

Thumbs Up!!!



*Derek Langsford
looking chuffed with
his awards*

1969



2018

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

April 2018

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MG CAR CLUB Johannesburg Centre



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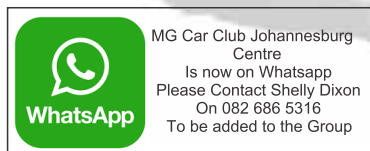
A Natter and Noggin is normally held on the first Thursday of each month at 8pm

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



MG WEBSITES

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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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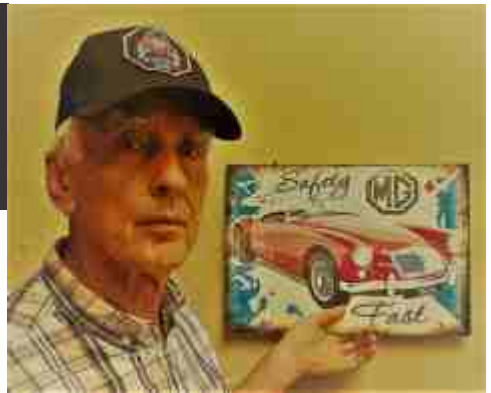
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From the Chair



We have a busy period ahead, Angela's Picnic combined with Kimber's Birthday at Delta Park on the 1st April, the Indaba in the first weekend in May and a combined Show Day on 24th June. All this is happening with very little time in between for polishing up those beauties.

At the SAMCA AGM on Thursday it became clear to me that the one marque car clubs need a spark to regenerate interest. Members, like their cars are getting older, many of the cars have been sold offshore and this is significant, as the cars are not now easy for the younger generation to acquire. The youth are very important in ensuring the continuing existence of these clubs. A number of clubs appear to have faded away and those that remain have a dwindling membership. There is an initiative in the Western Cape to combine all British Sport Car clubs into one entity and Sunday 18th March the Jaguar Club held an auction to sell off the contents of their club house which is being given up due to dwindling membership.

One club that seems to have cracked the formula for increasing interest and membership is our northern neighbour - MGCC Northerns Centre. As we reported last month they managed to get 40 beautifully prepared cars to display at Brooklyn Mall! Many believe that having a well-used club house/pub has been the factor that has attracted the members.

So far we have some 100 paid up members and I believe there are about 50 who have forgotten to pay! We have published a list (elsewhere in this edition) of all those who have paid so if you don't find your name on the list please pay. ShowDay on the 24th June will likely bring some of these members back into the fold. Peppi the new chairman has promised us that the NC will bring 60 cars to Show Day. Many of their members manage to bring more than one car. We must match this number if not beat it. Let us see if we can get back to the magic number of 200- start polishing and bring the cars even if they have to be trailered, towed or pushed up the ramp!

Last Sunday's Run to French Toast, organized by Michael Trollope was great. The Hartbeespoort Dam area has changed dramatically over the last few years and we were amazed at the number of people frequenting the various venues. French Toast, has as the name implies, a Parisian feel complete with Eiffel Tower and love locks fixed to the bridge hand railing. The owner of the establishment is none other than Paul Kruger, who is also a film maker, his other passion is the film set near French Toast called Pretville. We enjoyed the comradery and the meal at French Toast and then we set off to visit Pretville where we had delicious milkshakes at the period cafe.

The end of the DJ in Germiston was attended by many of our MG members and the bi-annual swap meeting at Piston Ring, also a great meeting place for MG members. The Rotary Club of Hartbeespoort is organizing a run later in the year that will tour the area, commencing at French Toast and finishing up at Hartbeespoort Holiday Resort which is owned by Simon Fourie the 'mad' motorcyclist. I say mad as I knew him many years ago and he is the chap who rode from Durban to Johannesburg in 3 hours to prove it could be done! See the Rotary Club add elsewhere in this edition. Your committee would welcome your articles for the magazine, ideas for events and input for the Notice Board.

Bruce 



The Kirklands

MG RUN to Suikerbosrand Nature Reserve Sunday 13 May 2018

Just to meet every body's needs, there will be a shorter route, and a longer route, as some members are asking for longer runs!

Short Route: Meet at Old Ed's, depart at 9.00am. Head towards the Blockhouse Garage on the R51 "BUT", before Blockhouse you will turn left onto the R550 to Heidelberg/Nigel travelling eastwards, eventually you will see a Large Suikerbosrand sign on right, at Entrance Gate, pay and proceed to Picnic Parking area. Look for suitable shady picnic spot.

Longer Route: Find your way through Alberton, and proceed past Race Course, then follow left fork to Brakpan. Stop outside of Carnival City, Hyla and I, will meet you there, and depart together at 9.00am. Then proceed towards Heidelberg. At R550 4-way stop turn right, cross over N3 highway after some distance look for large Suikerbosrand sign on your left, proceed to entrance gate. Pay and enter the Picnic Parking. Look for suitable picnic spot in the shade of the fynboss.

Bring your
PICNIC BASKET and DRINKS
Visit the Museum
Short Hiking Trails

On your way Home take one of the TOURIST DRIVES
through the Reserve 15 or 60km, all on tar.
Most scenic and enjoyable

Entrance; R30.00pp Pensioners R20.00pp Motor Vehicle R20.00

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XPAG and XPEG block and head casting numbers and logos

As most T type (and Y type) owners probably know, the XPAG engine was originally derived from the 1140cc XPJM engine fitted to the 1939 Morris 10/4 series M.

