a weekend of fun on the track. Hopefully an article will be sent for inclusion in the next Thumbs Up about this event.

On the subject of Youth Project, please note that the Piston Ring Swop Meeting will be held 21 September - we are again looking for any items you have to spare or donate to be sold for funds on that day. Call William or Clive to collect anything you may wish to part with.

Finally, check out the endless lists of event taking place in the near future.
See the Calendar pages in this mab.
MaGic MGing! Your Editor

MG WEBSITES

Our Website: www.mgcc.co.za

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

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CHAIRMANS



September already!?!

It's been quite the MG month this last one and the next few are no different I'm pleased to report.

What a noggin talk by Stuart! Wowser - he even almost has me convinced that two wheels aren't quite as bad as I think they are! It was a special talk and our thanks to Stuart and his team for the fantastic effort. Stand by there's plenty more where that came from your hard working committee!

There has been mention made that we have too many MG events on the calendar. I think that's utter twaddle. The more events we have frankly the better because it gives YOU more choice at the end of the day. We have invites now to the MGA anniversary run, the Cape Centres gathering, the MMM gathering at Franschoek all in 2015 and yes the 2016 Indaba - all of which are on the radar in good advance notice so that you can plan your lives around these trips and make sure you can attend. Plus there is the regular monthly run of course and the monthly noggins. The trip to the Benoni fire station was great fun and very interesting indeed. It was certainly something very different and entertaining to see the fire guys and hoses and trucks in action!

The venue for lunch afterwards also was a superb one - thanks to Michael for making it all happen.

You cannot accuse us of not being an active club - so it's up to you to make use of the opportunities presented. A case in point was the Polo event as an additional run for August on Sunday 17th - it was a total blast for all of us who went along. We had a great day with lots of laugh, lots of fun and some great polo to boot. It was really something quite unique. Thanks Suzette, PJ and the birthday cake was delicious!

The XMas lunch is another such event coming up fast - Book your seat now or miss out on a fabulous spread at the Indaba. There is of course the run to the 'Vaal' on Sunday the 7th of September for the Vintage and Steam Festival at North West University in Vanderbijl Park.

Then we have to talk about the Magazine. Going electronic was a mandate given to us by you at the last AGM. Since then it appears as if some are having difficulty with the new format but I believe we're making good progress. Suzette and I have done a major clean up on our ONE centralised membership database and we have it up to date with all paid up members' details loaded. You should ALL be getting e-mails and SMSs. If your spouse or partner is not, please just let us know and we will add them into the database.

The point however is that there is still some demand for the printed version of the Magazine, certainly more so than perhaps we had anticipated (although our web stats indicate that the magazine is downloaded a LOT!). Out of this we have learned what the true costs of printing the magazine really are because a considerable portion of this has been absorbed by Kalalex (our printers) for years and years. I'm not at all comfortable with this, although we deeply appreciate John MacKenzie's unsung contribution in this regard! So we find ourselves having to try and balance satisfaction among all parties.

The one suggestion that has been mooted is to pass the costs of printing onto those that want a printed copy, and to reduce subs as far as we can in terms of the savings made. We have not finalised on any of this at this stage however because we need to hear from you. What we can tell you to put it into context is that the printed cost of the magazine in full colour is likely to be around R50 a copy, and R25 for a B&W version of the same thing, plus postage where applicable.

Please let us have your thoughts or else we will assume silence as consent to leave it in the hands of your Committee. We only want to hear from you, ja!! Written correspondence is preferred to avoid crossed wires but of course we all welcome you chatting to any of us at the events and Noggins, of which there are many coming up. Happy MG'ing everyone!

William

DO YOU RECOGNISE THIS TOOL?



The background is that John Buttress found the tool shown in the photo while clearing out his garage. John's question to the MG members is:

"Please can someone identify the purpose of the tool shown in the photo?"

Kindly send answers to John Buttress via email to jopie@iburst.co.za."

The Scottburgh Car Show

THE BEST YET

Submitted by Peter Fielding

A cold sunny morning welcomed classic cars to the fifth Scottburgh Classic Car Show (SCCS) at the Country Club on Sunday 20 July. By the time visitors began to arrive, it was a warm 24 degrees with no wind and remained so throughout the day.

400 pre-1975 classic cars and bikes set the scene with over 5000 people in attendance. The balmy atmosphere created by the music of the 50s and 60s filled the showground with nostalgia and happiness with many people dressed up for the occasion amongst some magnificent cars from a bygone era.

Austin Healey was this year's featured marque and twenty of these great British sports cars illustrated their evolution as they drove around the show-field. The classic motorcycle parade and the "History of my Car" parade were supported by some very interesting entrants but the highlight of the day was the Concours d'Elegance parade. Twelve entrants included Sonny & Cher in a VW Beetle and Al Capone's friends in a black Mercedes. The SCCS Rock 'n Roll Hostesses in an amazing '57 Chevrolet charmed the crowds in a 1929 Rolls Royce Phantom 1. Two R500 cash prizes and many hampers were awarded to d'Elegance entrants for entrants for dressing up in period costumes for the parade.

