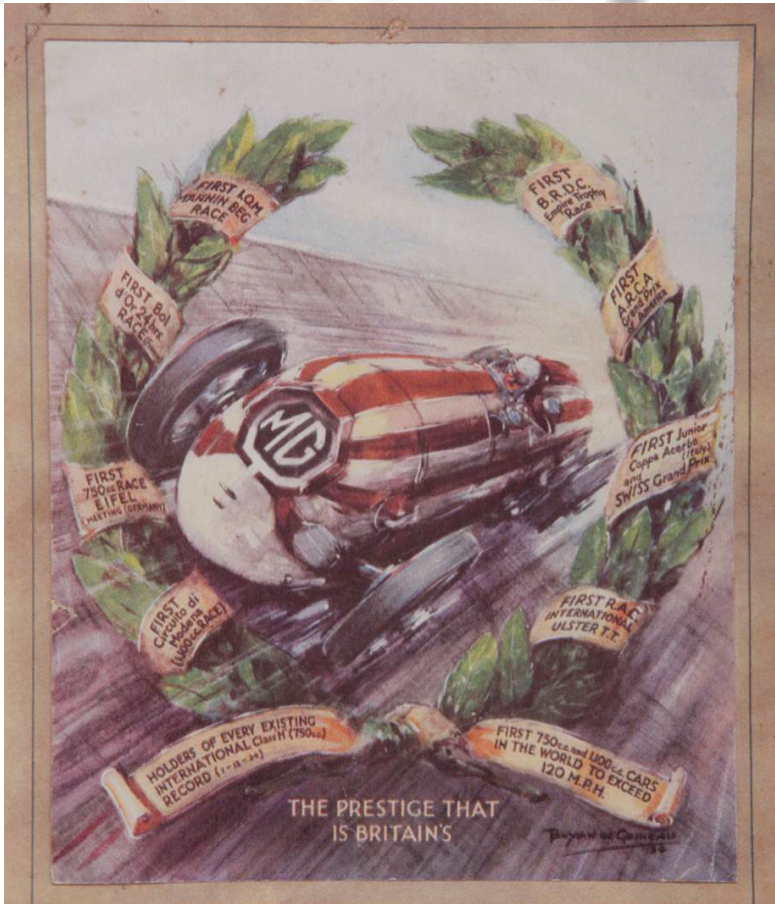
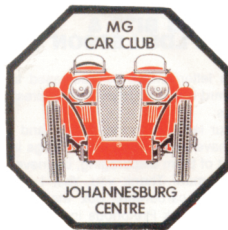


Thumbs Up!!!



1969



2016

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

April 2016

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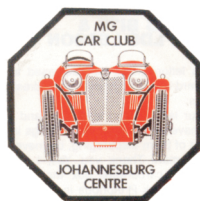
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MG CAR CLUB

Johannesburg Centre



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A Natter and 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 “Thumb's Up!

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

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



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Thumbs Up!!!



EDITORIAL

EDITORIAL

Hyla and I ventured off to last month's Run at Nick Parrott's Home in North Riding, where John Buttress was keen to talk about the problems that he and other members were having with their "Z" Series cars. There was a fairly good turnout, although I am of the opinion that our members were not fully aware that it was a regular Monthly Run for all members.

Our regular Runs are mostly run on the second Sunday of each month. That should be diarised as a firm date. These runs are always open to ALL our members, irrespective which type of MG you may own, even a "plastic," the main thing is that you enjoy the company, and socialise with the participating MG members.

Your magazine has been suffering some problems lately. Mainly the Programme I was using was not compatible with that of our printers. Also we found the Dropbox system that we were using was not very reliable, and also caused difficulties for our printers who were not always able to retrieve the items I was sending them. With a lot of advice and help from some of our members, I feel these problems will be ironed out from now on.

The little TC that I have been servicing for Wilfred Mole is now almost complete. And it will be making space in my garage for another MG project. Some members may remember that there was a YT in Middelburg. Some 20 years ago I was asked to advise the owner of a few problems that he was having. He inherited it from his Dad and it came down from Zim. I did get it running and drove it around then. It has been kept in a garage and polished regularly, and still looks good, but the brakes and other items just need attention. So it is coming to me soon to see what I can do with it.

As for MG Events, Angela's Picnic has now taken place, then we have Norman's 'Kimber Run' the next Sunday. This is a regular event which is usually very well organised and has Norman's cunning ability to organise a great event. Do Not Miss This!!

There is the possibility that we will be required to have a valid Fire Extinguisher, Safety Triangles, and sign an Indemnity Document at all events in the future. This is purely a Safety issue. Sadly the oldest Motor Cycle on the DJ Run, No1, burnt out completely, during the event. We do not want that to happen to our cars!

Consider the following events coming up soon: Combined Show Day, Maritzburg Cars in the Park, Scottburgh Classic Car Show, and several other items.

Get out, and enjoy your MGs

TOM (Editor)

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From the Chair.