The block of this engine, with bores of 63.5mm and the familiar oval water transfer holes, had a prewar casting number of 22500, and postwar casting number of 24144, although the numbers did not always actually appear on the block. To give the 1250cc of the XPAG engine, the bores were increased to 66.5mm by moving out the four cylinder walls, but still retaining the oval water transfer holes. This expanding of the cylinder walls to increase the capacity was later repeated for the XPEG engine. The new block casting, used for the TB engine, showed an octagonal 'MG' logo and a diamond Morris Motors 'MM' logo (see later) on the side, and had a casting number of 24001. Postwar, when the TC was introduced with engine XPAG/883, the block was modified slightly to allow a timing chain tensioner to be fitted. The new casting number 24142, although it is not certain the new number specifically relates to the tensioner. Later, the block casting number became 24146 without any visible design changes, although the Y and the TD engines did have the block drain valve moved forward from behind the exhaust manifold. This 24142 or 24146 block casting remained fundamentally unchanged for the TC, TD, Y, YT and YB until 1952, when a round water hole block was introduced. There was a slight modification in July 1950, at XAG/TD/2985 and XPAG/SC/15405, when the plinth holding the oil filter clamp was increased in area to accommodate a third securing bolt. This resulted in the casting number changing to 24445. The 'MG' logo was retained, but the lower diamond logo now contained a 'W' (see later), although on some blocks the diamond is badly formed and the 'W' almost invisible.

Regarding the Morris cylinder head, it also had oval water transfer holes, and may have had a casting number of 22812 or 22912 (prewar, not shown on the heads) or 22950 (postwar, not confirmed). However, when the cylinder head was used on the XPAG engine, it showed the casting number of 22952 and a plain diamond logo (see later), and this did remain unchanged until 1952.

In mid 1952, changes were made to both the block and head castings to encourage more water flow via the ear of the engine, and this was done by making the oval water transfer holes smaller, and round, in section. An additional change was made to the cylinder head to allow the use of 3/4" thread length spark plugs, compared to 1/2" thread length previously. The revised block showed a casting number of 168421, but the 'MG' logo was lost, and only the diamond 'W' logo remained. The revised head showed a casting number of 168422, plus the plain diamond logo. There was another subtle difference in the 168422 cylinder head, in that an 'undercut' was introduced below the inlet and exhaust valve seats, in the opposite direction to the ports. This undercut is still there even when the larger valves are fitted, and although less important for the exhaust ports, means that the inlet ports are more efficient in the earlier heads. Thus the earlier 22952 heads are the better ones to gas flow. Anyway, these new blocks and heads were not introduced at the same time. The TD Mark II apparently gained the new head only (with further mods by MG to have larger valves) on the 9-6-52 at engine number XPAG/TD3/17029; which is when, according to the June 1958 AKD834 TD Parts List, the TD3 code for the Mark II engine was introduced. It is not clear from the parts lists if the Mark II had the new block at the same time, although Blower (a book covering the maintenance of MGs from the M type to the TF) implies that

Photos of casting numbers

All photos by Roger Wilson unless otherwise accredited



24144 XPJM block casting number



24001 block casting number
Photo: Graham Louk



24142 block casting number
Photo: Bob Douglas



24146 block casting number
Photo: Chris Collingham

it did. However, both the TD, including the Mark II, and the YB certainly had the new block the next month; the TD on the 9-7-52 at XPAG/TD2/17969, and the YB on the 22-7-52 at XPAG/SC2/17463. Finally the standard TD and the YB were given the new head rather later on; the TD on the 26-11-52 at XPAG/TD2/22735, and the YB on the 6-2-53 at XPAG/SC2/17994. I'm sure all MG T and Y owners know that since blocks and heads can be swapped around, then a totally round water hole system must use the new (at that time) round water hole gasket, and any other combination should use the original oval water hole gasket.

MG (or Morris) appear to have made a significant change to these new 168421 blocks only three months after their introduction. In October 1952 the fixing for the distributor was changed from a clamp to a cotter bolt. This required the elimination (from the block) of the boss holding the setscrew that secured the clamp, and the provision of a side-boss for the cotter bolt. Obviously the drillings were changed, but in addition the top machined surface on which the distributor sits was lowered by approx 1/8" - at the same time new distributors were introduced that had stems shorter by 1/8". However, there does not seem to have been any change in the block casting number of 168421.

Late in 1953 the TF1250 was introduced, and this continued to use the 168421 block casting. The basic 168422 head casting was also used, but for the TF engine, the heads were now machined by Morris Engines Division to have the larger chokes (then assembled with the larger valves as in the TD Mark II. These heads were given the casting number 168425, shown on the heads using the '16842' of the original casting number, followed by a blank area where a 5 was stamped on. So either some casting moulds were altered so that the last 2 of the casting number did not form, or the last 2 was ground off after casting - then the 5 was stamped on. The assembled engines were coded XPAG/TF, the YB had by then been discontinued.

