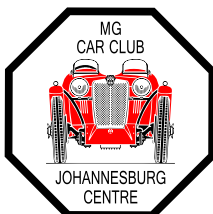


Thumbs Up!!!



**THIS ISSUE:
THE SECOND IN A SERIES TRIPS DONE BY MEMBERS IN MG'S**



1969

2017

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

April 2017

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Johannesburg Centre



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Standard Bank, Rosebank branch 00-43-05: Account Name &# “MG Car Club” 00 203 458 1
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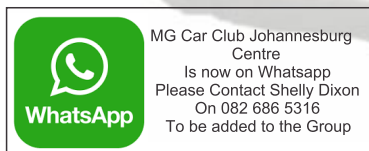
A Natter and Noggin is normally held on the first Thursday of each month at 8pm

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-THAMES - ENGLAND



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INDEMNITY

All members, their spouses, partners, participating family and friends are required to sign an indemnity form.

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From the Chair



Just in case you only read the first paragraph of From the Chair I am raising the most important issue first!! With Prize Giving coming up we are looking for the long missing Victrix Ladorum trophy. Jenny has been awarded this for the last two or three years and has not ever been given the Trophy. Who can help us locate it?

We had a wonderful turnout on the Sunday run to the SAA Museum at Rand Airport. 31 cars participated including 6 MGAs, 3 TCs and one TD. Cliff and Wendy Smyth did a great job of organizing this run which was enjoyed by all. I believe a lot of the success can be attributed to communication by WhatsApp. We have also been able to see the finish of the annual DJ and by the time you read this we will have visited the Piston Ring March Swop Meeting at Modderfontein. Whilst these and other events planned for April are not MG events there is a lot of synergy and many of our members are members of the respective clubs.

Kevin's talk at the last Noggin on Disruptive Technologies was fascinating and covered a lot of ground that I have mentioned in the past. The change from internal combustion engines to electric cars being the most dramatic. He showed that the change from horse drawn carriages to motor cars that took place in just 13 years at the turn of the last century. Who would like to predict how quickly Elon Musk's Tesla will change our current thinking? Most importantly what will it do to the value of our beloved MGs?

April promises to be just as fun filled with Red Car Day in Parkhurst, Angela's Picnic, the April Noggin and Prize Giving and the traditional Kimber's Birthday which is coupled with Peter Knight's mile-stone birthday this year. All the details will be listed in the 'Forth Coming Event' page elsewhere in this magazine and communicated via WhatsApp. Looking forward to May, we are organizing a weekend away for the weekend of 12 & 13th staying at the Fouriesburg Country Inn and visiting Sandstone Estate. Sandstone will have just had their Stars of Sandstone- details have been circulated by WhatsApp and SMS. Show Day, which is hosted by the Northern's Center this year, is not far off- time to start polishing!

The Stars of Sandstone is a mammoth event and you should take time to view their program on their web site. Wilfred and Lyndie Mole, the owners of Sandstone Estate, are members of our club.

Last month I mentioned that we are hoping to resolve the MGCC YP issue amicably and notwithstanding an almost total lack of involvement in the club by the youngsters, I still believe that the issues can be resolved. Your committee is attempting to get the YP to adhere to their original mandate and to act within the constitution.

Our members are slowly getting to grips of WhatsApp and Face Book. We are encouraged by the number of members who have accepted this technology. There are two groups on Whats App. One is for notifications and one for chats. We leave it for you to get yourself onto the list by contacting Shelly. WhatsApp is FREE unlike SMS. We asked for a little decorum on both groups and on Facebook. Our website and Facebook page have an international readership so keep it to MG matters please.

In closing, I would like to salute Denise for the sterling work she does every month in putting this magazine together. Our heart-felt thanks go to you Denise. We all enjoy receiving the magazine on time every month. In fact the Noggins only start when we see John Mac walking into the hall with the printed copies under his arm!

The Jewish Engineer behind Hitler's Volkswagen

Submitted by Bruce

Finally, the full story behind emergence of Volkswagen, "Hitler's pet project"

We welcome back our contributing writer Paul Schilperoord, whose book "The Extraordinary Life of Josef Ganz – The Jewish Engineer Behind Hitler's Volkswagen" has just been released in the US and Canada.

