

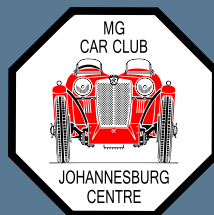
Thumbs Up!!!



**THE ADVENTURES OF
MG TC2456**

IN THIS ISSUE
England – South Africa – England
By Roger Bateman

1969



2017

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE
August 2017

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All Payments can be made directly into the MGCC Banking Account
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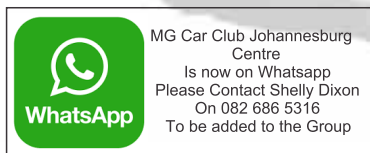
A Natter and Noggin is normally held on the first Thursday of each month at 8pm

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



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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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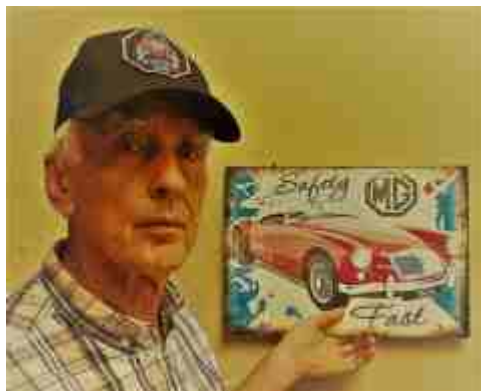
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From the Chair



I have always enjoyed the first meal of the day and our breakfast run to The Barn at the Irene Dairy farm did for me what I enjoy. We had a very good turnout with a predominance of MGAs and two magnificent T Types. After the breakfast some of us proceeded to Smuts House at Doornkloof - a stone's throw from the dairy farm. It is still well preserved and among the many points of interest, his library stands out as the most impressive. Legend tells us that his photographic memory, which has been documented in many publications, allowed him to recall passages from any one of the thousands of books on all kinds of subjects. I mentioned a recent publication at the last Noggin- Unafraid of Greatness- by Richard Steyn- that is well worth reading.

Now the history of the Irene Dairy farm is equally interesting. The web site refers to it as a farm within a city. It has been owned by the Van der Byl family for 5 generations. The original farm was Doornkloof which was split up and General Jan Smuts bought the part where his house is situated. Unlike Nkhandla, the house which Smuts lived in as the Prime Minister, is a prefab house that was purchased second hand from a mining company and re-erected for him. One wonders how different our lives would have been if that brilliant mind had allowed a universal franchise. There was a V D Byl in the Smut's cabinet, but I have not been able to confirm that it was in fact the owner of the dairy farm, but since the V D Byls were neighbours, it is highly likely.


Our MGCC has exposed us to some incredible South African history of that time with these names and Sammy Marks- his home is well preserved with all the original furniture which we visited during the last Indaba. If there is sufficient interest from our members we can arrange a visit to all three venues, the dairy farm, Smuts House and Sammy Marks house. Also, just recently, we learnt at the Museum of Electrical Engineers about Hendrik Van Der Bijl (note the different spelling) who was instrumental in establishing the ESC now named Eskom- just more fantastic and little known South African history

John Mac shared an interesting DVD on a bit of nostalgic club history with the film converted from 8mm movie to DVD on the Maselspoort Gathering in 1975. We heard gasps from some of our longstanding members when they saw their bell bottom trousers and long hair. I have asked John for a copy for the club's archives. We also showed some short movie clips of MG gatherings in Canada and UK. I had planned to show a South African movie "Die Sersant en die Tiger Moth", featuring a TC which is now in the UK. I have helped to trace previous owner of the TC who lives in Pretoria.

We have included an article on this car in this edition and we can share the movie with you or show it at another Noggin.

I am still twisting the arm of a Rational Fire Consultant to give us a talk at the August Noggin. It should be most informative after the recent disastrous fires. Sadly, I see that we missed the Scottburgh Classic Car Show. Somehow we did not receive a notification, but having said that, we do know and I must remind you that the KZN Indaba is not far off. You should contact Terry Cowan -Terry Cowan teamg@telkomsa.net 078 525 8384 if you have not booked yet. I hope to see you there.