The final casting changes were in 1954 for the XPEG engine, as fitted to the TF1500. To gain the 1500cc (actually 1466cc) the bore walls were moved out again (as previously mentioned). This resulted in the cylinder walls between no 1 and 2 bores, plus no 3 and 4 bores, being 'siamesed' together. An additional consequence was that the round water holes on the non-pushrod side were too close to the cylinder walls, so they were also moved out by approx 2mm. The new block casting, still with the diamond 'W' logo, had the casting number AEF117. The cylinder head had the same round water holes moved, and with the plain diamond logo was given the casting number AEF118, which was stamped on the heads. To cast these heads, it is evident that some of the 168422 head casting moulds were used (not those retained for the Wolseley 4/44), with changes to the internal sand cores to reposition the 'moved' water holes. Then either the number area in the moulds was filled in so that a blank area would be formed (most likely), or the 168422 number was ground off after casting - then the AEF118 was stamped on. A new, round water hole, head gasket was introduced to accommodate the larger bores and the 'moved' water transfer holes. Although XPAG and XPEG heads and blocks will fit each other, the 'moved' water holes will not fully line up with the original holes, and gasket clamping in those positions could be impaired.

The block casting numbers can be found on the forward left-hand side of the blocks, and the head casting numbers on the upper head surface, towards the front on the right hand side. Other numbers on castings relate to the casting box number (single number) or the casting date (numbers and letters), not yet understood with any certainty. All XPAG and XPEG engines were produced at the Morris Engines Division factory at Courthouse Green, Coventry. There was a foundry at this site,



24146 block casting number
Photo: Mark Tullett



22952 head casting number



24445 block casting number
Photo: David Braun



24445 block casting logos from later TD MkII
Photo: Bill Silcock



168421 block casting number

undertaking block and head casting, and as well as the casting number, all MG blocks displayed the octagonal 'MG' logo and a diamond Morris Motors 'MM' logo, and heads had a plain diamond logo – both blocks and heads being the oval water hole units. The site had been opened in 1927 as a much larger expansion of the original ex Hotchkiss factory in Gosford Street, Coventry, which did not have a foundry - castings were sourced from outside suppliers. Completed engines and gearboxes were then transferred to the MG assembly plant in Abingdon. However, from July 1950, the 'W' in a diamond logo indicates that the 24445 block castings and the 168421 block and 168422 head castings were produced at a foundry in Wellingborough. In 1947 Morris Motors bought the foundry of Thomas Butlin & Sons at Wellingborough, Northamptonshire, and this foundry used a 'W' in a diamond logo. The foundry also produced castings for the Nuffield tractor, and the same 'W' in a diamond logo can be seen on those castings. The Gosford Street factory stopped engine manufacture in 1936 and became Nuffield Mechanisations, so our engines and gearboxes were never made there. After the war the factory building became offices for the Ministry of Pensions and NI, and both the Courthouse Green site and the Wellingborough foundry closed in 1981.

It may be noted that no mention has been made of the change from the 7¼" to the 8" clutch, which is when the TD2 and SC2 codes were introduced; this is because no casting changes were made to the block. Gearboxes have not been included in this article – the housing castings have a different logo, and where they were cast and where the gearboxes were assembled is still being investigated.

The Wolseley 4/44 engine used the head casting 168422 and the block casting 168421 in engines coded XPAW. However, the XPAW engine had its dipstick in a different position, towards the front on the manifold side, and all 168421 blocks have an extra boss in this position, which was drilled to hold the dipstick tube – the boss for the MG dipstick tube remained, but undrilled. The XPAW engines were also made in the Morris Engines Division factory at Courthouse Green, Coventry, with the castings being produced at the Wellingborough foundry. The completed engines were then transferred to the Wolseley assembly plant in Birmingham.

Roger Wilson

updated 28th February 2018

Many thanks to David Braun, Chris Collingham, Bob Douglas, Barrie Jones, Graeme Louk, Bill Silcock and Mark Tullett for contributing photos.

You can see a full album of photos of XPAG block and head casting numbers and logos at

<https://www.icloud.com/sharedalbum/#B0v5idkMwnxi8F>



168422 head casting number



168425 head casting number




AEF117 block casting number
Photo: Graeme Louk



AEF118 head casting number
Photo: Barrie Jones

Tables of casting numbers and cast logos with photos

Casting number	T Type model	Casting markings	Picture
24001	TB	MG logo and (possibly) MM in diamond	Larger photo 
24144	post war XPJM Morris 10 (for reference for MM logo)	No logo, MM in diamond	Larger photo 
24142	Early TC	MG logo and MM in diamond	Larger photo 
24146	Later TC and TD up to 1950	MG logo and MM in diamond	Larger photo 
24445	TD 1950 - 1952	MG logo, W in diamond lower down block	Larger photo 

Casting number	T Type model	Casting markings	Picture
168421	TD from 1952 and TF 1250	No MG logo, W in diamond lower down block	Larger photo 
AEF117	TF 1500 XPEG	No MG logo, W in diamond lower down block	Larger photo 