The Blue Marlin was full with enthusiasts from Gauteng, Limpopo, Zululand and North West Province as Scottburgh witnessed an invasion of visitors over the weekend. The successful show was kindly sponsored by the Rising Sun, a Caxton Associated newspaper, for the fourth year in succession.

Event organizer Peter Fielding said this year's show was the best yet, and raised considerable funds for the nominated charities. He also thanked the Umdoni Municipality, and South Coast Tourism for their support of the show. Next year's show will take place on 19 July 2015 and will feature American classics.



The Scottburgh Car Show

THE BEST YET (& the wildest looking at some of these pics!)



Heyla and I had a Wonderful Week in Scottburgh



Picture by Hentie

To our Surprise

We were the Most

Photographed

Couple of the Day,

Heyla was so

Overwhelmed!!

After all the planning ahead, we ended up leading four MGs from Heidelberg to Nottingham Road, on Friday 18 July. Two cars went to Rawdons, while we stopped over at the recently refurbished Nottingham Road Hotel, dating back to 1878. Very interesting cuisine and most comfortable. We all met up at the usual restaurant for the evening meal. Excellent!

The road we chose to reach Scottburgh took us down through the sugar cane fields to Kingsburgh, what a wonderful experience, well worth while, then on the Old Road to the Crock Farm for lunch, reaching the Blue Marlin Hotel by 2.30pm. Time enough to clean up the cars for the next day's show. Peter and Val Fielding welcomed us that evening. We spent a pleasant hour and a half watching the local Theatrical Society's performance. Very comical and professional!

An early morning breakfast, then all 16 MGs went in convoy up to the Show Grounds, joining up with the Durbanites and others. We were all made very welcome and given our usual prime spot on the enormous grounds, where almost 500 Classic Motor Vehicles and Motor Cycles were placed in position. The weather was perfect, sunny, hot and no wind. Just an ideal day in the sun.

Heyla and I happened to walk proudly in our attire past the Diaz while the official opening was taking place. Soon after, it was announced that we were elected the Best Dressed Couple of the day! While another couple dressed much the same took first in the D'Elegance. For the rest of the day we were the most photographed couple, and I did not get time to take my own pictures for the Magazine.

The show was awesome! Events and entertainment were taking place continuously around the arena. The one which stood out most was the D'Elegance Parade, presenting many veteran cars of the early 1900's. A real pleasure to behold, and a photographers delight.

During the evening we were entertained by two guitarists and a brilliant drummer, playing songs of yester year. My late son, Richard, played the organ, and played that type of music, at similar functions some 45 years ago. Heyla and I were most enthralled by this great music of the past. Memories just came flooding back into our minds, of those days of Richard entertaining people. (Richard sadly passed away with kidney failure 17 years ago). Eventually we reluctantly listened to their final song, before turning in for the night.

During breakfast we found ourselves sadly saying goodbye to our friends who were then departing on their way back home. We were then able to enjoy another few days at the beach in the perfectly calm weather, and finally headed off home on the Thursday.

Heyla, (who will soon be my wife), had not seen the sea for over 42 years. What a pleasure and delight it was for me to be able to give her that special opportunity that so many of us just take for granted. We had great fun on the beach with our feet in the sand, and the sea swirling around our toes. Wednesday we casually drove to Ramsgate and lunch at the Blue Lagoon Restaurant. After our departure on Thursday morning we decided to look in on my cousin Shirley in Clarens , arriving home at ten that night. It was just a most enjoyable week for both of us.





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Visit to the Rhynfield Fire Station in Benoni

Bruce Dixon, our MGB Register's son Michael and his wife put together this great event at the Fire Station, where we were able to view several Vintage and Classic Fire Engines of yesteryear, as well as many items of historic value used in the past, relating to Fire Fighting.

This proved to be a well worth while Monthly Run and a large number of interested members turned up at the Station on the morning of the 10th August. A rather chilly start, but warmed up during the day. A welcome warm cup of coffee and biscuits were awaiting us on our arrival. Mr Hayden Koch the Fire Chief and his assistant Ms Ziporah Magagula. welcomed us, and outlined the purpose of their efforts to preserve these old relics of history.

In general it was found that most were in fairly good condition, and with some effort they could be brought back into a Museum showing the development of these Valuable items over the years in the Fire Fighting Industry. We believe they should be encouraged to continue with their initiative, and given the opportunity to bring them all into a permanent display for the future generations to appreciate and enjoy. All too often these valuable items end up in the hands of the scrap dealers and are lost for ever.

This visit ended up with a modern engine giving us a realistic display of fire fighting in their court yard. Connecting up to the fire hydrant and sending great streams of water up into the air to show us the pressure and force that can be achieved when an actual fire needs to be doused down. Then the jaws of life and other similar equipment was demonstrated.

All in all a very interesting day was had by all.

A group of 28 members went on to Park Farm Restaurant for a delicious meal before heading off home. The clouds came up and it became a chilly ride back to that warm lounge.