Wheels At The Vaal



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- Live Entertainment

14 Vaal Drive, Sylviavale, Vanderbijlpark

Siggi 082 492 5214 □ Abie 084 652 7952

E-mail: sylviavale@heritagemuseum.co.za

The show is being presented on Saturday 2 and Sunday 3 September 2017 at the Sylviavale Heritage Museum 14 Vaal Drive Sylviavale Vanderbijlpark .

MG breakfast at the Irene Dairy on Sunday 9 July.



A general breakfast scene at the dairy



Grubs up; the Sutcliffe family getting their fair share



Familiar faces; Stuart, Michael (new member), Jeanne, Jenny, Jonathan, Hentie, Sharon, Rod & Pierre Note: Michael Trollope recently purchased back his dad's MGB. He is keen to reclaim his dad's original membership number (703) from 1983



Patrick & Jo Sutcliffe depart (leaving their children to follow in the newly acquired MGB)

This is what happens when you don't believe the fuel gauge on an MGB... some of the Sutcliffe family pushing their MGB to the Shell Ultra City



Formation of an Official Club Register

As I have been elected as The Club Register Official for the Johannesburg Centre, I believe that we should be Updating our Records concerning what MGs are in the Club and who owns them.

What better way to tackle this particular Portfolio is to be able to form a Register of all MGs in the Club, and to categorize them into their respective groups. Eg T-types MGAs, MGBs etc, etc. Here I must request All Club Members to please obtain Application Forms and (One for each car they own)

Please complete each form with as much detail as possible, relating to that vehicle. These Registers form an important part of all Motor Club Records in the world today.

You should also commence the list with the names of all the previous owners you know of, who owned that vehicle before you purchased it. Together with any details of work been done on it prior to you receiving it. (Changing engines or up grading parts etc.) This is all important information concerning each and every MG.

When I purchased my MG Y-Type Saloon some 30 years ago I was told it was a “Bad Decision” that I had bought, there were only a few in existence in this country. That stirred my interest, and started a Y-Type Register. Fortunately I had the valuable assistance of Dave Lawrence, as being a pilot was then flying to all destinations in this country. We followed up on any Y-Type that we heard of, where ever it was located. Many in Natal and the Cape and a lot in Pretoria, believe it or not. I am now able to show all the relative names and addresses of where they were found, and their condition at that time.

Dave being a member of the Y-Type UK Register informed them of all this information. They were unaware of most of these cars and were very pleased to update their records. I even have 38 photographs of these cars -- One just being a Battery Box with the Brass Plate attached.

Can anyone who attended one of the Pretoria's MG Club Showdays some years ago where we managed to assemble 9 Y-Types in front of the Club House (Bob Willmott's then recently completed Prize winning "Y" was one of them)

Unfortunately due to my time being taken up with the Editorship of Thumbs Up! I was unable to keep in touch with many of these vehicles. AND the famous motto of the past was “Not to allow your MG to be sold overseas.” Unfortunately that just never happened, and sadly Dave Lawrence was one of the first to allow his valuable Y-B to depart from our shores.

It is also my wish that these Questionnaire be sent to the other MG Clubs in the country, for their input.

I will have copies of these Registration Forms available and will gladly send them on for you to complete. PLEASE TREAT THIS AS URGENT!!!

Best Regards,

TOM KIRKLAND (Register Secretary) Email kirk1@lantic.net Cell 082 4456 770

MG Official Vehicle Register

Please complete this Registration Form with as much detail as you have at your disposal

Make and Model Year of Manufacture.....

Names of Previous Owners.....

Any known information relating to these owners? Engine changes etc

.....

.....

Present Owner's Name Date Purchased.....

Full Address

Tel No. Email Address Cell No.....

Registration No. Vin No

Present Engine No Car NoChassis No.

Present Mileage Other info.....

Present Exterior Colour Upholstery Colour

Original Exterior Colour..... Original Upholstery Colour

Is the vehicle still original? What other Modifications has been made?

.....

Brief Description of Tours or Major Events that this car has participated in?

.....

.....

.....Including Mars, Jupiter etc.