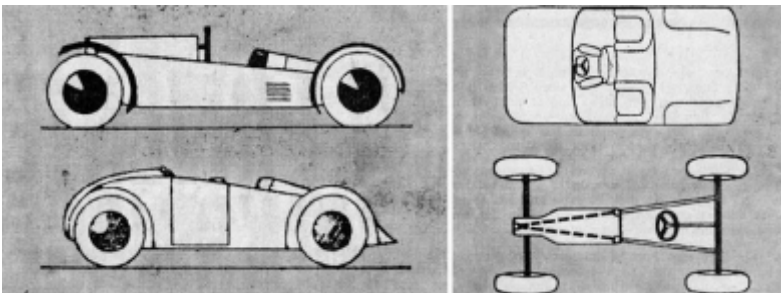
"The Extraordinary Life of Josef Ganz" tells the astonishing story of Josef Ganz, a Jewish engineer from Frankfurt, who in May 1931 created a revolutionary small car: the *Maikäfer* (German for May Bug). Seven years later Hitler introduced the Volkswagen. The Nazis not only "took" the concept of Ganz's family car—their production model even ended up bearing the same nickname. In this biography, which reads like a thriller, Schilperoord tells how Ganz was arrested by the Gestapo, then fled Germany, and was hunted by the Nazis beyond Germany's borders, narrowly escaping assassination.

We are going to highlight a few examples from the book. Most of the hundreds of stunning photos in the book have never been published before and come from Ganz's original photo archive, which Schilperoord discovered from sources in Canada and Australia.

Volkswagen

Josef Ganz was born in Budapest in the summer of 1898 and grew up in Vienna. Already as a child Josef Ganz displayed his engineering abilities. By the age of 12 he was granted his first patent for a safety device for electric streetcars. After serving in WWI Ganz moved to Germany, where he studied Mechanical Engineering.

In 1923, as a student, Ganz started development of an innovative little car with a mid-mounted engine, independent wheel suspension, and a streamlined body. After a terrible motorcycle accident, in which Ganz almost lost his right leg, developments of this Ganz-Klein-Wagen came to a temporary halt.



(1923 prospectus for the Ganz-Klein-Wagen with a mid-mounted engine and streamlined body)

Motor-Kritik

Josef Ganz was a heavy critic of the old-fashioned cars produced in the 1920s, which he considered to be 'devil's carts' with their solid axles, high centres of gravity, and inefficient drive trains. As a freelance journalist he started contributing articles to motoring magazines in which he urged the automotive industry to employ more state-of-the-art technology.

This resulted into the appointment of Ganz as editor-in-chief of motoring magazine *Klein-Motor-Sport*. Ganz used this publication as a platform to promote innovative car design and the Volkswagen in particular. Because of his critical writing Ganz made no friends with the conservative car builders, but his magazine became highly influential. In 1929 Ganz changed the title into the more appropriate *Motor-Kritik*.



(front cover fragment of *Klein-Motor-Sport* propagating a streamlined, mid-engined car, 1928)

May Bug prototype

In 1930, the Ardie motorcycle company from Nuremberg gave Ganz the opportunity to build a first prototype of his Volkswagen. The prototype featured a central backbone chassis with a mid-mounted engine, independent all-round suspension with swing axles, and simple, open, beetle-shaped bodywork. Production plans, however, were halted when a consortium of leading German car manufacturers blocked a law-change proposal to let holders of a motorcycle-driving license operate such a small car.



(Josef Ganz test-driving the 1930 Ardie-Ganz Volkswagen prototype)

The remarkable construction attracted the attention of car manufacturer Adler from Frankfurt, which employed Ganz as a consulting engineer and offered him their facilities to build a new and improved prototype. Ganz completed this car in May 1931 and nicknamed his new brainchild the *Maikäfer* (May Bug). To comply with the conventional buying public, Ganz gave the car a more conventional looking, low-slung body with a fake radiator at the front.



(Josef Ganz in the May-Bug prototype, 1931)

Porsche test-drives the May Bug

Just as had happened at Ardie, industrial forces blocked further development of the May Bug at Adler, but Ganz was allowed to keep the prototype. He used the May Bug as a technology demonstrator and took countless engineers and journalists on test-drives, proving the worth of his Volkswagen concept. This included such people as Ferdinand Porsche, who tested the May Bug before designing a similar vehicle for the Zündapp motorcycle company.

In the summer of 1931 the May Bug was transported by truck to Stuttgart, where it was severely tested by the board of directors and engineers of Mercedes-Benz. This resulted in the development of a Beetle-like car with a rear-mounted 4-cylinder boxer engine, designed with the assistance of Josef Ganz. He had by then been employed as a consultant engineer by both Mercedes-Benz and BMW.



(the 1931 Beetle-like Mercedes-Benz 120H prototype with a rear-mounted engine)

May Bug becomes Superior

The May Bug had set off a bomb in the industry. Manufacturers that had previously fought Ganz and his *Motor-Kritik* to silence this critical voice now started adopting his revolutionary ideas. The race was one for who would be the first to create a successful rear-engined, lightweight, streamlined Volkswagen.