Possibly we should follow up on this worth while initiative in the near future, to encourage these people in their efforts to preserve our heritage for our future generations.



...at the Firestation



NrmanTalks!

Another MG Adventure with Philippe! or How I took French Leave

Philippe Douchet has been my Mon Ami Mate for nigh on thirty years – more in fact! In that time I have learned so much more about pre-war MGs from his enormous stable. Thanks to his friendship with Comte Jacques de Wurtemberg (who raced as “Herve”) I have considerably improved my knowledge of Avion Voison, Bugatti, Maserati, Delage and Alfa Romeo. Yup the whole bag!

So when on his trip with his family “team” to the Indaba at Knysna, he asked me to not only support the French event in 2016 with a group of South Africans, but also to assist in the planning – I agreed, for his abounding enthusiasm for my J2 build over these years – his generous supply of knowledge, bits and friendship was the main reason that I am now – nearly there! (He sent me a correct J2 engine block with the French I invited out in 1998!) – as hand luggage! No chance today!

So after I organised a J2 and Ferrari day, which was really well attended – with lunch at the Ottoman Palace, I set off rumbling down Tambo's runway on an Air France 380 for Paris. CDG is not my favourite, in fact I think the C stands for Chaos. After eventually getting the RER to Paris – Gare du Nord it was to break down from four power outages – just like home – the one at Le Bourget lasting 20 minutes. By the time I had stood in a long queue at Gare du Nord, to buy the ticket to Etapes/Le Touquet Paris - Plage, I missed the train by 4 minutes – so with over 2 hours in Paris to spare, I went walkabout – finding – wait for it - a place called MG Fast Foods!

Back to Gare du Nord for the trip to Le Touquet. All announcements were in French – I took out my notebook and added to the problem, notes I had already made – language was becoming a big problem – Geneva had never been this bad. In Amiens the train stopped and people started leaving – a woman told me I had to get off, but I assured her I was on to Le Touquet. A young engineer, Vincent told me that the train had broken down and that I should follow him to a distant train on the next platform which I did. After sitting in this for fifteen minutes another French announcement was greeted with laughter – apparently this train was diesel – the broken one was electric, so they were looking for a diesel driver. The next announcement was greeted with cheers then laughter – driver found, now looking for a ticket examiner to check all tickets. I arrived over an hour late – phoned Philippe, who was there in a flash.

My doomed day was not over – Philippe after lunch at Le Golf Club – handed me my transport – a bicycle – not having ridden since my early thirties, this was somewhat unexpected, but game as I am I wobbled off after him, crossing roads ahead of oncoming traffic to the beach. Not being prepared, I still had on leather shoes, really bad choice, up a hill on the way home my foot slipped off the pedal, and before I knew it I was face down on the tarmac. Cars around me stopped and people leapt out to help. I got up most embarrassed, assuring them that nothing had happened to me. I also explained to Philippe that I cycle at gym, but those bikes are bolted down and that last year's Tour de France winner – a South African, had fallen off his bike, five times, this year – me, only once. I would walk from now on! Which I did over 1 ½ hours every day!

Philippe had amassed over 150 leaflets of things to see and do in the area of the Le

Touquet and further inland. I had explained that to bring people from the USA, Australia, New Zealand and South Africa to the event, there would have to be at least another five days of sight seeing in the area. With both World War Sites top of the list.

Although this was my fifth time in Le Touquet, I was seeing it for the first time, as we always arrived late at night towing "Something" or driving from Silverstone then leaving at crack of dawn for Switzerland. It is a truly stunning place, not much older than Johannesburg. This seaside resort town came into its own in the twenties when the English upper classes moved in buying houses and creating a sort of Sol Kerzner, Casino and golf town with more English than French architecture. Totally unique. Edward VII had a home here. It took a pounding in both world wars, being the British divisional head quarters for the Battle of the Somme with South Africans in the cemetery at Etapes, the largest concentration of British Hospitals being here.

It was time to meet and greet – Mayor Daniel Fasquelle, Municipal organiser and travel supremo Patrick Gonet, and then off to lunch with the President of the Northern France MG Group who introduced himself as Vassa and whom I continued to call Vassa until he gave me his card Vincent Dransart – silly me – I have never been kissed by so many blokes and females in my entire life. After a superb lunch, we drove in his metallic blue ZTT to see all the sites for the MG event. Contrary to what I had been told, they are not giving sponsorship but instead not charging for the Hippodrome – the Palais d'Europe, which will seat 1,000 for meals, the beach parking area for driving tests or the Gardens of Ypres for the Concours. But for South Africans, still hugely expensive.