Signature of present Owner Date

Attach Recent Photograph if possible

Thanks for your assistance

Electric cars are upon us

'Changes are absolutely critical. SA's platinum industry will disappear'

27 JULY 2017 - 05:47 <https://www.businesslive.co.za/bd/opinion/editorials/2017-07-27-editorial-electric-cars-are-upon-us/>

Ernest Hemingway was once asked, "How do you go bankrupt?" And he replied, "Gradually, then all at once". Big innovations are often the same, small changes take place, then all of a sudden, it all happens in a great rush.

For years now, publications such as Business Day have been writing about electric cars, pronouncing them as impractical and expensive, on the one hand, or a stroke of genius on the other. Now, finally, they are upon us and it all seems to be happening at once.

Three key events have taken place recently. The first is the delivery this week of the first Tesla Model 3. Second, the decision by Swedish car maker Volvo, now Chinese-owned, that all its cars will be electric or hybrid from 2019. And third, the breaching of the 320km per charge barrier by the Chevrolet Bolt, which hit the market earlier in 2017.

Now, the electric car has gone from novelties such as the Nissan Leaf with a range of only 130km, or the Tesla Model S, which was a breakthrough but very expensive, to an absolutely central part of future car making. Every major car maker now has plans to build a mass-market electric car that will be available at around the cost of an existing car. Improvements in battery quality and production have removed the remaining impediments to the change, "range anxiety" and comparative expense. From dominance not five years ago, the internal combustion engine now looks like a dinosaur.

What are the consequences? How will the enormously complex distribution chains that are now part of the global car industry change? How will mass-market electric cars be adopted by customers? Are they profitable? All these questions that were once speculative have become pressing.

For SA, this might seem a developed-market obsession, but changes are absolutely critical. If the change is total, SA's platinum industry will disappear. Platinum and palladium constitutes about 10% of SA's exports; cars constitute about the same amount.

But opportunities abound too: manganese, of which SA has plenty, is a major component of new-generation lithium-ion batteries used in electric cars.

How disruptive will this technology be? This is a question that cannot yet be answered, but its potential is huge. Car manufacturing is perhaps the single largest industrial effort. Its trajectory has shaped nations. It is no accident that the moment of emergence of new industrial powers typically coincide with innovations to how motor vehicles are made.

Nothing illustrates this better than the US, where Henry Ford revolutionised the industrial process, making cars affordable for ordinary citizens. The impact of Ford's moving assembly line is evidenced by the fact that his system is still the basis for making cars, including the new electric cars.

But business is a game of winners and losers – and the biggest loser is likely to be the oil industry. At the moment, electric cars make up 1% of global car production, so it is understandable that the oil industry has no plans to reduce the 6-million barrels of oil it produces daily. But, according to a Bloomberg study, assume a 60% annual growth in electric car production and the oil industry will have to reduce production by 2-million barrels as early as 2023. That is much, much sooner than most people would guess. Assume a slower rate of adoption – say 30% a year – and collision point hits in 2028. On the other side of the equation, by 2040, electric cars will draw 1,900 terawatt-hours of electricity. That is about 10% of global electricity production.

A different government in SA concerned with different issues would long ago have established a task group to look at the changes electric cars will bring to examine the dangers and seek opportunities. It is not too late to do so.

Over to you, Minister Rob Davies.

Submitted by Kevin Loader



The **BLOODHOUND** Project

The world's most advanced straight-line racing car, BLOODHOUND SSC, will be driven for the first time, at Cornwall Airport Newquay, 26th October. Tickets on sale now!

British team aiming to drive a car at 1,000mph blames a lack of funding for its decision to put back record breaking runs.

A lack of sponsorship cash has forced the Bloodhound land speed record team to delay its timetable by 12 months, meaning the first runs of the 1,000mph, jet-and-rocket-powered car will now take place in South Africa next year instead of this autumn. The delay also means that the first try-out runs at St Mawgan airfield in Newquay, Cornwall will be put back from this spring to the autumn.

The team had been planning to go to the 11.8-mile Hakskeen Pan in the North of South Africa early this October to set a new Land Speed Record at 800mph – comfortably faster than the current 763.035mph record set in 1997 by wing commander Andy Green in Thrust SSC; Green will also be driving Bloodhound. With 800mph under its belt, the team planned to return to the desert in 2017 and have a tilt at writing themselves more history by travelling at 1,000mph on land – not even fighter jets have travelled this fast at low altitude.