Ganz, however, was the first to market a Volkswagen, backed by the motorcycle manufacturer Standard Fahrzeugfabrik from Ludwigsburg. Using Ganz's many patents they developed the Standard Superior, a production version of the May Bug with enclosed Beetle-like bodywork, which was introduced at the Berlin motor show in February 1933.

Hitler

Hitler had been appointed as Chancellor of Germany less than two weeks prior, and in this new capacity opened the motor show. He praised the work of the German engineers and during his tour of the exhibits expressed serious interest in the Standard Superior and the idea of a Volkswagen to motorize the German people. One of the first new laws introduced

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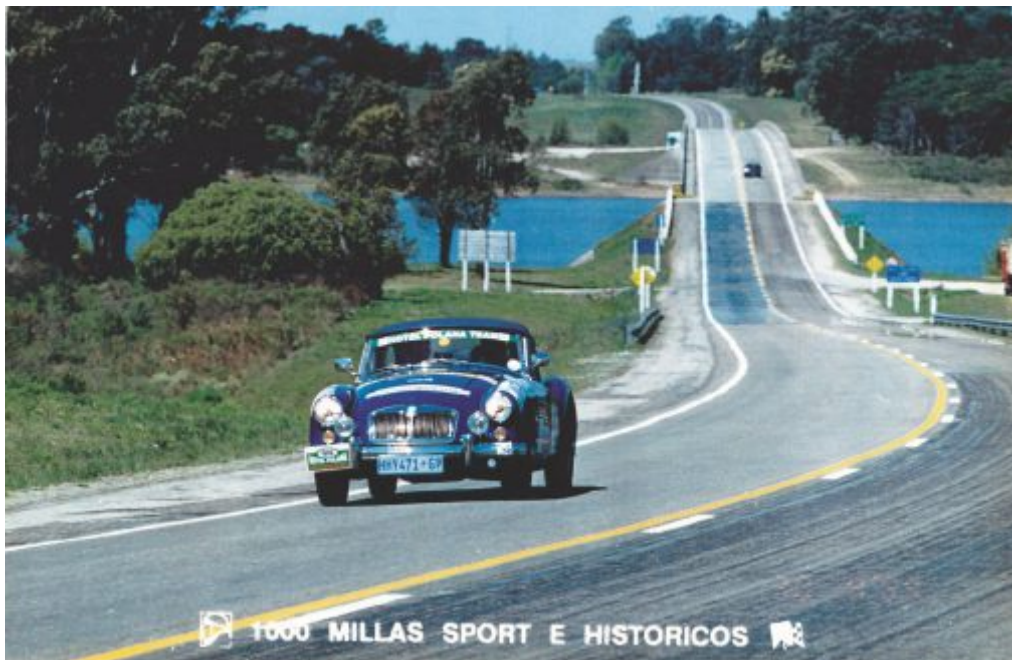
*It's a charity day, drive in red,
dress in red or just do anything
in Red,*