Next day we set off to do the routes, on average per day 250km of driving to set it all up – in the pouring rain we went to Abbeville to greet Gilles Stievenart, the ice driving champion of France with Alain Prost, and his amazing 14 year old son whom he says is the best driver he has ever seen. At 12 his son won junior titles and was instructing on the Abbeville circuit. Then we set off to find somewhere to feed 1000, which we did in a brilliant industrial area with a restaurant decorated like a vintage factory. Once the days of the event had been sorted, we set off to plan the overseas sightseeing section. New Zealanders and Aussies were heavily involved in tunnelling in the First World War in Arras – where 24,000 troops were hidden before the final break out. New Zealanders are best remembered in Amiens (although I had to explain it to the locals) for Operation Jericho, in the Second World War the low level Mosquito attack on the prison to free 250 partisans about to be executed. We set off for Albert and Longueval and Delville Wood, surely one of the most moving and beautiful memorials that Sir Herbert Baker ever produced. It takes your breath away. Then on to St Omer to visit the Cupola - the Nazi V2 rocket base, the scariest thing I have ever seen!

A final lunch time meeting in the fabulous Art Deco Westminster Hotel with Gilles Stievenart, and we were ready to head north on the second part of my pilgrimage – the Triple M Summer Party at Peter Green's near Beaconsfield.

That night Philippe's neighbour had come over to thank us for feeding and watering his horses and to take me for a ride in his Teslar – the most fantastic car I have ever driven! He not only gave me the keys to his huge Saloon, but also his Lotus bodied Teslar Sports – no Ferrari or Porsche would stay with it over a quarter mile.

My first night on French soil had been another mind blowing experience, when on walking into his neighbour's garage there were five Bugattis – including an Atlante. Hard to believe we all live on the same planet.

Up before six and on to the "Pride of Burgundy" – time difference meant it only took 30 minutes! Off to see the 4CM Maserati that Philippe is building. MaGic! Next day it was

off to Newbury to see Mike and Ann Allison. In the pouring rain we went off to the Rowbarge for a wonderful lunch. Afternoon tea with the family and then a dash to Harwell to see Don and Mary Hayter.

Next day's Summer Party was wonderful. Old friends Geerhard and Barbel Maier and Gunter Stamm, all the way from Germany. A stunning K1 Saloon and KD, rows of Js and Ps – 3-C Types, K3008 out for the first time – fun day – great company and Food! The Greens did a wonderful job. Then we were out the door at speed – dragging the trailer we had brought with us through country lanes, only half its width, arriving late at night at the farm of Jerry and Annabel Brown. Late supper and off to bed. Up before six, I walked around the farm – Jerry joined me for a tour. Then after breakfast it was off to Pontefract in Yorkshire – Yup – Yorkshire to collect a four seater P Type that had not been worked on in two years

Philippe decided we could not spend another day in England and off we set at speed – for Dover. We made the 11.30pm sailing on the “Pride of Kent”. A nice touch was a vintage P & O poster featuring Chusan, the ship we travelled home in, in 1971. We arrived at 2am.

The last few days saw us wrapping up loose ends before heading off once more to Patrick Gonet to buy my TGV ticket to CDG. It had been agreed that the SA and any other group without MGs would be picked up from CDG by bus.

For my last day in Paris – setting off at 4am for Picardy - over an hour drive - for the TGV station, in the middle of nowhere, it actually makes no sense. Thirty minutes later I was at CDG – this TGV doesn't go to Paris! Waved ta ta to Mon Ami and set off to hand in my luggage to head off for my final meeting with French MG President, Philippe Aubrey whom I met at Charade in 2007.

Philippe Douchet was cross when I suggested he tell Aubrey to meet me at MG Fast Foods outside the main entrance at Gare de Nord – neither of them had ever heard of it and he told me I was probably the only person in France who knew where it was. And that I should have used my head and not my heart, choosing a meeting place like a well known hotel. I went to MG Fast Foods, walked across the road to a Brasserie festooned with rugby balls and rugby memorabilia, and asked the owner to call Philippe Douchet and gave him the exact address. Job done! Phillipe Aubrey arrived as arranged on the dot of 10.30. I sat him down facing MG Fast Foods across the road. He fell about laughing – we had our photos taken and one of MG Fast Foods. Wonderful.

When the 380 finally lumbered into the sky I was really beat – an hour late. A really bumpy flight kept me awake – coming in felt like we had been shot down. But I had a great time, with great MG Friends – particularly Philippe Douchet – yet another MaGic adventure – Merci Mon Ami!