Inside the Bloodhound land speed car

03:18

Record breaking is traditionally a hand-to-mouth existence, but the Bloodhound team had hoped that the display of the car at Canary Wharf last autumn would have generated more sponsors, which would come in quicker. While Chapman confirmed that new sponsors were attracted (as were 8,000 members of the public who came to see the 7.8-tonne, 13.5-metre-long car) it's taken more time than anticipated to negotiate the deals.

Andy Green: 'You'd be surprised how hard it can be to drive in a straight line'



Harleys, houses, and rocket-powered record breakers; just three of many fascinations for the fastest man on earth

"In Bloodhound, just closing the throttles causes a 3G deceleration - which is about 60 miles an hour a second. Have a think about driving at 60mph and stopping in one second. It's fairly significant. All of the blood will rush from my head to my feet, and because of that, it's at about this point that I'll start to get tunnel vision and to grey out."

If I had to list the things I would not want to happen while driving at somewhere around the 700mph mark, "tunnel vision" and "greying out" would probably be fairly near the top. But it's all in a day's work for Wing Commander Andy Green OBE BA RAF (or just Andy, as he's more usually known), Oxford graduate with a first in maths, and the man who not only trains fighter jet pilots in his day job, but breaks land speed records on his holidays.

Green is speaking ahead of an evening of talks by adventurers and explorers hosted jointly by Mumm and Land Rover at the Royal Geographical Society, during which he plans to explain the method behind the madness that is his next great record-breaking attempt.

Submitted by Denise

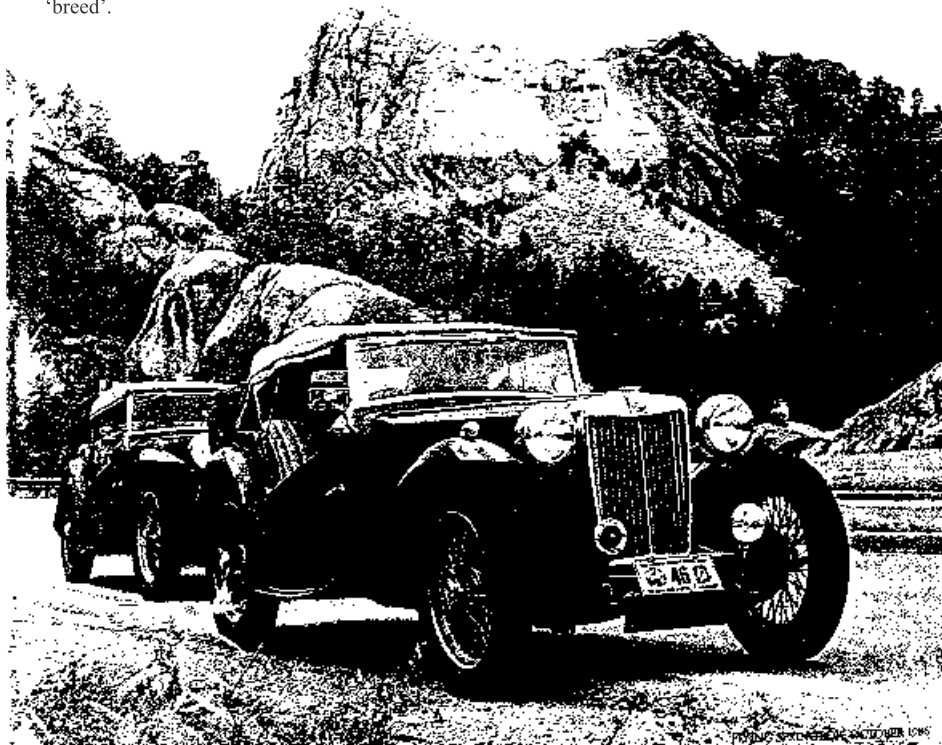
N rman Talks!

ALL AROUND AMERICA IN 'LIL OLD MGs!