THE SECOND OF THE TWELVE PART SERIES MILLE MILLAS...URUGUAY 1999

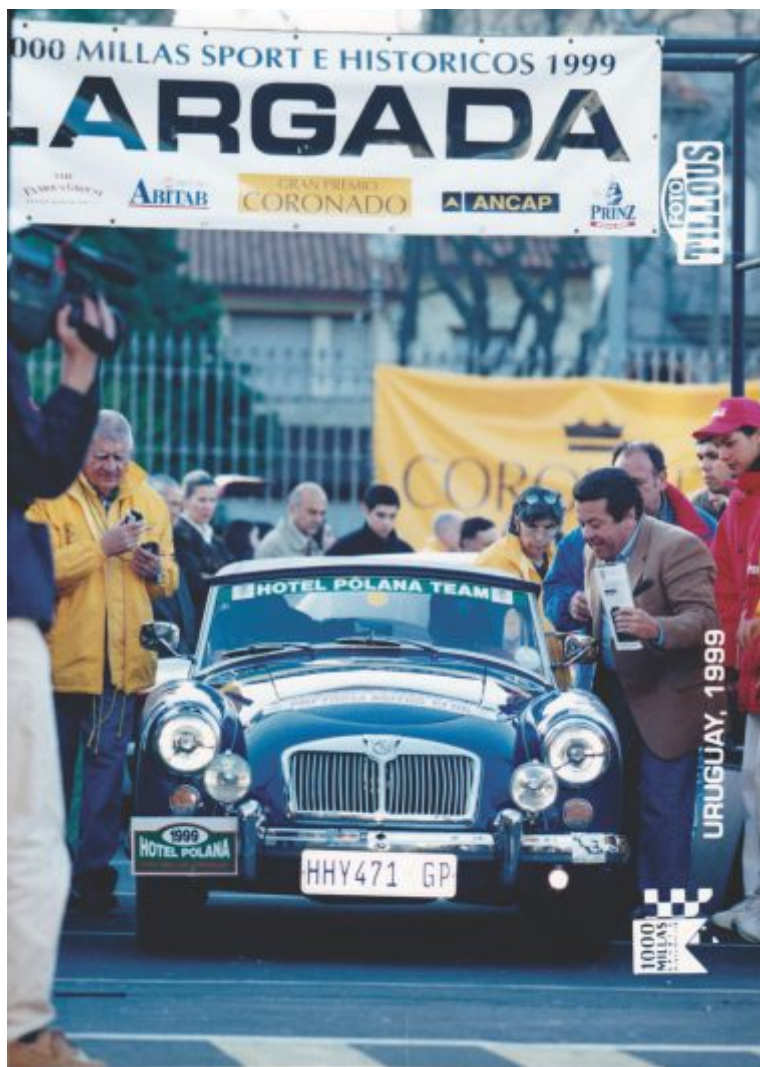
Submitted by Esra Martins

Classic car enthusiast and ambassador for Uruguay in South Africa lived close to me in Pretoria. We became friends through our participation in classic regularity rallies. Each year a 1000 mile competitive regularity rally, known as the Mille Millas took place in his country. He wanted a SA team to enter. Four local cars, a Chevrolet Can AM, two Alfa Romeo Giulias and my MGA were entered and shipped to Monte Video. My navigator was Adri van den Berg, well known classic rally organiser and participant.

Jose travelled with the South Africans and looked after us throughout the event. Before collecting our cars, we were shown around that beautiful city on the Rio de la Plata [the river Plat]. We were taken for lunch to Punte del Este at the mouth of the river where it flows into the Atlantic. Here the river is almost 200 km wide. On the way back to Monte Video our host told us that unfortunately one of the cars had been damaged in transit. I said a silent prayer: "please, let it not be the MGA". Then they told us that the damaged car was in fact the MGA. Inside a 20ft container the Alfa's rear end was raised and supported but the front wheels remained on the floor. The MGA was loaded in the container beneath the Alfa. During the voyage all the air pressure of the Alfa's front tyres were lost and then came to rest on the front end of the MGA. Both wings, the bonnet and grille were dented.



Crossing the Rio Negro. Not black as the name indicates, but almost as blue as the MGA



At the start in Monte Video. On the right wearing brown jacket is Jose Aldebalde, Uruguay ambassador to RSA.

The format of the event was so that no additional speed and distance measuring devices were permitted and participants had to rely only on what the car was equipped with. There was great concern among our navigators because the instructions were in Spanish and not translated as was expected. They were given a quick crash course on the terminology and basic Spanish. This had to be done each evening from then on. Now, the MGA was much better prepared and ran without the slightest hitch throughout the whole event. The controls along the route were all hidden and at the end of each day there was a speed event on small race tracks at the night stops. Besides the local enthusiasts, there were entries from Brazil and Argentina, but the South Africans received all the lime light. We even appeared on a “Good Morning Uruguay” television show.



En route. Spare wheel on carrier to provide more room inside boot.

The Mille Millas was a totally new experience for all of us and the format was different from what we were accustomed to. However, Adri and I were placed 4th in our category and we came home with two huge trophies.

When the MGA arrived back at the Durban container depot it was found with the front tyres purposely deflated in order to avoid the Alfa Romeo from coming to rest on it again. We had to go and buy a pump to inflate the wheels before driving back home.

Later, with dents repaired, when parked in the driveway, it appeared to be begging for yet another adventure. The next one was again to Europe and for the Historic Monte Carlo Rally.



On one of the timed speed stages at end of each day'



“REGISTER CO-ORDINATOR!”

Before the recent AGM, I rendered my resignation as Editor of the Thumbs Up! Magazine. But, opted to remain on the Committee. Now, at the Recent Committee Meeting, I have been delegated the Position of Keeping up the Registers in the Club. This I have eagerly taken up as a New Challenge. In the past we have had the “T-Type Register”; “The MGA Register”: and the “MGB Register”; more commonly known as “The Moderns” and each one had their own Leader, who would arrange Fun Runs, Gymkhanas, Treasure Hunts etc during the year. This now places rather a heavy burden on one person

to man them all in future.