The new committee, many of the members can hardly be called new, some having served on the committee for many years. In fact the combined average length of service on the committee is about 10 years! Some co-opted members also put in many hours of work to serve the club which is working like a well-oiled MG; Sunday runs are being organized; communication is now as good as the members updated information; the Thumbs Up has been produced and loaded onto the MGCC Johannesburg Centre web site and the members are being reminded to pay their subs. All this requires a dedication and a passion for the MG cause. The finances are in a good shape under the watchful eye of Tony Maybank (one of the longest serving committee members) and to use a phrase from you know where- "we have a good story to tell!"

2016 promises to be an eventful year where we are hosting the combined Show Day and having the National Indaba organized by our very capable Northern neighbours. We will, of course, offer our assistance with their arrangements as many hands will be required especially on the day. We will make sure that all the forthcoming events are well advertised and organized.

As far as the membership goes, every member has to help promote the club and keep it relevant and interesting. We have had criticism from members who think that the change from a printed magazine to a digital one has resulted in the dwindling membership. Before the change was made, Kevin did an in depth survey and by far the majority of the members were happy with the change. It is apparent that there are some members who are not computer literate or don't have the hardware to read the magazine on line. I offered IT assistance in my last chairman's report and to date no one has taken me up on it. An observation that we have made is that the website may not be user friendly enough. A tip (one does not need to download the magazine) after clicking on the edition of the magazine have a few seconds' patience and the Read on Line comes up - then read it. Rajesh has made some interesting observations on the web site and is investigating some changes that will make it more relevant and user friendly. At the last N&N I asked for a show of hands to indicate who had looked at our Facebook Page and very few had looked or were even aware of it. There was some apprehension but where members have now had a look they have been blown away at what they have been missing - the Northern Centre seems to be making more use of our FB page than we are. If you are reluctant to upload pictures or comments on Face Book, just read it- it won't bite! Sadly we are told that many of the Marquee car clubs have a dwindling membership.

Shelly, after finding that many emails that were distributed were unopened or 'bounced' handed out a form at the Natter and Noggin for members to fill in their contact details and while there were some minor changes in details, what emerged was that the members attending the noggin were active members who were informed and had read the various communications (Thumbs Up, SMS, Email, etc.) We need to get to the members who don't attend and hopefully they will pick up the request for updated details in the current Thumbs Up.

Members contributions and suggestions are welcome - it is your club and we need to make it happen. We have to move with the times and have fun.

Carol and I drove out to Germiston to see the end of the DJ on Sunday 13. The Classic Motorcycle Club is an inspiration and I suggest that it is worth a visit on the first Sunday of the month when they have their big get-together and spares sales. The bikes completing the rally were fantastic and reminded me of the movie -The Magnificent Men and their Flying Machines. Sadly the oldest bike in the rally caught fire and was all but totally destroyed. I believe it is about 100 years old. This brings me to a very serious regulation for our runs - every car should have a compliant fire extinguisher and to protect our club we need an indemnity form from each of our members who go on runs and that applies to every driver not only the member. Just another worrying technical matter - the older generation rubber petrol pipes are not compatible with the new petrol and I have recently had them fail on two car s- please check your cars petrol pipes for brittleness and leaks as this is a sure way of having a fire.

It was interesting to meet up with our old friends like Tony Lyons Lewis and Brian Wallace who rode in the rally. Henry Watermeyer, Stuart and Thelma Cuninghame and many other MG folks were there to witness the finish of the rally.

The February run to Nick Parrot's home, ably organized by John Buttress, was not as well attended as we would have liked, perhaps the weather was to blame. Everyone enjoyed Nick's hospitality and the great venue for a relaxing braai and chat. We were also able to walk round and kick the tyres and see all the works in progress in his vast workshop. In my opinion, we should in future make the specific register runs midweek and keep the general runs open to any car with an MG badge on it. We enjoyed meeting the new members Graham and Antonella de Fries who arrived in their beautiful red A - we hope they will be regular attendees at future MG events.



This photograph was taken by our son-in-law over the Easter weekend. You might like to use it . I think that it is a classic.

Regards

John Buttress

MG 'Z' CARS GATHERING AT NICK'S PLACE

Article is adapted from a 'recipe', our ingredients are in brackets.

GUARANTEED FLOP-PROOF RECIPE FOR PRESERVED CHILDREN (of all ages)

Ingredients

1 large grassy field (Nick's shady lawn next to his workshop)
6 children (30 grown up children, 3 older teens, 4 little boys and one little girl for good measure)
1 or 2 small dogs (we had 3)
1 brook with pebbles (no brook, but a 'Mini Moke')

Method

Mix children and dogs well together and place them in the field, stirring constantly. Pour the brook over the pebbles and add a dozen minnows (place children and one dog in Mini Moke with young Nicky Parrott at the wheel for rides up and down the drive-way). Sprinkle the field with flowers (comfy chairs, picnic tables and a braai). Spread over all, a deep blue sky (glorious early autumn day) and bake in the sun. When brown, remove the children, cool in a bath or better still a lake or an ocean (took our leave after delicious tasty lunches, beers and chatter).

Additional notes

We didn't have just 'Z's, but a variety of MGs and other classics like the McLeod's Beetle and John Mac's Land Rover. It was a refreshing change to have some long standing club members there, Roger Bull and Bob and Tanya Baylis (they came to see you Norman but you weren't there). Three new members to the club also came along, Doron Saffer who owns a TD and Graham and Antonella de Vries who have a red MGA (new young blood). Bo Giersing and Derek Langsford popped in to say hello.