Nineteen eighty-six has been a great year for many reasons. The Statue of Liberty, the city of Johannesburg, Coca-Cola and the motor car all celebrate their centenaries this year. Fifty years ago, when the motor car itself had reached its Golden Jubilee, the MG Car Company, in the little village of Abingdon-on-Thames, presented the latest addition to its line of well known two seater cars to the world.

Those responsible, back in 1936, surely never imagined that their latest offspring was to become the first of a line of the world's best loved sports cars - the 'T'-type MG.

The series letter 'T' denoted it as an alphabetical follow up to the earlier P, Q and R series cars, while the model letters ranging through TA and TB, before the War, to the TC, TD and TF up to 1953, described the variations of engine and body style - the TF being the sleekest and possibly most sought after of the T 'breed'.



These little cars made the initials MG synonymous with the word 'sports-car'. After the War, Gis took their Tes home along with their war brides, and it is an accepted fact that the TC started the sports-car 'revolution' in the USA. Hollywood Stars and starlets snapped them up - from Clarke Gable, James Dean and Ronnie Reagan to June Allison - while Prince Phillip courted the future Queen of England in one - the 'T' type MG had arrived! Reliable, economical, hardy and fun to drive they really were!

This may seem a trifle trite to readers who, years later, have driven one of these cars, with worn steering, cart-spring suspension and weather equipment that was archaic when new. So when a group of American enthusiasts proposed a marathon rally around the United States, to be called the Ocean to Ocean T Tourist Trophy for T Mgs, to celebrate the car's Golden Jubilee, there were those, world-wide, who pronounced them insane. Only 50 'T' type Mgs would be accepted for the event, which would consist of over 12 000km of driving in 20 days - the distance from Cape Town to London and then to Athens.

To the uninitiated, it may have sounded an impossible feat for cars between 31 and 50 years of age! But those who know and love the cars know best.

We entered. The car was a TC, owned by SAA Training Captain Brian Wallace. His co-driver was Arnold Sommer, while Clive Alexander, Peter Fielding and I were given the opportunity of driving the event's back-up van.

Rentum airfare for a car - even a little car - is very high but thanks to sponsorship from RT-Spartans, Simba-Quix and the MG Car Club, that was taken care of. The flight to New York on an SAA Combi-Jumbo was an adventure in itself.

As we boarded, the car was waiting to be loaded from a raised scissors jack - bright lights playing on its British Racing Green paintwork. Although I have flown to America several times, there is an almost child-like excitement that grips me when I board. Discovering that Sarel van der Merwe, South Africa's great rally ace, was seated next to us, only added to the excitement. Talk cars? Of course!

Once cleared through customs, the little TC nosed its way through the New York traffic to Rockaway NJ for the technical inspection and 'ice breaker' party, where we saw the 'opposition' Mgs for the first time.

Back through the traffic the next morning for the start at Liberty Park, with Lady Liberty's torch raised high, almost as if to signal, 'Gentlemen, start your engines!'

The were Tcs, Tds and Tfs galore - and a lone TA from Holland. As they roared away ahead of us through the fast-moving New York traffic, a passing trucker came in load and clear on the van's CB with a 'Well lookee heeya! Jes look at all the cute lil old Mgs!'

The adventure of the weeks ahead would fill a book; the trials and tribulations of those who simply hadn't prepared their cars for what was truly a back-breaking marathon; the sheer fun and pleasure that comes from new friendships and sharing new places and new experiences with old ones.

The South African car finished the event as it began, totally intact, with never a spanner being put to it and with not so much as the hint of an oil leak anywhere, so we had plenty of time to help others, thus becoming part of the incredible camaraderie. I will long remember the green hills south of Pittsburg; racing a thunderstorm, top down, into Indianapolis; the 'gunfight' at Dodge City; Hopi Land; crossing the Hoover Dam at 110°F in the shade; and the rubber tread on my shoes melting later in the day as I crossed the street in Las Vegas at 123°F. The glitter and the lights of Vegas; an exhilarating, drive along the Monterey peninsula; the awesome majesty of Mount Rushmore; the most incredible night sky I have ever seen - in Utah; 4 July in Cody, with cowboys and cowgirls in the town's parade (when the rest of the world was watching Lady Liberty); and the final dash into Toronto - in front of gargantuan but gentle 48-wheeler trucks that could have crushed us like insects underfoot as we scampered between them at over 100 kph.