How I took French Leave



How I took French Leave



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MG s and RG s

In reading up on the history of military vehicles and in my own experience, I would like to add the following. Possibly the first motorised vehicle was a Cugnot's artillery gun wagon circa 1765 powered by steam and of course Da Vinci had some ideas long before that - also military, both being forerunners of the motor car. The influences of war on military vehicles and consequently on motor cars including our MGs are noticeable. The WW1 produced the tank. WW2 stopped progress on private motoring for some 8 years with manufacturers building military vehicles 24/7 - the dry sump Tiger Moth engine apparently being made in the Morris Garages! The TC produced immediately post war, whilst a delightful car, was clearly behind some American and European cars in design. I did my military training in an armoured car division in the early 60's and we were initially given WW2 armoured cars made by women in Iscor. These were powered by Ford flat head V8 engines hopelessly underpowered. The threat of "Swart Gevaar" got the Rolls Royce petrol powered 6x6 Saracen troop carriers and 4x4 Ferret scout cars purchased and shortly after that the Panhard (air cooled with solenoid clutch activated by touching the gear knob) armoured car purchased which were later manufactured in SA (if I am not mistaken in the Boksburg factory) with a Chev 2.5 petrol engine and renamed. The Angolan war allowed SA to capture a number of Cuban and Russian vehicles and I believe that the multi barrelled 'Starlin' organ was manufactured in SA thereafter. The sale of the RGs made in SA to the USA was probably as a result of the failure of the Humvee in the Desert Storm - the Humvee having no protection against landmines and being far too wide to negotiate narrow roads, the Mogadishu skirmish taught them that.

More detail is available on the BAE website.

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Three DJ Machines in Auditorium at Old Eds

Stewart Cuninghame, his son Alan, and Four DJ Officials describe the Famous DJ Run From it's Inception in 1913, and beyond.



The last Thursday Noggin was something very special, and most brilliantly presented by Stewart and his team, who so interestingly described the Events over the past years from 1913 up to the present day. Stewart told how he got involved with the building of his vintage bike over the years, with the trials and tribulations of finding the right bike, then from a bare frame, how all the parts were found and eventually it all came together and he was able to ride his own bike some 23 years ago, and was able to enter each year since then, up till his final retirement after last year's event. He always finished in great style, well up with the front riders each year.

This year Stewart's son, Alan, made him a very proud father by achieving 1st position over all. Something Stewart was attempting to achieve over the past 22 years. It was also stated that Stewart's wife Thelma, also assisted him with his route schedule before each race. Then, she always drove their Mercedes with a trailer behind him, in case he required assistance during the event. What a Lady!

Other members of his team for the evening covered topics such as Designing the Course, Marshalling, Finding a suitable Bike, and the tribulations the riders endure during the race.

This started off in the early days as a 'Race' each year. But later became more sedate and was run as a 'Tour'.

Stewart's son Alan was the final speaker who proudly described his emotions and events leading up to him winning this recent event.

It was mentioned that the race had been abandoned in 1936, for various reasons, but was resumed again around 1960???. I, your Editor can remember being taken by my Dad to the Heidelberg Road to watch the DJ Race come past, which I can still vaguely recollect. I must have been about 4 1/2 years old. On telling Stewart of this, I found he had been with his father just about 5 miles nearer to Alberton, watching the same event. That gave Stewart the notion that one day in the future he would strive to take part in that event himself. He first took to Motor Cycle Racing and later achieved his final goal.

To add to the interest in this evenings procedure a continuous slide show was presented covering the topics being discussed by the speakers, and showing scenes of the many bikes and crews, during their arduous rides up to Johannesburg.

This has been described by many of our Members as "The Best Noggin for Many a Year."

Thanks Stewart, for this memorable evening!



THE FOUR AGREEMENTS

Submitted by Kevin

BE IMPECCABLE WITH YOUR WORD

Speak with integrity. Say what you mean. Avoid using the word to speak against yourself or to gossip about others. Use the power of your word in the direction of truth and love.

DON'T TAKE ANYTHING PERSONALLY

Nothing others do is because of you. What others say and do is a projection of their own reality, their own dream. When you are immune to the opinions and actions of others, you won't be the victim of needless suffering.

DON'T MAKE ASSOMPTIONS

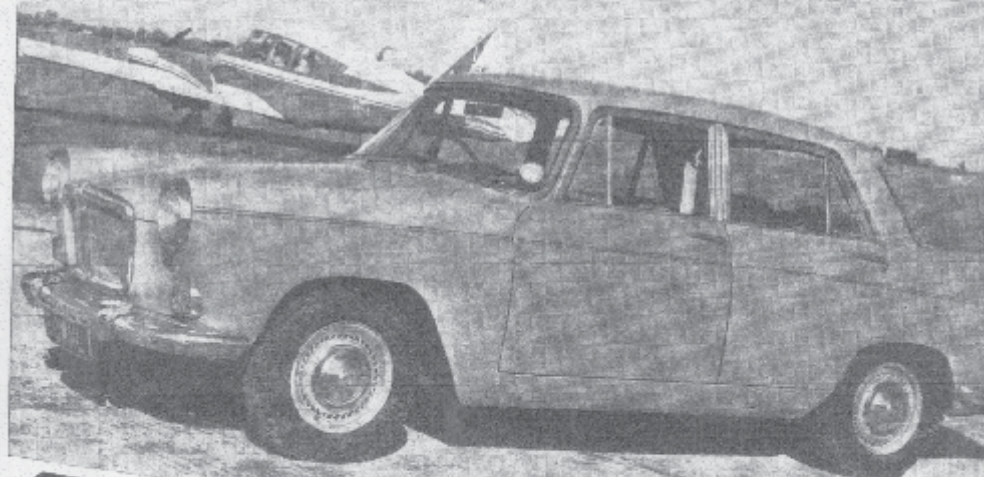
Find the courage to ask questions and to express what you really want. Communicate with others as clearly as you can to avoid misunderstandings, sadness and drams. With just this one agreement, you can completely transform your life.