The day made me think of a large family picnic, in this case a happy gathering of enthusiasts enjoying each other's company with lots of car talk and discussion. Thank you to Nick for the use of his lawn and braai and to John Buttress for organising this get-together, ostensibly to get MG ZR owners talking about issues they may have with their cars. It turned into what I thought was one of the more enjoyable MG outings we have had for a while.

Jenny Loader

*Mathew Buttress &
Kevin Parrott
mastering taxi
signals*





A pleasant surprise; Bob & Tania Baylis arrive to see Norman (who missed the event)



Taxi shuttle between the workshop & house with Nicky Parrott as the driver

Our social event convenor, John Buttress sharing technical question about his ZR



James enjoying himself

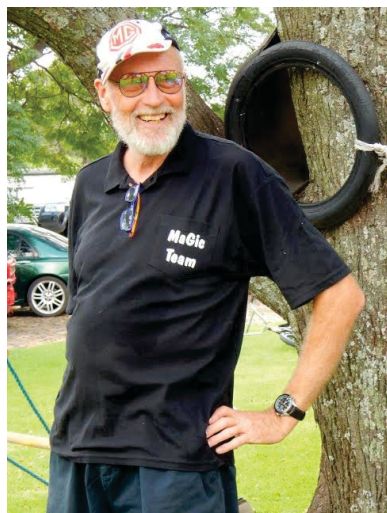


Part of the gathering

The reason for the social get together - some of the Z cars present on the day



Thanks to our host, Nick Parrott



My Word! - How Time Flies!

By your Editor

Yes, Hyla and I did really enjoy our day at the MG Run to Nick Parrotts' Home at North Riding on Sunday the 13th March. We had a fair number of 'Z' cars out, and John Buttress was able to solve many of his, and other Z owner,s motoring problems. Nick was also able to confirm that those were common faults and agreed with the various remedies offered.

Jenny Loader has summed up the events of the day very well, in her article in this magazine.

However, at the time I was very concerned that young Nicky Parrott was driving the Mini Moke up and down the roads on the property. The fact that he is only 10 years old worried me. I did notice he was most careful and was well trained at driving. I never once heard the motor being revved, or gears grating.

NOW! Only on my way home, I mentioned my concern to Hyla. At that moment I came to a great realization:-

My gosh! Actually I was 10 when I drove my Dad's 38 Plymouth on our farm which was 10 miles south of Boksburg. At that stage I was 10 years old and was allowed to drive it from the garage in the back yard to the front of the house, where there was a tap where I could wash it. So that car was always spotlessly clean, being washed two or three times per week. Possibly that being the reason why I am still infatuated in driving "Old Cars" today.

Then at the age of 13 my Dad had a septic finger, which eventually had to be amputated. My Mom would need to get to the Boksburg Hospital. On the Sunday afternoon He put my Mom in front of the wheel, and gave her a crash course in driving. Needless to say that was not too successful. He turned to me in the back seat, and said I should take over. I then drove my Mom to the Sports Grounds on the outskirts of Boksburg. Then we caught a bus to the hospital every second day until he was finally discharged - minus his right index finger! I did manage to damage the left fender when reversing back onto the road on one occasion, (I was forgiven for that).

So, Nick, my sincere apologies for my doubting young Nicky's ability in his driving. He did get a better training in driving than I ever had.

We did thoroughly enjoy our day with all our MG friends.

Thanks Nick. That also reminded me of the wonderful times we had had in the past with you and your family on your property. Much appreciated by all our members.



NormanTalks!

A MaGical Cruise to Aussie

In close to fifty years - we met in 1967 - my wife Pat has sprung many surprises, but none so incredible as telling me, that she was taking me to Australia, on the Queen Elizabeth, for my 75th birthday !!!

Ever since we met, she has supported my passion for MG and love of all things nautical, even though she could see me and my car club activities far enough on more than a few occasions. But the Queen Elizabeth - to see our MG friends in Australia - fantastic!

We loaded up the ZR and Sarah dropped us off at the airport for our flight to Cape Town. There we were met by old MG friends Heyns and Ann Stead. The time we spent with them gave us opportunity to discuss and plan our upcoming trip together to Le Touquet in France, for the European MG event of the Year. The following morning we set off for breakfast at Groot Constantia in a light drizzle--but the day cleared, and after a trip to visit a glorious classic car emporium, they took us to the Convention Centre for embarkation, where they kissed, hugged and wished us well on our way.

A night and day at sea, and we steamed into Port Elizabeth complete with a large MG Car Club blue and white flag draped over our balcony - in the hope that MGA friends Terry and Lynne Estment would see and photograph it. No chance - as with Cape Town, security was such that no one could get near. We were desperate to see the Estments before they set off for New Zealand for good, and they came and collected us and took us to a local hotel terrace to enjoy some time together.

A night departure saw us set course for the tiny island of Reunion and our first chance to visit this department of France, I was staggered at the traffic and to discover that there are over 50,000 cars on the island, and no time restrictions on ownership as in Singapore and Japan - being part of the EU - good luck!