Most of all, I remember the warmth and friendliness of local people who took us into their hearts and their homes.

There was no trophy or overall victor - those who finished received a finisher's medal and a warm round of applause. You see, the *real* prize was being there.

The author is national chairman of the MG Car Club and organiser of the International MG Indaba '86, which takes place at Gold Reef City, Johannesburg, from 10-12 October.

October will be a special month for MG enthusiasts, for apart from the international event, MG enthusiasts from around the world will be hosted at events in Durban, Port Elizabeth and Cape Town.

South African Airways wishes you . . . Happy Motoring!

Norman wrote this article in October 1986 about the trip across the USA that was featured in the SAA magazine - Vleende Springbok.

THE ADVENTURES OF MG TC₂₄₅₆

England – South Africa – England

By Roger Bateman

Part one of the adventure

I must have been 10 years old when I fell in love with a red MG T-Type belonging to a neighbour. I remember he'd said it was the rarest of all the T-Types. Now, with the wisdom that comes with age, I guess it must have been a TB - but then I neither knew nor cared. A T-Type was a T-Type, and I wanted one more than anything else.

I had to wait another 55 years before that wish was translated into reality. I came close a couple of times, but in 2015 I finally succumbed to a smart green 1947 TC in my local classic car auction. In the catalogue it was said to be in condition 1 to 2, restored and ready to go after some recent work ("bills available"). My wife and I went to see it and, indeed, it looked to be just as described.

To my amazement I was not allowed to drive the car, nor even start the engine. This was new to me. I had spent a lot of time hanging around the Beaulieu classic car auctions where I'd seen punters driving everything from brass Brighton Runners to Ferraris and listening to the noises they made.

"No, we don't do that", said the Head Auctioneer, "We'd end up with flooded engines, flat batteries and bits broken off if we allow that. You will have to wait to see it drive over the block on the day of the auction."

I was, however, allowed to inspect the vehicle file. This MG had been exported new to South Africa in 1947 and repatriated in 1986, that much it did say, but it was a bit thin on documented history for a car supposedly fully restored. It contained only one invoice, a very recent one for a new radiator, a cylinder head overhaul and, quote, "check brakes". I noted the name of the garage that did this work and rang them when I got home. I was told by the proprietor that it was "a good car, no vices and no problems".

I spoke to the Head Auctioneer again and he concurred with this view, so I reckoned I had done everything I could under the circumstances to ensure the car was OK. Cars at auction are bought 'as seen' and one has to rely on the catalogue description and one's own experience. No comebacks.

Well, it looked fine to me. As it turned out, everything that I could see was, in fact, fine. It was smartly painted British Racing Green with lovely tan leather interior and full weather equipment. Everything visible under the bonnet was nicely detailed and consistent with a restoration. It was what I couldn't see that wasn't so good and which, it subsequently transpired, the auctioneer was deliberately keeping from me.

On the big day my top bid was accepted and I hopped in to drive the car home. That journey, only 10 miles, was a nightmare. The steering had a mind of its own such that the car would dart around unexpectedly with no provocation, and the brakes were almost non-existent. Even my Austin Seven has better brakes, which will mean a lot to some readers!



TC2456 as purchased. Described as "Condition 1 - 2, a good car, no problems and no vices".

When I started to investigate the problems I soon found that only one brake was working, all the others having seized cylinders and oily linings. The steering presented an equal selection of horrors: the steering box was sloppy; the front axle was bent and twisted; the tie rod and drag link were distorted; the track rod ends were worn; and the drag link end was even home-made! The carburettors were a mixture of mismatched parts. Finally, I discovered that the front engine mounting plate had been broken and re-welded so inaccurately that the engine was skew-whiff in the chassis.

It was obvious this MG had been in an accident at some time. No wonder the poor old car was more "Danger Fast" than Safety Fast (MG's advertising slogan)!

2. TRACING THE HISTORY - ENGLAND

I decided to speak to the previous owners to find out what they knew. The Driver and Vehicle Licencing Agency gave me their names, so it was not too difficult to get in touch with them.