Block and head casting numbers with engine number of introduction			
Prewar - oval water holes		Casting logo	Engine number at introduction
Model	TB		
Block	24001	MG + MM	XPAG/501
Head	22952	Blank diamond	XPAG/501
Postwar - oval water holes			
Model	TC, Y, YT, TD, YB		
Block	24142 and 24146	MG + MM	24142 = XPAG/883
Block	24445	MG + W	24146 = XPAG/SC/1001, XPAG/TD/501
Head	22952	Blank diamond	24445 = XPAG/TD/2958, XPAG/SC/15405
Postwar - round water holes			
Model	TD, YB, W4/44		
Block	168421	W	168421 = XPAG/TD2/17969, XPAG/SC2/17463
Head	168422	W	168422 = TD Mark II only XPAG/TD3/17029 XPAG/TD2/22735, XPAG/SC2/17994
Model	TF 1250		
Block	168421	W	XPAG/TF/30301
Head	168425	W	XPAG/TF/30301
Model	TF 1500		
Block	AEF 117	W	XPEG/501
Head	AEF 118	W	XPEG/501

Has your MGCC payment slipped your mind"

MGCC Jhb Centre

Subs payments for FY2018

Surname	Number	Christian
Barrow	2,185	Brian (Ann)
Bezer	3	Ruth Stewart
Boshoff	2,115	Koos
Brett	1,680	Michael (Louie)
Brink	1,867	Abraham John (Abie)
Brown	1,869	Graham E. (Sandra)
Bull	274	Roger Peter
Burke	2,214	Jonathan Patrick W G Dr.
Burton	4	Keith
Buttress	1,487	John Garry (Joanne)
Carstens	1,816	Mark Jonathan
Cass	1,473	Ian Devereaux (Daphne)
Clarke	2,133	Robin (Liesel)
Colling	2,222	Braden
Colverd	780	Chris
Combes	2,051	Peter D
Cooke	2,201	Tim
Couling	1,750	Alex (Maureen)
Cunninghame	225	Stewart (Thelma)
De Castro	1,629	Anita (Joe)
De Castro	2,006	Carlo
De Groot	2,045	Rudi (Anneke)
Dewar	1,043	Alex
Dixon	140	Bruce (Carol)
Dixon	2,158	Gary (Kim)
Dixon	2,142	Michael (Shelly)
Dutilleux	2,221	Len Dtr(Claudette)
Edmonds	2,171	Peter
Erasmus	1,978	Hendrik(Hentie)BrinkD(Jeanne)
Everson	1,714	Randall
Fwing	5	Norman Macdougall (Pat)
Faul	2,180	Peter (Paul Spencer)
Fincham	2,203	Dav(e)id Cecil(Sanet deWitt)
Furness	2,190	Peter (Georgina)
Gilchrist	unknown	Fred
Greig	1,079	Daphne
Hain	970	Stuart Douglas (Margaret)
Haines	2,205	Howard
Herman	1,551	Rod K (Sharon)
Holt	459	Dave A (Heather)
Hutchinson	1,646	Leonard (Kalipso)
Johnstone	2,225	Dean
Jones	2,041	Roy (Janet)
Kelly nee Croft	2,075	Wendy (Thomas William)
Kirkland	2,061	Ray(mond) dater(Joanne)
Kirkland	990	Tom E. (Hyla)
Knowles	1,519	Gavin (Neville - father)
Langsford	2,135	Derek
Langsford	2,223	Wally
Legg	2,141	Edward (Patti)
Leppan	2,159	Ray(mond) J (Melanie)
Loader	1,896	Kevin (Jenny)
MacIldowie	2,082	Peter M (Cherry)
MacKenzie	143	John
Martins	104	Esra
Maybank	85	Anthony (Tony) Roy
McLeod	2,122	Les (Marleen)
Meiring	27	John
Moggridge	380	James Eric
Mourao	2,224	Sergio (Ligia)
Norton	357	Rodney HG (Jocelyn)
O'Hara	2,069	Alan
Parker	2,110	Glen Leslie (Hilde)
Parker	2,109	Steve(n) Glen (Hayley)
Parrott	923	Nick
Pearce	77	Roger (Lorraine)
Phillips	2,186	Glyn
Picas	63	Costa (Petro Stone)
Price	1,511	Peter William
Reid	928	Graeme

Reid	928	Graeme
Richards	474	Brian Albert
Roediger	1,434	Paul Karl 'Eric'
Saffer	2,204	Doron Daryl
Schiering	359	George
Schimmelpennin	1,022	Henk
Schweizer	269	Rolf Peter (Judith)
Singh	2,095	Bhagved
Singh	2,146	Jaswant(Ash)(Mahandhree)
Singh	2,094	Sudev
Smyth	2,048	Clifford John (Wendy)
Standing	766	Gavin Francis (Patricia)
Steyn	1,220	Peter
Stonefield	1,841	Brett (Nicole)
Sutcliffe	1,925	Patrick John (Joanne)
Thulsi	2,189	Raiesh
Townshend	634	Nigel J
Tollope	703	Michael
Uys	613	Sonia J
Van Heil	71	Pierre (Amanda)
Vercellotti	2,170	Greg(ory) Nello (Les)
Watson	130	Keith (Noel)
Watt	276	Mike Campbell
Wear	1,799	RichardCharlesHenry(Eleanor)
Westwood	2,031	Violet (Vi) (son Kevin)
White	2	Graham
Winterstein	1,895	Clive (Tania Borges)
Woodall	1,542	Gary W
Woodhams	637	Brian
Total	98	

This list is all the members who have paid their subscriptions for 2018. If you name does not appear please contact Tony or if you have forgotten to pay you know what you must do!!