A day later it was Mauritius and then a seven day stretch at sea to Freemantle. Whilst walking around the deck one morning, I was stopped by one Greg Hansen, who seeing my black MGB 50 shirt told me he owned a 'B' in Perth, and was keen to talk which we did, and will stay in touch. That same day, Lord Paddy Ashdown gave a brilliant talk on the French resistance fighters, and his book on the Cockleshell raid was in the ships bookshop, so I bought it and had it signed for good MG friend Bob Wilmot, busy at home on my J2. It was all go, go with great talks on Cunard ships (not all accurate) French lessons, and creative writing as well as walking and gym, interspersed of course with food, keeping us active.

We were met in Freemantle by old MG friends Harry and Deidre Pyle, MG TC author and friend Mike Sherell (Deidre wrote the TC book "Ride them til the Roads Wear out") and Christine and Doug Bush who are no strangers to South Africa. Doug, an air traffic controller for years at Gatwick was South East Centre chairman. We took the MG flag ashore for a 'team' photo. Harry and Mike had come with two of the most iconic TCs on the planet, while the Bush's were in a black ZR. With the girls in the ZR, and Doug and me in the TCs we were able to swop seats on an exhilarating drive up to Cottesloe for morning coffee, then on by way of a motor museum to the Bush's new home, - for a wonderful lunch laid out on the verandah by Christine. Mike doing some book signing, while Harry took great delight in describing how he retrieved my hat when it blew off, with a deft u-turn and a single snatch. It was all over far too soon - the Bush's now had three new MG friends and we were out the harbour on our way to Adelaide. I then met an MG Car Club member near the pursers office wearing an MG shirt, his name was Roy Drudge, owner of an MGC and a Healy Silverstone and had been on Le Jog with Derek Edwards! Up again to greet the pilot in the dark, I was ready with the flag to no avail - the enormous roof of the terminal ensured that it could only be seen from the bow - I took it there and waved it at Bob and Shelley Bazzica, who saw nothing. A dock security guy asked them who they were waiting for...MG friends they said...

"Oh!" he replied "So the big MG flag was for you?" "What flag?" said Shelley. We disembarked and fell about laughing as Shelley described the flag story, as I had told Pat that they were looking right at the flag and didn't seem to see it.

The day in Adelaide was pure MaGic...after a tour all over Glenelg and the city for Pat, we headed to the Bazzica's home where members of the 1986 - 1990 and 2000 MG Indaba tour groups were gathered for another glorious lunch and a group photo with the club flag. David Pearson, who gave the then Mayor of Johannesburg carrots for not mentioning the Aussies in his 1986 welcome speech is now 95, and wife Joy who not only organised the trips, but also that of the South Africans to Aussie in 1995, is 90 and looks fantastic! Must be the water. It was just fantastic to see so many old MG friends, and to be made so incredibly welcome, and it just brought home to us how very special this MG family world wide really is. All too soon it was over, and sadly we drove back to the ship with Shelley and Bazz with the hope to see them in France in June.

Pat is a Melbourne, Derbyshire lass. And she wanted to see the "other" one with just the two of us..so we walked...rode trams...walked and really did Melbourne...and she loved it!

The planned Sydney get together did not materialise as Steve had to work. As we were anchored for the first day, trips ashore were by tender so we agreed to meet Arnold Decastro on the Sunday morning at the Opera house. He arrived and looked after us in the same way his big brother has for so many years. We drove all over the city, around the harbour to Watsons Bay, and then home where Amanda and Michael spoiled us. A tour of their new home and the MGB they took over and it was tea time. In the old days at JC Auto we used to take turns buying pecan pies for tea. Amanda had not only got a pecan pie but insisted we eat something substantial before our flight home. We had spent the day laughing as Arnold had described to Pat the various incidents when I took

him to Silverstone, Scotland and France in 1999--stranded on the Paris Metro platform when the train had left without him, with me on board as only Arnold could describe. We were by now really sad to leave, and Arnold whisked us off to the airport after sad farewells.

A 28 hour flight through Abu Dhabi and we were home to hugs and kisses from Sarah, and Morris doing doughnuts of delight on the front stoep as a welcome home.

It truly had been the trip of a lifetime..and Pat my wife, the love of my life, had made it a very extra special surprise. Thank you Pat with all my heart.

Norman Ewing



The Tale of the Wandering Projector

Old age is inevitable - but it is supposed to happen to other people. It's something you put off for as long as possible. And crikey, it sneaks up on you!

As is the case with this accursed projector, one of the assets most used in the Club at Noggins. We had a scare with it being 'stolen' as it is kept on its' shelf in my garage (soon to be Bruce's study) along with all the other audio visual stuff we own. As it turns out, my system of keeping the Three together - namely the Speaker, The Bag of Cables and God knows what else, and the Projector had been interrupted - by someone, remaining nameless, having moved the projector to under an obscure shelf for reasons yet to be explained. Happily I located it, much to my surprise and delight. And now located, I left it there.

You see, I am a firm believer in Keeping Stuff Together, because I am all too aware that my brain is so powerful and active that storage capacity as a result is limited. So I forget things all the time and over the years I have learned that keeping stuff together that belongs together is one way I don't lose things by forgetting where they are.