May I propose that all these “Technical Articles” that have been published recently, should appear under the respective Banner of whatever each Model the article refers to.

Then I also propose that I should be able to delegate individual MG Members to assist, and hopefully take over the organising of these other FUN events.

In addition, there has been requests to have future Mid-Week Runs. This again can be arranged by individual members, who have the time, or are able to make the time to attend. This could be on occasions to visit Members who are busy with Restoration work on their MGs.

Please give this some thought! I will be looking for helpers to assist me to make this enormous task a lot lighter. Any suggestions would be appreciated.

TOM KIRKLAND

“Register Co-Ordinator”

APRIL FOOLS DAY CAR PRANKS





MG MODERN REGISTER

The Tale of an “Ageing MG ZT”

Tom Kirkland

Around about 2007 a lady wanted to sell her MG, how can she go about advertising it in our Magazine. The following Sunday was our annual visit to the Silviavale Museum at VanderBijl Park. I suggested that she brought it out there, for all to see. I became very interested in it at the time. Two year old, Spotless Condition. The price was good, but I needed time to think about it. A week later she phoned and made the price more attractive. Both Martie and I could not resist the thought of owning this Grand Stylish MG ZT. Never before did we have such an attractive, and stylish vehicle.

We attended all the MG events, and proudly won several Trophies at Show Days. Then - One Saturday morning at a Shopping Centre it just refused to start. A call to my Auto Dealer -- A trailer was sent to retrieve it. The following Monday I was informed that it was not serious -- It was a dirty fuel filter, which told the motor not to start, until it had been replaced. Soon after, I found it going into neutral -- gliding to a stop. Only to find that the clutch had complained that it needed to be replaced, again on a trailer, and back to hospital again. Some time later I went through a very rough road, where the ZT lurched seriously from side to side. A few hundred meters further the drivers side front wheel folded under the vehicle. Again on a trailer. This time a ball joint parted company.

But that Grand Feeling of owning a modern MG ZT persisted, and we still enjoyed our MG outings to the full. Then a little later, up on a trailer again. Another clutch plate said that it had done enough work, so again up on a trailer, back to hospital. Again shortly after that I found that I had lost power, and was gliding along the hi-way in neutral. And, finally it was again up on a trailer, The hospital doctors diagnosed that there was an oil leak from the engine into the clutch housing. This, I thought was rather more serious, and could have caused extensive damage, had she run out of oil.

About this time Martie had her stroke, and sadly passed away. Later I met Hyla, and she was really taken with this grand MG ZT. This was the largest, and most modern car she had ever been in. We both then ventured to attend the Scottburgh Classic Car Show. We really enjoyed our ride to the famous historic hotel on the Friday. The following morning I found clouds of blue smoke exiting through the exhaust pipe. But, no warning lights were visible, and the motor kept running. But the smoke persisted. Then a very keen mechanic fellow was insisting that he knew what was wrong and he would have it fixed in no time. I then had to ignore this chap, and drove a few K's down the road before I stopped to investigate. Very little oil in the sump. But the motor just carried on. Then I was able to telephone the Hospital in Benoni. The doctor then immediately said that that was the turbo problem, but do not worry -- He would send a trailer down next week! Do not attempt to drive it, he said. Now what should we do? Decisions -- decisions. Let's head back home. We bought 2x5l OIL! And travelling slowly leaving a plumb of smoke behind us, we eventually made it back home. That

hospital soon had the turbo re-conditioned and all was back to normal for a while. Then, unexpectedly it began to loose water, and it gradually got worse -- back to that hospital again. It then turned out to be a leaking cylinder head gasket, which was touch and go if it could be successfully repaired. Again some time later that problem re-occurred. We found your problem! There was a water leak at your heater unit inside the vehicle. We have temporally blocked off the pipes, so now it is all OK again. But, Now! People are beginning to tell me that once these Modern Cars reaches the 200,000km mark it is virtually time to throw it away, and get a new one, at a very fancy price tag. So, should I consider that I have actually had a free run of about 30,000km as my speedo is presently standing at 230,000km. Since being told that, I have noticed that the instruments are not registering as they should. Some warning lights do no longer work correctly. Lately the mileage and warning lights remain on, and never go off at all. So I believe the computer is now failing. Actually Hyla and I are now considering getting out that Old Faithful MG Y-Type again. Did You Know that the Y-Type is Celebrating its 70th Anniversary later this year. Dave an Maureen Lawrence are going across to Australia to take part in their celebrations over there.

Getting-Old is a Hell Of A Thing!'

Life is short . . . So Smile!