ALWAYS DO YOUR BEST

Your best is going to change from moment to moments, it will be different when you are healthy as opposed to sick. Under any circumstance, simply do your best, and you will avoid self-judgement, self-abuse, and regret.

Punch, June 5 1963

LOOK!
they've got an MG



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I have to agree with Boytjie about the reasons why early MG engines leak oil, mostly concerning the pressure that any engine builds up when it is running. We forget that whilst pistons travel up the bore to make a big bang and propel the car along, the same piston then travels down the bore causing pressure as it does.

Most of the pressure is dissipated through the various engine breathers but it will always look for the easiest way out which in many cases is via the back of the crankshaft where there is no seal but just a simple scroll, call it an Archimedes Screw if you like, which is supposed to direct the oil back into the sump.

It does not really work for a couple of reasons. First, the machining tolerances at the time left a lot to be desired. Second, the moment the engine starts to wear, the clearances increase with an oil leak as a result. Third, when the engine comes to a stop the screw principle stops and the oil that is sitting on that part of the crank leaks out via the bellhousing. Lastly many engines have been line bored over the years to get the main bearing tunnel lined up and as a result the reverse screw on the back of the crank becomes inoperative for obvious reasons.

To add to the list of Boytjie's reasons must be added the oil filler cap which on many models served as a breather and if fact on those MGBs with a plastic cap it is supposed to be changed at intervals. However, I would rather clean the one I have rather than fit the Far East over priced rubbish that the likes of Moss and others are selling today.

Over the last year or so I have spent a considerable amount of time and trouble trying to sort out an oil seal for the back of the three main engines. I had a Twin Cam engine in and out many times trying to fit the American idea as suggested in an MGAGURU article. I will not bore you with the details, from wrong seal material type to many other reasons, but by the time the customer threw a huffy I had come to the conclusion that this way of doing the conversion was not going to work.

Then along came a customer whose A had more clearance on its pistons than my Jonway scooter which of course leaked copious amounts of oil. I decided to go back to the old Chev split rear main seal which we have used over the years with fair success when we rebuilt the said engine. The Chev process involves building up the back of the crank, where the scroll is, to a smooth surface so an oil seal can operate and then boring out the rear main bearing housing to house the oil seal.

Then it became my turn to finally throw a major huffy which as you know I don't normally do. As soon as we ran the new engine it leaked oil out of our new Chev oil seal conversion. The customer, being a fine fellow but grumpy at times, had the patience to hang in there whilst we had the engine out again, and again. Eventually, I took the engine home to my workshop and studied it, the oil seal and the internet for hours over many gallons of the golden nectar and finally worked out what was wrong. It was simple. The dimensions obtained from many articles on the Chev seal subject were wrong! Almost as bad as the MGAGURU version. At the same time I realized that for years I and others

have also been fitting the oil seal in the wrong place and another simple milling operation is required to make the thing work properly. This extra machining operation also solves another problem I have had with the conversion over the years.

So, today I am very happy to say that there IS an oil seal conversion for the rear of XPAG/XPEG and B Series engines which works and I can guarantee that. The only drawback is that you have to strip the engine in its entirety to do the job properly.

The five main bearing MGB, 18GB engines onwards, were fitted with a rear main oil seal. Regrettably these also leaked oil. Brought on by the British Post Office insistence that their postal delivery vans fitted with these oil seal engines had to be made to stop leaking oil, BMC had a look at it. They found that the type of rubber used to make the oil seal was not up to scratch so they revised the seal to a different material which solved the problem. The oil seal originally used is of a standard over the shelf size and type so if anyone tries to sell you a cheap RED oil seal for your engine don't take it as in time it will eventually leak. Rather buy the more expensive BLACK Viton seal which is up to the job.

Cheers,
Roger.

HOUGHTON HERITAGE WEEKEND

MG OCTOBER RUN

If you enjoy driving your MG, brushing up on our city's heritage, viewing beautiful gardens and walking all in one outing, then join us on
SUNDAY 5 OCTOBER in Houghton.

Eight heritage gardens will be open. Wander along the pavements admiring the architecture and gardens at your leisure.

Date: Sunday 5 October

Cost: R50 a head for all eight gardens

We will meet at Old Eds at 9.45 for a 10am departure and drive to
36 St Patricks Road in Houghton.

A lunch and tea garden will be available.

Please note, this is not a second Sunday run.