And so in the Great Handover to Bruce of the kit I handed him two of the three items we use at the club, the Projector being a notable exception. Why I did this, breaking up the Set of Three, remains a mystery to me. I would not normally sanction such a thing without then immediately locating the Projector into my boot or somewhere suitable for as soon as conveyance to Bruce.

And so, when it came time for the last Noggin of Nick's talk Bruce assumed I had the Projector with me, without Two of the Three I just assumed he had the complete collection. Why wouldn't he? After all, I Keep Stuff Together! But I went to the garage to check anyway and the obscure shelf was duly empty - although it must be said our gardener has not taken advantage and the shelf is now occupied with garden implements that I have never seen before. I even called Bruce to check, but fatefully we missed each other. No worries, or so I thought, the Noggin was sorted.

As Nick will attest, it was far from it. Said Projector was not with Bruce. I called home in a panic, and even Wendy checked for me. Nowhere. And now I was really worried. Both because I was sure I would have given the Set of Three to Bruce at one time or made a plan to ensure it remained intact. I thought Bruce was losing the plot and had sold or swapped the Projector to fund a bit for one of his MGs....

So after the Noggin, which went well thanks to Nick's impressive mastery of presentations Sans a Projector, I dashed home to find this bloody Projector which I was 100% sure that I didn't have. Needless to say, there it was. Not on the shelf but precisely where it had been misplaced the first time.

My apologies to Bruce and Nick - I have checked myself in for a Brain Scan, because I did not check the garage once before I lefty, I actually checked it three times - because I was also debating whether to take some other stuff through to Bruce or not. I must have looked directly at the projector a half a dozen times.

The morel of the story is this. When you have Rules you need to follow them. The Set of Three has worked well for the last three years, but when I broke the Rule, all hell broke loose. It's annoying, but in the dark corners of my mind I am secretly wondering what else it is that I will next forget. It's kind of fun, not knowing

And this weekend all things MG Custodial will be unearthed and many, many collections of Things To Be Kept Together shall be put into a Great Pile and delivered to the new Chairman. William.



My July Experience at Kyalami Track

*On the weekend of the 11th and 12th July I
got the privilege to race the MGA at Kyalami
in the Marque Cars Class.*

Friday (Practice Day):

Steven Kernick and I arrived there around 11am and immediately got to work preparing the car for Scrutineering, as well as getting our own paperwork sorted out. Slowly afterwards with a couple of helpful tips from Steven, I went out for my first practice, which also happened to be the first time I had ever driven at Kyalami. The best way to describe the way the practice went, was probably close to a disaster. This track was like nothing else I have ever driven, with all its eleven changes and demanding corners. I felt a little lost by the time I got out of the car. With a little more advice from Steven, and Steven Neofitou in the Mini 1275 GTS allowing me to follow him around the track, I went out for practise 2. This time it went a lot better, now knowing some lines to take and knowing exactly where to change gears. At the end of the day we gave the car a once over, a wash and we were off.

Saturday (Race Day):

This was a cold and early morning, getting to the track at 6am to warm the car and try to warm myself, by the 7am qualifying session. Although it was super cold and the track was very slippery it felt like I was starting to get the hang of the track. I managed to qualify with a 2.34.754 but was advised to take off a couple of seconds because as the track warms up, so the lap times will get better. I decided to nominate a 2.30, which put me right next to Martin van der Merwe in the blue MGB GT.

Starting next to Martin perhaps gave me a little push in race 1. Right off the start line I felt like I could push the car a little more, and ended up with my best time in heat 1. 2.22.099. This meant that I had clearly broken out and had been disqualified, but this did not bother me. I was just so excited and happy with starting to understand the track a little better. After Steven's and my first heat however, there seemed to be something amiss with the car, I could every now and then smell something, I could only describe it as cross between a rotten egg and a sort of electrical smell and Steven started noticing a light splutter on higher revs. We carried out a quick inspection of the car and couldn't find anything immediately wrong.

Later on when it was time for heat 2, the track had warmed up and I felt a bit more confident. I went out and was having a blast. Sitting right behind the red Porsche 911 SC of Cam Mckie Thomson for a couple of laps, just out of reach of overtaking him. Closer to the end of the race we caught up to Les McLeod, and Cam Mckie Thomson wasted no time in passing him. However I was not as lucky, the race had ended before I could try anything. During heat 2 I also felt the spluttering that Steven had spoken about and it seemed like the smell had gotten worse, however I managed to end my day with a best time of 2.19.536 so I was very pleased.

As my heat finished we didn't have time to check the problems with the car because we had to refuel and send Steven out on his second race, He had an awesome race and

and managed to complete the race even with the car getting worse. We now had enough time to see exactly what was causing the problem before the endurance race. We found the alternator was overcharging causing the battery to give off that terrible odour, we also found that the distributor was loose, which was causing the splutter. So after replacing all the light bulbs (they blew due to the overcharging problem), the alternator, battery and tightening up of the distributor the car was ready for the endurance. After helping with the refuelling/pitstop for the endurance it was the end to an awesome weekend.

Thank you to the MG Car Club, Kyalami for its amazing facilities and everyone that was involved to make an unforgettable week end come alive..

Submitted by Yorick Smith.