French Toast

Last Sunday's Run to French Toast, (its full name is French Toast Koffee Kafe) organized by Michael Trollope was great. The Hartbeespoort Dam area has changed dramatically over the last few years and we were amazed at the number of people frequenting the various venues.

French Toast has as the name implies, has a Parisian feel complete with Eiffel Tower and love locks fixed to the bridge hand railing. The owner of the establishment is none other than Paul Kruger, who is also a film maker, his other passion is the film set near French Toast called Pretville. We enjoyed the comradery and the meal at French Toast and then we set off to visit Pretville where we had delicious milkshakes at the period cafe. For those wanting to do the trip on their own on a Sunday - get there early. Also entrance to Pretville is free if you go in a classic car and in fact if you are a pensioner.

We chose the route from Old Eds and then meeting up with others at the Witkoppen Total Garage. This route avoids the traffic at Monte Casino traffic but has the danger of mad motorcyclists. There were 9 MGs with four of those being modern TFs - a sign of the times or the weather forecast!. With the popularity of the venue we were not allowed to book a table after 10h00 so when we arrived we had to sit around until a suitable large table was freed up. There is reasonable parking available and we were surprised to find Robin and Lizel already seated waiting for us- their Twin Cam already parked making the number of cars up to ten. The food was good and reasonably priced

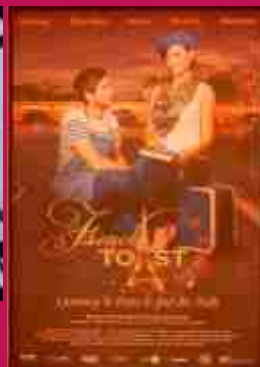


MG contingent @ French Toast. Thanks Michael (back row between Robin & Jonathan) for organising the outing.

French Toast



A view from under the Eiffel Tower



French Toast poster: A journey to Paris to find the truth



A few folk at the MG lunch table; it's a popular place as we all had to wait to be seated



Good mates, Bryan & Ray



A Harry Potter scene? Nope, welcome to Pretville. Many MG folk exploring the set



Let us introduce you to Anita "Marilyn" de Castro



The Eiffel Tower model @ French Toast, together with love locks & Bryan trying to sit on the bicycle seat



One's love declared & sealed with a lock @ French Toast



Bruce & Joe at the bar ready to take a sip from their milkshakes in between sentences



Alex, Robin & Leisel having a good natter at the other end of the table



Citroen & MGs @ French Toast



Now who wouldn't want a milkshake from these 3 young lasses?

NormanTalks!

Pat and I travelled through with Carol and Bruce Dixon to the Northern's Centres Fortieth Anniversary Noggin as guests. It was an evening of pure MaGic put on with a supper supplied by the Beddys and Cradocks to acknowledge the efforts of the centres pioneers to form their very own "official" centre.

So it was great to see again Robbie and Eve Breebaart, Sandy and Cathy Sharp, Freddie and Betty Geater, Heyns and Ann Stead, Bill Ten Oever and Gareth "Noddy" McConky who with the exception of the Sharpes and Geaters had flown up from Cape Town especially for the function. Sadly Lucille Ten Oever was unable to join the party.

The old saying that 'a picture is worth a thousand words' aptly described the slide show put on by Sandy and narrated by Heyns at this event covering all of the forty years. MGs (and their custodians) are so photogenic!

The first ten years of the Johannesburg Centre history was greatly influenced by the enthusiastic group of MG enthusiasts who attended EVERY noggin and run notwithstanding that it involved a seventy mile (before kilometers) return drive to attend the noggins and runs. The late Peter Noeth was a part of this merry band and along with Clive and Mark Mulder contributed in every possible way.

Robbie and Eve had a wonderful 'A' frame house on a piece of land on the Bronkhorstspuit road which was offered as a venue for driving tests / picnic venue. It was there that I took that iconic picture of John Meiring "Bundu Bashing" in Lady Hamilton that Dick Knudsen used in his "MG World" and TC books. And it was there after the run that I was appointed by Sandy, Freddie and Peter to help with the formation of a Northern Transvaal Centre. At the time there was a club rule in the UK that centres had to be at least 50 miles apart. There had been talk of the Pretoria group forming an MG Club within the POMC (Pretoria Old Motor Club) which I found horrifying and after the effort put in to form an official centre in Johannesburg in 1969 with the help of the General Secretary Gordon Cobban I felt this was the one person who could help. Our World Trek in Midgy had brought us very close to Gordon and Elsie and so I wrote a long letter listing all the reasons for an MG Centre in Pretoria to be recognized. The fuel crisis, the distance that Pretoria members had to travel to the Johannesburg events and even the fact that Afrikaans was the first language, of many of our friends, came in the request.

Gordon wrote back to me that he felt this was a request that deserved special attention and lo-and-behold the MG Car Club Northern Transvaal Centre was born.