For more info, please contact Jenny Loader @ (011) 678 3762 or
jaloader@gmail.com



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6th & 7th SEPTEMBER 2014

North-West University in Vanderbijlpark

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Entrance

Adults - R50

FREE for school-going children

FREE for two persons per collectable classic vehicle





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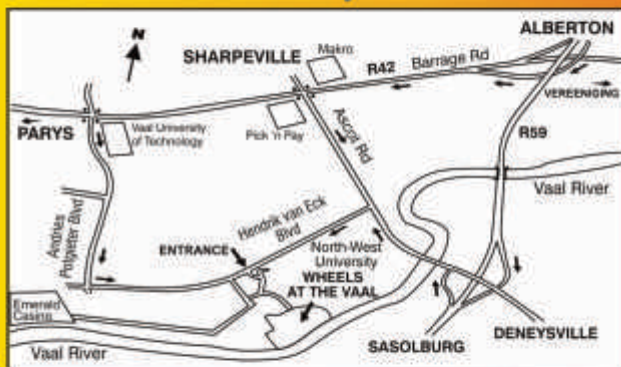
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CAPE CENTRES GATHERING 2015

The members of Border Centre have pleasure in inviting you to the 2015 Cape Centres Gathering. This event will be held at Die Tuinhuise and the adjoining Victoria Manor Hotel in Cradock, the capital of the Eastern Karoo which recently celebrated its 200th anniversary. Situated on the Great Fish River, Cradock is well known for being a frontier garrison town in various wars as well as a hotbed during the struggle years leading up to the democratic elections of 1994. Die Tuinhuise and the Victoria Manor Hotel are well over 150 years old and have been restored to their former glory.

Accommodation will be in 16 rooms in the main hotel and 30 multi-bedroom cottages.. The facilities are fully equipped with all necessary amenities including TV's. Although certain cottages have their own off street parking, there is secure parking at the back of the hotel.

In conjunction with the very helpful hotel owners, we have chosen the time of the year between the blistering hot summer and the harsh winter so hopefully we'll be able to enjoy some top-down motoring without having to endure extreme temperatures. Accommodation is limited to **60 couples - first paid, first served** - due to the configuration of some of the cottages. Full details of the venue can be viewed on the hotel website : www.tuinhuise.co.za. Please no direct booking with the hotel and we reserve the right to cancel any so made.

DATE: Thurs 30 April – Sun 3 May 2015 (3 nights). **NB:** Friday 1 May, as well as the preceding Monday 27 April are Public Holidays.

COST: The all inclusive package will cost R4 251 per couple, including all meals and entertainment.

Single participants package will be R2 601 and will share a room in view of limited accommodation.

I think we have done well to contain costs at 2011 and 2013 levels without any sponsorship!

PAYMENT: to be made to the MG Car Club – Border Centre Events

Nedbank Savings Account

Branch code : 198 765 (Universal) Account number : 9018445995

Reference : Important to insert your name

If there is a problem with making a deposit, contact Margie at PSG on 072 174 5795

- R 501 Registration fee (Non-refundable)

- 3 X Equal instalments of R1250 (single - 3 x R700) on 30 September, 30 December 2014 and 28 February 2015.

REPLY : E-mail/Fax/Post : MGCC-Border Centre 0866 354 045 / PO BOX 19353, TECOMA, EAST LONDON. 5214

NAME (Entrant) PARTNER

CENTRE CAR & MODEL

ADDRESS: TEL:

EMAIL:

CELL:

POST CODE:

| NAME | PHONE / FAX | CELL | E.MAIL |
|-----------------------------|--------------|--------------|-----------------------------|
| Don Henderson (Chairman) | 043 735 3327 | 083 310 0552 | donhenderson@telkomsa.net |
| Rod Paxton (Convenor) | 043 748 5677 | 083 458 0148 | the2paxtons@hyperlink.co.za |
| Des de Bruyn (Treasurer) | 043 736 3591 | 082 546 1445 | des@murrays.co.za |

PAYMENT: Cheque / Direct Deposit: R (In favour of MGCC Border Centre Events)

TEN LITTLE KNOWN FACTS ABOUT THE MGB BY JOHN CHILDS

1) The name 'MGB' was originally conceived as the name for the MGA Twin-Cam

2) The MGB is always identified with the classic BMC 'B' series engine but when the MGB was being conceived the BMC parent company was also hatching plans for a family of V4 and V6 engines. The MGB was to have been the recipient of a 2 litre V4 but when the new engine project was scrapped it was back to the trusty 'B' series.

3) At first the MGB was to get the 1622cc engine from the MGA but early testing showed it to be slower – luckily a 1798cc version was being developed for the Austin-Morris 1800 (Land-Crab) and that was chosen instead.

4) The height of the MGB windscreen was dictated by International Racing rules for the class it was to compete in, without those rules and MG's competition aspirations' the MGB might have been easier to see out of for us taller drivers...

5) When the MGB was launched there was a bit of a kafuffle over at Renault, who claimed that MG had stolen its design (for the front end of the MGB) from its design of the Renault Floride – a very short lived and unremarkable car, the argument soon went away..

6) When MG designers started to think about what became the MGB-GT they just couldn't get it right. Eventually with the help of the styling team at Pininfarina, they realized that the problem was that pesky roadster windscreen – by lifting the top of the screen the problem was solved and that classic look evolved.