Do you wish to know the Endings of all the Fairy Tales?

If so, watch this space each month . . .

Submitted by Kevin

**As for Batman and Robin they're living
it up at the Nursing Home...**



RUN TO SAA MUSEUM & SPRINGBOK CLASSIC CAR

Article by Cliff Smyth

Having been asked to repeat this run some time ago, I knew that sufficient years would have to pass if it was to succeed again. So, I got very embarrassed when members came up to me at the end and thanked me for a great day. Truth is that given an interesting venue, a few prominent guests and a good value for money lunch venue, no one could not fail.

I don't know what the attendance was but I do know that those who stayed on for lunch at the Harvard Café, numbered thirty two. If you found the music a bit loud, just imagine what the "Beer Company" right next to the SAA Museum, which had bikers for lunch, would have been like.

For those readers who were not there, we set out from the BP Oasis off Beyer's Naude Avenue all of us in green MG's led by Clive's TD. The majority set off from Old Ed's, no doubt led by Norman. Others made their own way, some as far as far as Pretoria.

The entrance fee for adults is normally R35.00 a head but this was reduced to R35.00 a car once they were satisfied that there were a good number of us. Retired SAA Captains Don Burnett and Dave Lawrence, both ex club members, entertained us well with their flying experiences. Some of the stories quite naughty. Don in fact flew the last aircraft into the old Hong Kong airport with the residents on either side waving garments at them. He, Roger Pearce and Rogers brother have been for many years, very good friends`

Anneke de Groot gave us the news that a photo of her as a hostess was still on display in the museum hall. Time did not allow for everyone to amble through that part but it is very worthwhile doing so.



The mean green machines; 5 green MGs departed from the BP Oasis



Cobus Kanfer's MGB with the registration 747MGB GP has tasted 747 air travel & is sheltered next to Clive's TD

"Many years of cumulative MG history here (membership # shown in brackets); John Mac (143), John Meiring (27) & Vic Fear (132)"



"Capt Don Burnett & Cliff Smyth; thanks Don for all the "war stories" & Cliff for the organisation"



Many MGs dwarfed by the size of Lebombo's wing & engines



Capt Flippie Vermulen telling stories about Rand Airport's history, with Angela & Joy-Ann looking on

The Beach 18 with the long nose to increase the aircraft's cargo capacity



Shelly & Michael Dixon wondering when lunch will be served

Bob Wilmot & Capt Dave Lawrence no doubt chatting about something technical



Lunch time at the Harvard Café

Some of us managed to ignore admiring our fellow members cars and got to see the other exhibits such as the Loadstar, one time ex General Smuts aircraft, the DC4, the newly acquired Viking that used to occupy the roof of Vic's Garage, the De Havilland Dove and parts of the Trek Airways Constellation that is slowly being moved across from O.R. Tambo. As a member of the museum I can assure you that entrance fees have to be accumulated over a number of years to cover such enormous costs. No Government or SAA grants are received. The physical dedication of the members, with the exception of me, is to be admired.

From the museum we timeously went over to Springbok Classic Air, where Ronell Myburgh answered questions until the owner, Captain Flippie Vermulen arrived to relate the history of Rand and Palmietfontein airports as well as the fleet flown by Union Airways/SAA from the start until the arrival of its Comet. Being the businessman that he is and owner of amongst other aircraft, a Dakota and a Beech 18, he apologized for his late arrival which according to the schedule that I had given out at the start, was only fifteen minutes. He just happened to be moving house and came across from Kempton Park. He then went on to relate the fascinating history of his present Dakota and the Beach 18. Disassembled and tucked away in his hanger is a very rare DC3 which unlike the ones we all know, was built for passenger configuration only. Lunch and a bit of merry beverage, as stated earlier, was enjoyed at the Harvard Café and members were able to catch up on MG rebuilds, oil leaks and such things as other family matters.

For those who could not make it, Google SAA Museum for starting times and days. The museum is really worthwhile attending and guided tours and included in the price.

So where to next?

Norman Talks!

The Magic Cake Box

For years I have searched for the correct look for the stone guards I would one day fit on my J2. It has been a long, long search. I have dozens of photos and slides of stone guards, none of which had all the fittings I was looking for. Most stone guards are removable which is not what I was after - I wanted mine to be hinged and easily lifted up to clean. Those that had hinges were ugly, riveted and very cheap looking. I wanted a hinge that was aerodynamic and a smooth part of the outer rim.