As they say - the rest is history. After we met with Elsie and Gordon in Holland in 1980, they were convinced to visit South Africa to stay with us. Sandy Sharp had designed a special Northern Transvaal Centre badge (and later the club house) and a special plaque commemorating the Cobban's visit and special run in their honour was presented to them. This plaque remained at the end on their table at the entrance to their home in Sheffield. A well-loved memento from a special South African Centre.

Octagonally

Norman

2018 Prize Giving



Bruce presenting Robin Clark with the Safety Fast trophy



Derek's collection of trophies; Victor Ludorum & South York's trophy for enthusiasm

The prize giving took place at the March Natter and Noggin. Unfortunately two of the recipients, Jeanne Erasmus and Anneke de Groot were not able to attend and offered their apologies.

Robin Clark and Derek Langsford were thrilled to receive their floating trophies. The club made a decision some years ago that the trophies be retained as in the past some disappeared and in the last few years we have given some small token as a 'take away' prize. Last year this was a MG cap and as a possibly misguided token this year we gave away a bottle of wine with a suitably printed label. Mis guided as both Robin and Derek don't drink the stuff. Anyway it can stand on the shelf gathering dust along with the other MG memorabilia. Hopefully Jeanne and Anneke will enjoy the odd glass.

AWARDS:

Jeanne Erasmus - Victrix Ludorum

Robin Clark - SAFETY FAST

Derek Langsford - South York Trophy for the most enthusiastic member

Derek Langsford - Victor Ludorum

Anneke de Groot - Doreen Evans Trophy

RESULTS OF SUNDAY'S EVENT (JUNE 12TH)

	points	Victor Ludorum
Dave Gunn	63	9
Jacques Debell	60	5
Charley Lee	59	4
Roy Hicks	59	4
Stuart Warden	58	3
Stanley Tenger/A. Hazell	58	3
Eve Brestbart	57	2
L. Hicks	57	2
Lawrence Sysum	57	2
Bruce Dixon	56	1
Sandy Sharp	56	1
Clive Mulder	55	
Tony Maybank	55	
Fred Gaster/L. Spratt	54	
Doug Adam	54	
Charl van Duyker	54	
Martin Barry	53	
H. Kotze	53	
L. ten Oever	53	
Aaron Fullerton	52	
D. Henderson	50	
V. Riddicombe	50	
John Fry	48	
Chris Edser	45	
George Hermdie	45	
E. Young	42	
Bill ten Oever	31	

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a HOLIDAY IN SOUTH WEST AFRICA - or how to get away from it all!!

One of the joys of camping is that one doesn't have to book up in advance. With that in mind and having a couple of weeks leave due, coupled with two public holidays, Jude and I decided to motor to Namibia.

Firstly, I must admit I have never been to the Kruger Park, so I was determined to get to the Etosha National Park. A quick look at the maps and tourist information (kindly supplied by S.W.A. Publicity Association, Box 1868, Windhoek) showed we had to go nearly to the border of Angola. Undaunted - the map was of small scale! - we set sail at 2.00 a.m. on the Thursday to reach Harariental and the nearby Hardap Dam for the night (or what was left of it!) at 10.30 p.m. a distance of 950 miles.

The next day saw us make for Windhoek - a delightful city, where rolling hills abound. Here we camped at Daan Viljoen Game Park until the Monday morning. A marvellous resort, with birds for Africa! However, with temperatures below zero during the night, we were beginning to wonder what we had let ourselves into!

Early on Monday we headed north for Etosha. It's as well here to describe the scenery, because from Springton to right up north, it's the old Karoo all over again, with slight variations to plant and grass life! I find it pleasant, even if there may be 120 miles to the next "town", although in the heat of summer travelling through it must be something else.

A quick call at Tsumeb to stock up with supplies (Windhoek Lager!) and then into the Etosha Park. Entrance fee is R1, and it is open from approx. March to October.

Game is plentiful here, and the roads, although dirt, are in first class order. One has a choice of three camps - Namutoni, an old German Fort, Halali and Okaukuejo. The pen itself is hard to describe in its apparent empty state. A photograph will show you a picture of "nothing" if you see what I mean! Despite the shot we were highly impressed, and only wished we had more time available.

Out of the Park on dirt roads as far as Outjo onto Ojiverango, Kalkfeldt, Omaruru, Karibib, and then over to Swakopmund and Walvis Bay. Namib Desert country! Absolutely fascinating scenery - moon scape through the desert, it's quite strange to see Land-Rovers take to the sand and charge off into apparent nowhere! We shall never forget Swakopmund either for its lack of fish and chips, and the camp site on the beachlands!

Petrol restrictions were causing time to run short, so on the Thursday we headed back to Hardop Dam via Windhoek. On the Friday we made it to 41-41s - hot water spring, from where it is possible to journey - on good dusty roads - to Fish River Canyon. What a view! However, having seen a large snake too near for comfort, we decided against walking down to the river bed!

On the Monday we made for home - a distance of 750 miles, and used the Tuesday bank holiday for a rest!

A truly marvellous holiday was had. Camping charges, entrances to parks and the odd meal out amounted to approx R50 and petrol another R120, for a distance of 3 700 miles. The only mechanical problems encountered were a broken throttle return spring, and a 'silencer wheel' fell off! To top it all the trip was carried out in - yes you've guessed it - an MG!!!