Youth in the “International”

Not just a Race Day. --- We know it as the Piper

This is one of the best race days of the year. None of us is willing to miss this day. Being the first race day of the year, the cars need preparation and being straight after the festive season time is a bit tight. The team work frantically in the days building up to this auspicious occasion and I can just thank all involved for working so hard.

Ok enough with the sappy stories.

Let's get to the fun part. Race day!

As normal we had an early start and you could feel the electric atmosphere with everyone abuzz. I was entered into the Class of Little Giants. A fitting category seeing as we are the Youth. In any case. Back to the racing. We had qualified on the Friday, and were expected on the tarmac at 7am. I qualified in 16th place, and had a fun looking field of eager drivers in the positions around me. The whistle blew, and it's game time. Out on the track, because of the temperatures, the tar was a little slippery, but that just makes for more fun.

The safety car had pulled off and it's now or never. I kept in tight with the pack and didn't give an inch. There again nor did anyone else, all going into turn one, positions were the same. This was all about to change, going into turn two. This is what they call a hair pin turn and it's tight. All I saw was people scatter left and right, hustling for positions. I, in all the excitement saw a gap that was not exactly big enough for the car, but what the hell. I squeezed in this gap and luckily did not trade paint with the competition. This was a good move seeing as I got clear of this hungry pack of wolves I call targets. There was a thorn in my side though. Robin who was in an MG Magnett decided I was a target.

We ended up just about door to door for a good few laps, but I will admit that his experience got the better of and he crossed the line in front.

The second race ended up being a carbon copy of the first, and Robin got the upper hand once again. I ended up taking 2nd place in class G at the end of the day.

I would just like to say thank you to the MG Car Club, and all involved for making this type of sport available to us. Without all of you, this would never have happened.

Yours truly,

STEPHEN BRITZ



A Great Start for the 2016 Season

Qualifying

Time for qualifying and since the car was not ready on Friday I had had no practise around the track so I was really nervous when it was time for qualifying I waited at the back so that I could go out at the back and have a clear track to get some practise in. Qualifying went off well and I was ready for the race.

Race

It was finally time for my first race which I had been looking forward to for some time. The race went really well and before I knew it the nerves had gone and I was just out and enjoying the race after a couple of laps, I had passed a few cars and had managed to catch up with the Alfa I was chasing in qualifying and had a really good race against him. Unfortunately my attempt to pass him on the last turn of the race was in vain as the Alfa's straight line speed helped him pull away from me on the straights and thus beat me to the finish line.

Heat two went off just as well as the first race as I was able to shave another 2 seconds off my time from the first race.

I would like to thank the MG Car Club of Gauteng, Nick Parrott and the MG Youth Programme and all its members, for all the help and support. And for providing me with this opportunity.

Sudev Singh





Passion for Speed Festival 2016

FRIDAY started off as just being a normal practice day. When it was my turn for practice, the small split pin that holds the pin which joins the clutch master cylinder to the pedals a had fallen out, and I had no clutch for half a lap. We managed to fix it before I ran out of time by replacing the split pin with a nail and bending it so that it doesn't fall out. We also had to replace the front tyres with spare ones we were donated, unfortunately the one, which we used for the front right, had a bit of a leak in it. But we made do by pumping it up prior to every race.

SATERDAY was an early start for us all, Stephen Britz in little giants, Yorick Smith in the one hour endurance race and me in the marque cars. Stephen had great heats both times having someone to play with, at this race day it happened to be Robin Clarke in the MG Magnette. Yorick had a small collision with a GT40 after it collided with another GT40. I had a nice little tussle with Johan Swanepoel in his Fiat 124. He had the power on the straights, but our little MGA can out handle most cars through the corners. I eventually beat him to the line, but only just. Then between my 2 heats, Martin van der Merwer offered me a shared drive in his MG for the endurance race. All was going well till about 20 minutes into the race, Martin collided with a Mustang and damaged a bit of body work. But the car soldiered on after we had to make some space between the tyre and the fender.

After no more incidents the car finished, I'm not sure what position, but we did better than those big team cars, some didn't finish. My second heat of marque cars went well, I had another close race, but with a little Alfa, drive Peter Ross. We were neck and neck for a lot of the race, I managed to dive up the inside on about the 6th lap at turn 5, and kept in front till the last lap, where he got in front. But I jumped in front at turn 5 again and held the position till the end of the race.

Thank you to MG Car Club for supporting us and thank you to Martin van der Merwer for giving me a shared drive in his car.

Gavin Holt

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TECHNICAL

“VW Steering for TC” Submitted by Ragesh Thulsie

Note: Everything that follows are the words of the one and only Bud Silvers.

Why install VW steering in place of BC steering on my MG-TC?

PLEASE NOTE: Those who dislike the VW steering and who favor the BC steering only talk about handling!