Paging through an old Sacred Octagon I came across exactly what I was looking for on the P Type that Doreen Evans drove in 1935 at Le Mans. Exactly what I wanted. So - using the cake box from my 76th birthday - I throw nothing away! I made two rims, the top - the aerodynamic hinge and the fittings off Philip's K3 and handed the same to my pal Pierino, who has made me the two most beautiful stone guards. Following up on this success I used the balance of the cake box and a large sheet of card to make exactly the silencer I require on the J2 - I do not need to make a dummy of the fish tail as Philippe kindly loaned me the one off his K3026 to copy. You tell me!

Bob's TC artistry was there for all to see on the run to Rand Airport - well done Cliff, and a special thank you to Wendy for standing out in the sun directing the traffic. Thank you both - a great MG day. Wait till you see his artistry on the J2.

Octagonally

Norman



Railroad tracks.

The US standard railroad gauge (distance between the rails) is 4 feet 8.5 inches. That's an exceedingly odd number.

Why was that gauge used? Because that's the way they built them in England, and English expatriates designed the US railroads. Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did 'they' use that gauge then? Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing.

Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

So who built those old rutted roads? Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since.

And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.

Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. Bureaucracies live forever.

So the next time you are handed a specification/procedure/process and wonder 'What horse's arse came up with this?', you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses. (Two horses' arses.)

Now, the twist to the story:

When you see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah.

The engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains, and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's arse. And you thought being a horse's arse wasn't important? Ancient horse's arses control almost everything...

And CURRENT Horse's Arses in Brussels are controlling everything else!

I do hope this has been helpful!

Submitted by Tom Kirkland



TECHNICAL

Submitted by Randall

MG Sign results in rebirth of an A

Some years ago my son Craig who lives in England came out and brought me one of those MG signs, you know the one you probably have on in your garage "parking for MG's only all others will be trashed' you don't have one, shame. Well this sign has been on my garage wall for some time.

For years I have been on the hunt for a MG A project and being the good lad that Craig is on another visit to see mommy and daddy and to do some work for his company he brought me another, this time with a picture of an MGA with the words Safety fast, this sign is proudly displayed on my tool cabinet door.

So what this all about, patience this is background stuff.

Craig has a sister-in-law in UK, Michelle and she has an uncle Duggie who lives in Pretoria and whenever Craig comes to SA on business and that's quite frequent, Michelle always sends a present for the family in Pretoria, this is left at my house and Duggie comes to collect the present.

As it happened on one occasion about a year ago Duggie came to collect his presents and I invited him in via the garage and on seeing the MGA sign he said he had an old school friend who has an MGA. Well my ears pricked up and I asked for more info.

Duggie said his school friend Donald had left the country 15 years ago and was now working on a contract in China but he knew where Donald's son Len lived in Boksburg. A month later Duggie had spoken to Len and passed on his contact details to me.

I eventually made contact with Len who said that the MG was in his garage in and that his dad would never sell the car but he would ask.

The answer was a categorical no sale but persistence does pay off and I kept at it eventually getting to visit Len and seeing the car crammed into an already full garage in Boksburg under a few inches of dust where it had been stored some 15 years ago. There was no engine as that was still in Pretoria at his dad's place.

Imagine my surprise when I saw it was a Twin Cam A, now there was no letting up I had to have it.

Contact with Donald in China was out of the question so I communicated via Len who spoke to his father every second month.

In November last year Len said his father was coming to SA on holiday for 3 months and he would set up a meeting, well nothing happened so by end February I called Len only to learn that his dad was leaving to return to China on 7th March. With a bit of cajoling Len gave me his dad's telephone number where he was staying in Pretoria, after a few attempts I managed to speak to him but there was still a no sale response.

I managed to get him to agree that I visit him in Pretoria on the 2nd March at this stage I had still not seen the engine as it was in Pretoria.

I made what I thought was a project offer which was rejected without discussion so I asked Donald for his "I am not selling it" price which was double my offer, no argument there and the deal was done.

Now for the stressful part Donald insisted on cash with a Monday 6 March deadline, he had closed all his SA accounts and I was not about to go to the bank and carry a suitcase

full of money to Pretoria. Here is where Len saved the day he convinced his dad to use his bank account and finally on Monday 6 March funds were transferred and the twin cam was mine.

So there you have if it was not for those MG signs in my garage I would never have got this twin cam.

Have you got your MG sign up, you never know who has a friend with an MG half built or abandoned stashed in a barn or a garage.



THOUGHTS FOR THE MONTH

I consider myself one of a very small handful of drivers in the world that are top drivers. The best one? I don't think anybody can say they're the best one because, from one week to the next, you can be on form or off form a little bit.