Cheers,

JOHN FRY.

---oOo---

The following 12/



BLOODHOUND



Trials at Hakskeen Pan, during September 2018 Hoping to reach 500 Miles per Hour

After much excitement and hype, over the past years in our magazine regarding this attempt at reaching the speed of 1000 miles per hour. It has now been finally decided that during September this year, the 'Bloodhound' will be here to undergo tests. While here, Andy Green, the driver, will be doing rigorous tests and will be aiming at reaching a speed of 500 mph. The main aim this year is to assess the performance and reliability of mechanical parts, steering, brakes etc. They are hoping to be able to return each year, and increasing their speed each year, until the record has been achieved.

Should you want to follow up on this exciting project via the internet. enter 'Bloodhound SCC in South Africa'. A wealth of information comes up, including clips of their previous tests in the UK. Or also enter 'Hakskeen Pan Bloodhound' and see more interesting Facts.

Andy, has already got 2 major Land Speed Records under his belt, and is about to achieve another in the near future. Believe it or not, it only takes 36 seconds to achieve this record, from start to finish.

Do you want to book one of the 500 seats at Hakskeen Pan? Then jump in now -- It will only cost you something in the region of R42,000 to R84,000 per seat. And, any payments made will not be refundable.

ENJOY YOUR BROWSING!!!

Tom Kirkland



Lots of adjustments taking place in the DeGroot household with Rudi now being well cared for in Unique- a frail care facility. Anneke is very happy with the care being given to Rudi and we have sent our very best wishes to him.

Norman visited Graham White recently who is in a care facility having had a hip replacement and needing care during rehabilitation. Graham is a founder member of this club and in fact member number two!



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



MGCC-JHB NATTER
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To be added to the Group

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





ROTARY HARTBEEPOORT CLASSIC CAR MEANDER

When: 22nd July 2018 (Sunday)

Start: French Toast on R511 in Hartbeespoort (just before the Sediba Plaza)

Time: Coffee and light breakfast from 07h00

Start: First cars away at 08h00 (field limited to 200 cars)

Length of route approx. 45km with various stops with challenges for each team. Mystery prizes to be won along the way.

Finish: Hartbeespoort Holiday Resort (on the R513 between Damdornyn and the Brits Road R511)

Cars will be on display to the public until 13h00.

13h00: Prize giving and handing out of metal car badges to all participating entrants.

Lunch will be on sale at various stalls selling food and cold drinks which will be manned by member of the Kuierkerk or you can make use of the restaurant on site. A beer tent will be run by Hartbeespoort Holiday Resort.

The Hartbeespoort Holiday Resort (owned by ex-motor cycle racer Simon Fourier) has been opened up to us free of charge and there will be no entry fee for any visitors on that day. He has plenty of bungalows, chalets, tented camps and caravan area for those wanting to stay over for the weekend.

How do you enter: We will be opening up an on line website which will go live on the 27th March 2018 to enable you to book on line to enter. The web page will be www.hbpclassicar.co.za. Cost to enter on line is R200 per vehicle. **ALL PROCEEDS FROM THE ENTRANCE FEE FOR THIS EVENT WILL BE DONATED TO CHOC CHILDHOOD CANCER FOUNDATION.**

All accommodation still to be booked directly with Donne Gunn at info@tourismfriendly.co.za.

For those arriving for the weekend, "French Toast" will be showing the "GOODWOOD FESTIVAL OF SPEED" on the big screen on Saturday evening, the 21st July. We will meet from 16h30 and the movie will start at 18h00. Entrance fee of R100 will include Hamburgers and beer /cold drinks plus the movie. If there is sufficient interest French Toast are prepared to open their restaurant for those wishing to have a sit down meal, however, we need to have an idea of numbers before the time.

Any enquiries contact either Ron on 0824450373 (e mail: melron@mweb.co.za) or Glen on 0832635326 (e mail: glen@rossint.co.za).

Directions to the Indaba



Suggested Route to 2018 Indaba -
Using Non-Tolled Route - "T" Types
and others - Thursday 3rd May 2018

Meet at Engen-One-Stop - Block House on the R59 to Vereeniging [Time will depend on whether anyone wishes to go on the Mid-day Power Station Tour]. No need to have refreshments at the Engen since we will stop at OJ's in Heilbron. +- 80 km. On the R59 towards Sasolburg watch carefully for the off ramp to the R57 which then leads towards, Heilbron 55km and Petrus Steyn. Take the first turnoff left to Heilbron and watch for really high speed bumps. As we enter Heilbron turn right into OJ's at the Total garage, for refreshments.

On through Heilbron R57 to Petrus Steyn - 46km then to Reitz on the R57 -31km. Through Reitz R57 to Kestell +- 65km turn left at Kestell onto the N5 towards Harrismith then before Harrismith right +-40km onto the R74 towards Bergville and the Berg Resorts. Pass Sterkfontein Dam, then later Little Switzerland +-35km then Langekloof and on to find the left turn to Drakensville.

Total Distance estimated to be 400km from Blockhouse. 6 to 7 hours with stops.