Above are the primary reasons to seriously consider changing the steering on your MG-TC (or TA/TB). If you are reading this page then please be aware that in my OPINION the VW system is greatly superior to the BC system and thereby SAFER! I believe this to the point that I have built over 50 kits to convert the stock BC system to the VW system. I have one in TC-1576 which I am restoring right now. The following is based on my experience and my interpretation of the two systems. The issues presented here are real and factual. I have partially supported my opinion with photographs. My primary concern is safety, not simply handling. I will say that handling is a part of the safety issue and handling is greatly improved with the use of the VW system. The feel of driving the car is not quite the same; it is improved. I have attempted to express my views in a honest and factual manner. While reading and viewing the following material you should make up your own mind and use your own experience to decide which system you wish to use. If you prefer to continue the use of the stock BC (Bishop Cam) steering, then PLEASE, at a minimum check your sector shaft and pitman arm for cracks or twisting frequently. I would recommend having both of those parts magnafluxed yearly or at least bi-annually. A better solution for those of you who wish to retain the BC box would be to replace those parts with newly manufactured replacement parts. These are available from Doug Pelton at From The Frame Up.

When I began this project back in May of 2007 I planned to build three conversions. One for me, two for local friends. I then decided to build a few more and sell them. There seemed to be a great demand for the conversion kits so I have continued to build them. My kits are now in use from coast to coast of the United States. There is also at least one in Canada. I believe all of those who have purchased and installed the kits are happy customers. One such customer on the East Coast was so happy with his kit that he sold two more kits to his friends. Take a second to check out The Motley Crew!

Thank you for taking the time to study this page and make your own decision. Bud.

For more Information on this Subject Go to the MGCC website “Technical”

Does anyone Recognise this MG TC?

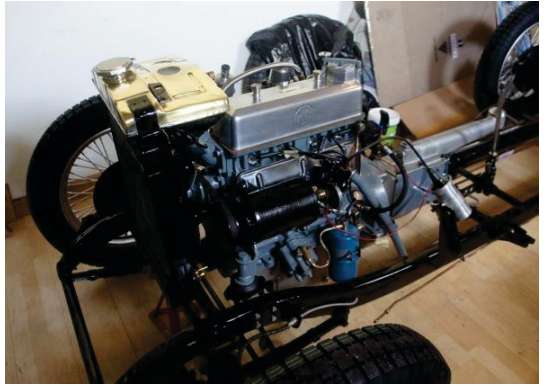
Recently I received an Email from Raymond Ballinger, he resides in Jeffreys Bay. He told me he had Purchased an MG TC two years ago. He has noticed that the badges on the front, indicates that it had been in the Johannesburg MGCC in its earlier days.

Raymond then took the 'Bold Step' to attempt to do a total Re-Build on his car. From looking at the pictures, he appears to be coping very well.

However, Raymond is asking if anyone from the Jhb Centre can give him any information on his TC. So far he has not been able to find any of it's previous History. He has only given me the following Chassis No TC0865. Engine No 18GDRWEH6237. This may help someone to recognise this little treasure. People like Norman, or Graham White, would most likely recall this car. It may even be on the MMM&T Register of the early days?

Raymond is eagerly awaiting some Good News!

Please contact him by Email. raymondballinger@gmail.com



TRADING POST

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Cell Phone 082 895 0611



1967 MGB GT FOR SALE
Eng. No18GDRWEH6237, Chassis No GHD4.157849G
Bare Metal Re-build completed end 2002.
Done 7,000 miles since then.
All body work done by Brian Pugh, and
Mechanicals by Dave Wheeler.
Asking R110,000.
Contact Malcolm
Email malcolm@licvem.com Cell 082 552 2037



ROGER CHECKS IN

Hi,

I have just been talking to Pat Whelan on the phone about the eligibility of cars entered in our events. This as it is a subject that I have also been thinking about for some time.

Our current regulation has it that the car entered must be twenty five years old. On a couple of occasions over the last few years we have turned a blind eye to some entries that do not meet the 25 year criteria. This has mainly been allowed because of late minute breakdowns, ill health (remember the Subaru “Ambulance” Mr Wickens) and in some instances the age and health of the entrant has played a role.

I am uncomfortable with this as I believe that it is not fair on entrants who have bothered to qualified.

Personally, I don't have a problem with more modern cars. These tours are basically about visiting places and having a lot of fun in cars we enjoy driving with like minded people.

So where do you draw the line? Example, I have no problem with any modern Porsche or Ferrari sports car but I draw the line at their saloon and 4 x 4 versions. I draw the line at any 4 x 4 and any modern day marque that does not produce a classic. Do the entrants need to belong to a recognised marque club? It would help. Renault is a member of Samca so would I accept a 4 door Megane or Scenic? No. Would I accept one of their top of the range 48 valve two door something or other 200kw hatches? Probably. A new XJ? No. A new F type? Old SL and new SL? Yes and yes and so on and so forth.

Deliberately, we do not hold any competitions on or during these events which would make it easy to class cars. We do no prizes except a finishers medallion. Maybe a simple route finding section each day with no instruments allowed would do the trick

It also puts us in a situation where we would love to have certain people along but can't because of the vehicles allowed which is a great pity.

The reflection on the number of entries for an event holds no importance whatsoever as I would rather not do this than be uncomfortable with it. The organisation of these events comes at a huge cost in time and effort and it is purely for the satisfaction of holding these events and being involved with great like minded people is why we do it. Our current tour has been slow but is 75% full which I am more than happy with.

I would really appreciate your views on the age and type of vehicles you think should be allowed on these events.

Our next event, by the by, is the full north, north east and north west of the good old RSA.

Let me have your thoughts,

Regards,

Roger.