The first race is really just something that we will all need to get through. Until people see the cars in action I don't think they will understand how quick they will be, which means they are going to be tiring to drive.

Racing a thoroughbred grand prix car in front of a home crowd will be a surreal and mighty experience.

Firstly the cars aren't too complicated. They have no traction control, for example, which means you can spin if you try too hard and damage your tires if you're not careful with your driving style.

Alain will do everything in his power to win, he doesn't like getting beaten by anyone and least of all me.

Everything in Formula 1 has been sterilised now, the whole thing is controlled too much.

I've tried everything other than jumping out of a plane, but nothing gives you an adrenaline rush like racing a car.



NIGEL MANSELL

TRADING POST

Cars for sale

FOR SALE

2003 - TF 135 Red - Soft top

Mileage - 44304 kms

Condition - Very good and well looked after. No accidents at all.

Asking price - No idea at all - Maybe you can tell me

Should you wish to contact me my numbers are as follows -

Cell 082 853 9826 and Home 011 883 2979.

Looking forward to hearing from you



MG March '17 noggin - Submitted by Kevin

All about "Clean Disruption"

The talk was called "Disruptive innovation" & based on Tony Seba's YouTube talk found at <https://m.youtube.com/watch?feature=youtu.be&v=Kxryv2XrnqM>. Please click to the link & listen to Tony's talk for yourself; it could scare the pants off you or get you really excited about the opportunities just around the corner. (Tony Seba is the author of "Clean Disruption of Energy and Transportation", "Solar Trillions" and "Winners Take All", a serial Silicon Valley entrepreneur, and an instructor in Entrepreneurship, Disruption and Clean Energy at Stanford's Continuing Studies Program.)

In his book 'Clean Disruption of Energy and Transportation' Tony assert that four technology categories will disrupt energy and transportation, namely:

- 1- Batteries / Energy Storage
- 2- Electric Vehicles
- 3- Self-Driving Vehicles
- 4- Solar Energy

The outcome of the Clean Disruption is that by 2030:

- All new vehicles will be electric.
- All new vehicles will be autonomous (self-driving).
- Oil will be obsolete.
- Coal, natural gas and nuclear will be obsolete.
- 80+ per cent of parking spaces will be obsolete.
- Individual car ownership will be obsolete.
- All new energy will be provided by solar (and wind).

Clean Disruption is a technology disruption. Just like digital cameras disrupted film and the web disrupted publishing, Clean Disruption is inevitable and it will be swift.



Congratulations
Noel and Keith Watson have just celebrated their 58th wedding anniversary. Their membership number is 130 which gives us an idea of how long they have been members.



Randall has just managed to tick another box in his bucket list. He has fulfilled his childhood dream of acquiring a Twin Cam. This was only possible due to some amazing intercontinental coincidences. See his article elsewhere in the magazine.

Congratulations

To McGan and Noel Saffer, on celebrating their 33rd Wedding Anniversary.

Regalia


Shelly and Michael can have our very own MGCC Badge embroidered or printed onto almost anything. They are taking orders for caps and shirts and if sufficient interest is expressed there will be jackets as well. See them at the Noggin and place your orders.





MGCC CENTRE
Is now on Whatsapp
Please Contact Shelly Dixon
On 082 686 5316
To be added to the Group
For serious notifications

We wish Judy Schweizer and Joe De Castro a speedy recovery



MGCC-JHB NATTER
For general chats
Please Contact Shelly Dixon
On 082 686 5316
To be added to the Group

***All members:
Please let us know of any
happenings in YOUR lives***

We are still No1

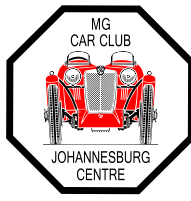


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Forthcoming Runs, Noggins and Events.

Early April Run

2 April 2017

Angela's Picnic at Delta Park. Get there early to avoid the traffic. No fires allowed
Bring a picnic basket.

April Natter and Noggin

Old Ed's - 6 April 2017

2016 Prize Giving and Social

April Run

Sunday, 9 April 2017.

Cecil Kimber's and Peter Knight's birthday. Run to Bob Wilmot's home.

19 St Andrews Street, Bedfordview. Meet at the residence at 10h30.

May Natter and Noggin

Old Ed's - 4 May 2017

Derek Langsford to do a presentation on the restoration of his MG BGT. This will be interesting and inspiring to all and especially those that are busy with similar projects. Old Ed's 19h30 for 20h00.

May Run

Weekend Away 12/13 May. Stay at the Fouriesburg Country Inn and visit Sandstone Estate- contact Bruce for details

***Get into your Mgs,
Drive them,
and Enjoy them!***



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