Rodney practicing to be an economist? Nope, sharing details of the route to the KZN Indaba

We are still No1



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we are first
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supplying parts for
your MG.**

MG Advertising

As a relatively new member of the MGCC, I thought it would be fun every now and then to look at some of the advertising used by MG to attract the buying public in the past. Looking at these adverts with today's eyes and sensibilities, I doubt some would even get published now. Some seem a little obscure but probably meant more at the time they were current. If you have any adverts of interest to the MGCC, especially if it is specific to South Africa, email a copy to me at jonathanb182@gmail.com and we will put them into the Thumbs Up.

WHO SAYS A HIGH PERFORMANCE SPORTS CAR HAS TO BE A
"PNEUMONIA WAGON"?
 (Certainly not MG)



We admit there was a time when driving one required a Quarter mule and a strong constitution. There have been some changes made. By MG.

Now the pleasures of fast motoring in open air are yours to enjoy. In and the door, in front of the engine's controls, in the same machine.

Consider MG's top, soft or hard, they're remarkably free from ruck, draughts, rattles and flap. And the roll-up glass side windows concede absolutely nothing to wind or weather.

There are other amenities of course: a range of seat adjust ment that is almost disconcerting; plenty of room in the back-up luggage compartment...extra storage and passenger space just off of the tyings.

An MG owner recently described our car as "the sort you put on, rather than get into." We are gratified, but we intend this is only a half-truth. One not only "puts it on", one wears it bravely, proudly, with flair.

How could it be otherwise—with

a 1600 cc. GT engine, 1600 cc. racing engine, 1600 cc. with overdrive, 1600 cc. with 4-speed stock shift and the incredible control of road and corner steering. The sturdy, snappy MG is a high-spirit race car built to public hearts.



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TRADING POST

Cars for sale



1953 MGTF for sale. Fully restored- Licenced and registered. Asking around 500K negotiable. Call Rajesh on 0813540612.



1982 MGB Roadster for sale. Unrestored original car. Black in colour . Engine previously Overhauled. Licenced and registered. Asking R130 000-00. Call Rajesh on 081 354 0612

MGB GT

1971/2. Teal blue. Tan interior. Webasto roof

MG TC

1945 (15th off line after the war)

Chassis number 0265. Green Body and interior.

Please call to make a time to come and see. Open to all offers.

Tel: John Leishman 076 377 6366

This MaGnificent 1980 MGB R/B is available complete with minilites etc . Call Gill Marguerite on 082 688 0733



44 years of an Edwardian MG [built 1936 in King Edward 8th reign] - it is time to find a younger custodian of the elegant MG SA Tickford Coupe which lives in McGregor. Extensive work history available. Formerly owned by the late Phil Howie and driven up Munro Drive by Phil Hill - see "Norman Talks" December 2017

R680k to the "right home" Keith Poole
k-mpoole@lando.co.za or 023 625 1306



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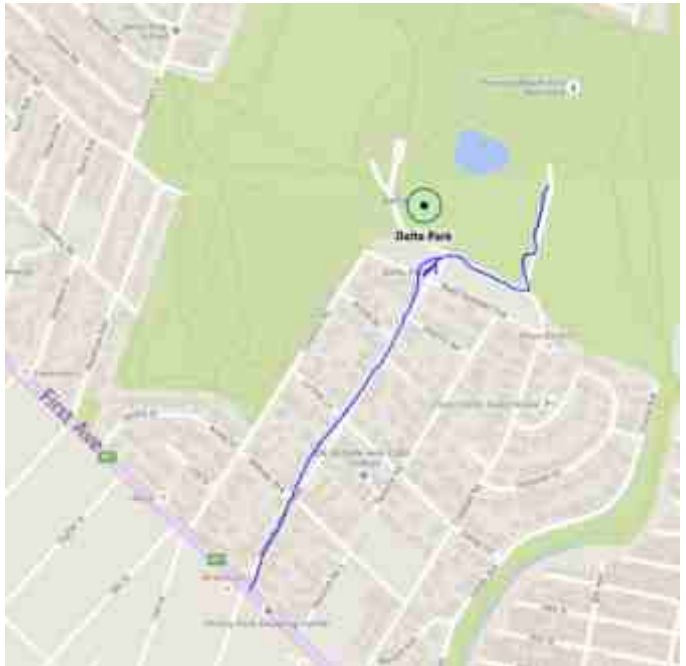
Forthcoming Runs, Noggin's and Events.

April Noggin - Thursday 5 - History of Lady Hamilton by her custodian John Meiring

April run - 1 (April Fool's Day!) - we plan to celebrate Kimber's Birthday at Angela's Picnic at Delta Park. Get there early to avoid the traffic and get a slice of cake. We will have the usual spot on the far right corner near the kiddies play area.

We meet there. Travel along road number three and follow the directions given at the gate. A donation towards Hospice is required. Please give generously.

Direction to Angela's Picnic



May Noggin-2 May

This will be a break from tradition, this is a Wednesday as the Jhb contingent is leaving early Thursday for the KZN Indaba. We have invited the Northern's Centre as well to meet with the French visitors to the Indaba.

May run - 12 May. Tom Kirkland has researched and organized a run to Suikerbos Nature Reserve Run. This will include Cultural visit through Heidelberg, viewing the Town Hall and several Churches, and a visit to the local roadhouse. We will set up something of interest, and should have a good turnout. Details to follow



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