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3206

South Africa

CLUB ADDRESS

120 Oribi Road
Bisley
Pietermaritzburg
3201

South Africa

Cars in the Park 2016

Do not miss this fantastic family fun day

3rd April 2016

Dear Car Club members and Car enthusiasts,

Excitement is growing as the final preparations for the **41st annual "Cars in the Park"**, hosted by the Pietermaritzburg Vintage Sports Car Club, are underway, and to be held on **Sunday the 15th May 2016**.

The venue is again the **Ashburton Training Centre**, details are as follows: Co-ordinates are: 29°38'43.23"S 30°28'8.62"E
At the N3 Ashburton off ramp, coming from either Durban or Pietermaritzburg veer left off the highway, then turn right on the road over the highway, and follow this road, Pope Ellis drive for + 2km to the Ashburton Training Centre on the left.

Once again it will be a spectacular show for the whole family. For the men over 1 400 vehicles of all shapes and sizes, tractor, steam engines, motorcycles, etc, will be on display. For the ladies lots of flea market stands to do some serious shopping. For the younger kids up to 12 a playground area with jumping castles, swings, train rides, horse rides, and more. There will be a food court with many varieties, a beer garden, and a **live band the Bifocals**. Radio controlled model plane and car display. **FNB ATM available**.

Entry fees: Adults R 50.00 - Pensioners and Children R 30.00 - Children under 5 free, Children 5 to 12 get R 40.00 free playground vouchers.

There will be Prizes and Cups for the best club and the best individual displays as well as Lucky Draw prizes. Club and individual exhibitors please market and enhance your stands with posters and banners.

Unfortunately to host a successful day like this we need some **controls and guide lines**.

All exhibitors are asked to once again **register online**, which made access to the event so quick and easy last year. Gates open 5.30 am and all exhibitors are requested to please **arrive no later than 8.30am**, and **not leave before 3.00pm**. We understand that many have long trips to get home, but visitors like to see all the vehicles on display.

Exhibitors please register your vehicles ASAP, log onto <http://www.carsinthepark.net> then follow the easy instructions.

The top two fields entered on the vehicle registration form ie: Name — Telephone Number is the information that appears on the registration form and the 3rd field the Email address is person where the registration form will be sent to. If these 3 fields are left blank the form will sent to the registered persons email address. This makes it easy for one person to register multiple exhibitors from one club and having the form sent to the owner of the vehicle, with his correct details.

Please leave your registration form on your vehicle for the day.

A detailed stand layout map of the venue is on the same web site.

Should any further information be required please do not hesitate to contact us.

Kind Regards,

Carl Habermann.
082 447 3355

LOTS OF PARKING - NO MORE TRAFFIC PROBLEMS

Clubhouse GPS co-ordinates: 29°38'12.55"S 30°23'40.55"E

Web Page: <http://www.vsc.co.za/> or <http://www.carsinthepark.net>

E-mail: admin@carsinthepark.net or citp@satweb.co.za
Facebook

NOTICE to all our MG Car Club Members.

Since you Joined the club have you changed any of your vital details. Address, Phone Nos. Email address etc.

If so, then please Urgently advise your Treasurer accordingly, with the correct information.

We are finding that many members are not opening, or receiving our periodic notifications, that are being sent out via Email or SMS's, during the month. Many are returned as Address Unknown. WHY???? Have we got the Correct Info?



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[illegible]

TEN GUESSES

TOO COOL

I asked Kevin to please
take these pics for me
at Angela's Picnic 2016.

Doesn't Norman go ALL
OUT?

A true MG nut.

Thanks Kevin

Denise

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take these pics for me
at Angela's Picnic 2016.

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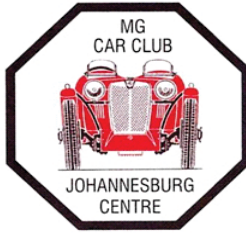
Doesn't Norman go ALL
OUT?

A true MG nut.

Thanks Kevin

Denise





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

Forthcoming Events: Runs, & Noggin's

April Natter and Noggin

Old Ed's - 07 April 2016

Annual Trophy Award Presentation and Cecil Kimber talk by Norman Ewing

Cecil Kimber Run

19 St Andrews Street, Bedfordview- JHB – Sunday 10th April 2016

Run to Bob Wilmot's residence- All to meet at the residence - 10am for 10:30am. By Norman.

May Natter and Noggin

Old Ed's – Thursday 05 May 2016

Movie Night- Bring along your eats and enjoy a MG movie.

Pietermaritzburg Cars in the Park

Ashburton - 15 May 2016 Contact number 083 369 7020

June Natter and Noggin

Old Ed's - 02 June 2016 Topic/s to be confirmed- Suggestions welcome.

Combined Show day (Johannesburg and Northern Centre)

Sunday 12 June 2016

Venue TBA. Please encourage all Members, Past members and Non-members to display their cars.

Scottburgh Classic Car Club

17 July 2016

The Scottburgh Classic Car Show at the Scottburgh Country Club.

See website www.scottburghclassiccarshow.co.za

Cars in the Park, Zwartkops Race Track

Visit website <http://www.pomc.co.za>

Sunday 7 August 2016

Pretoria Old Motor Club This is the Top Annual Classic Motor Show of the Year.



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