7) The grill aperture of the 1970 MGB, one of the first of many British Leyland (BL) facelifts and known as the "black-hole" was inspired by the 1968 Ford Mustang – at that time many Ford designers had moved to BL

8) The best ever sales of the MGB was in 1977 – at a time when the TR7 was being marked in the USA with many incentives.

9) The 'O' series engine was chiefly designed as a replacement engine for the MGB but apart from proto-types never received it – the Rover 2000 with twin SU's was fitted with this engine.

10) Studies into the a proposed turbocharged 2 litre MGB 'O' series engine led into what became the MG Montego Turbo.



Pretty as a picture

and character that goes deep

The watch hard-boiled sporting motorists becoming starry-eyed at their first sight of the T.F. Midget is quite a touching experience! And undoubtedly she is a car to fall in love with. Her line is enhanced by a slightly longer and lower bonnet and a new bow-fronted radiator. Headlamps are now streamlined into the wings. Hat, of course, it is in

performance that the M.G. shows her breeding. Here in the T.F. you have all the vivid power and verve you expect, plus a new, more vigorous acceleration that will surprise even the most knowledgeable enthusiasts. This T.F. model is going to maintain and enhance the M.G. reputation for unique and exciting motoring in safety... fast!

Safety glass is a standard M.O. feature.

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2014 Motoring Calendar

2014 MG Car Club of Johannesburg Events

| Date | Day | Time | Event | Details | Place | Organiser(s) |
|---|------|-----------------|----------------|--|-----------------------------|-------------------------------|
| 17-Aug-14 | Sun | 09h00 | Run | SA Polo "Bring Your Own" Picnic / x22 cnfmd | Waterfall Estate Polo Event | Suzette Bouwer (073) 274 1120 |
| 4-Sep-14 | Thur | 12h30 onwards | Offsite Noggin | Randall's Ultimate MG | TBA | Randall |
| <p>Sunday 7th September Wheels at the Vaal Meet 09h30 at either: • Blockhouse on R59 – contact Norman for more info 083 654 5433 OR • BP Oasis on N1 – contact PJ for more info 083 303 4304</p> | | | | | | |
| <p>Sunday 5th October Houghton Heritage Weekend of Spring Gardens NOTE the OCTOBER MONTHLY RUN will be a week earlier than the traditional 2nd Sunday 12th October due to the date of the on 4-5th October Meet at Old Eds at 09h45 for a 10h00 departure to St Patricks Rd Entrance for all venues - R50.00 - Children under 12 free Lunch and tea garden available For more info mail: Jenny Loader KLoader@worldonline.co.za</p> | | | | | | |
| 21-Sep-14 | Sun | 08h30 | Other | Piston Ring Swap meeting Meet at 33 High St after? | Modderfontein | Cameron McLeod (082) 994 0989 |
| 2-Oct-14 | Sun | 19h30 for 20h00 | Noggin | Int Acclaimed SA Customer Service Speaker Aki Kalliatakis | Old Eds | Suzette Bouwer (073) 274 1120 |
| TBA | TBA | TBA | Run | Gardens on Show | TBA | Suzette Bouwer (073) 274 1120 |
| 6-Nov-14 | Thu | 19h30 for 20h00 | Noggin | All about Sandtone Estate | Old Eds | Tom Kirkland (082) 445 6770 |
| 9-Nov-14 | Sun | 09h00 | Run | Annual Christmas Lunch: Price includes welcome drink, entertainment, crackers, HUGE buffet AND R100 Mowana Spa voucher | Indaba Hotel / Boma R170 pp | Suzette Bouwer (073) 274 1120 |
| 4-Dec-14 | Thu | 19h30 for 20h00 | Noggin | Andrew Thompson : F1 racing in the goold Old Days | Old Eds | Clive Winterstein |
| 7-Dec-14 | Sun | 09h00 | Run | Irene Kamers vol Geskenke | Irene | Suzette Bouwer (073) 274 1120 |

OTHER CLUB EVENTS

| | | | | | | |
|------------|-----|---------------------------|------|--|--|--|
| 2-Aug-14 | Sat | Get there 08h30 for 09h00 | Run | Vaal Highland Festival & Games | Dick Fourie Stadium, Vereeniging | John Marshall 0823378586 |
| 17-Aug-14 | Sun | 09h00 | MGNC | Dirt driving tests with Northern Centre GPS 26 02'34,02"S : 28 23'45,45"E | Rallystar Motorsport Academy between Petit and Babsfontein | Dave Westaway (078) 936 6853 / Northern Region |
| 28-Aug-14 | Thu | TBA | Tour | Lap of the West Coast, to see the flowers & | Abie: berykib@telkomsa.net | Roger Pearce www.afriod.co.za |
| 7-Sep-14 | Sun | | | | | |
| 6 - 7 Sept | | | | Wheels at the Vaal | | |
| 19-Oct-14 | Sun | 09h00 | MGNC | Jacaranda Run | Pretoria | Steve Eden - Northerns |



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