Judging by the old MOT certificates, in the 30 years between the car arriving back in the UK and me buying it, it had only done 2,500 miles - doubtless because it was not safe to drive and previous owners had palmed it off in a hurry. What I still find amazing is that none of these people had thought to even pull off the brake drums, let alone check the wheel alignment. Most likely the steering had been like that for years as I found evidence of a previous attempt to straighten the axle following the accident. It is completely remarkable none of the MOT tests had ever identified something wrong here.

I wanted to know more about it.

The First English Owner lived in Blackpool. It was he who had UK-registered the car in June 1987. He had been a director of a car dealer in Preston. As a sideline he had moonlighted buying and selling classic cars, automobilia and old clocks, well into his retirement. He told me that he had previously owned another TC, registration number HHN 281, and later on had an MG TF 1500 sporting the number plate 1500 TF for some 30 years, so he was an MG man. However to my great disappointment, when I contacted him in 2015, he stated categorically that he “knew nothing of TC2456 and had never imported any cars”. But there can be no mistake: he confirmed that his name, address and signature on the documents are in his handwriting. This is the right person.

So, undaunted, I continued to track through the car's ownership records in the hope that more would be revealed.

This brings us to the Second English Owner. He was a farmer with a large collection of quality cars who had added the MG in April 1988. He was the UK owner who'd had it for 18 years, so by far the longest. In that time his father, who owned engineering works, carried out some restoration to the car including a re-trim in tan leather (at his wife's request) and another repaint in green. From what I can gather, the car was hardly used in all this time, and was either undergoing restoration or afterwards sitting in the car collection. The speedo was probably set to zero at this time as the 2005 MOT shows only 1,457 miles. He died in 2013, but had already sold the MG at an H&H auction in July 2006 (a different auctioneer from the one that sold me the car in 2015). His widow told me that they were aware of the skittish steering but thought it was due to the 'skinny tyres'. She also told me that there was a thick ring binder detailing the restoration which was passed on to the purchaser of the car at the H&H auction.

The Third English Owner was a property developer who lived in Lincolnshire and had bought it at that H&H auction in July 2006 for £13,250. He owned it for less than two years. He was very unhelpful, refusing to communicate with me himself at all, eventually getting his secretary to email saying he had no information to offer except that he had given the history folder to the next owner. He was definite about that. However, I don't believe him because.

. The Fourth English Owner, who also lived in Lincolnshire, said that he had not been given that elusive documentation. He seemed an honest fellow, so I believe him and shall probably never find it now. He owned the car for four years, having bought it in February 2008. He recalled that he had the bonnet repainted.

The Fifth English Owner lived in Derbyshire and bought the car in August 2012. He owned it for 3 years, having bought it because he'd admired its looks but admitted that he had no mechanical knowledge. Would you believe, he told me he was afraid to drive it because he was frightened of the brakes and steering! The last straw for him was an engine misfire which persuaded him to sell it

The Sixth English Owner, the most recent, was a lady who had owned the car for only 3 months. I was surprised to note that she had the same name as the Head Auctioneer. Yes, that's right, she is married to the chap who had deliberately been economical with the truth about the condition of the car. Fishy! So I rang him up.

“Remember me? We spoke about your MG before the sale. Well, I bought it.”
He didn't turn a hair. To my astonishment he told me, “I bought it for my wife but she didn't like the steering and brakes so we decided not to keep it.”
Odd that this man hadn't see fit to mention any of this to me before the auction, let alone that he himself was the vendor. On reflection, I suppose it is no surprise that he doesn't allow road tests before the sale! Caveat emptor, indeed!
And as for that repair garage - well, it's guys like that who have earned the motor trade their bad name. If he had indeed “checked the brakes” he must surely have looked inside the drums; and I imagine he then told the Head Auctioneer that repairs would be expensive, thus precipitating the hasty sale of the car. And, to cap it all, he deliberately misled me when I asked about the car.
Reading between the lines, and the fact that there was that invoice for a new radiator and head overhaul, it's my guess that all the coolant had leaked out of the radiator causing the head gasket to blow, hence the misfire that precipitated The Fifth English Owner to sell it.
Well, the English history so far was singularly undistinguished, although it seemed to me that the first 40 years in South Africa must have been more exciting. To move forward (or backward!) from here, I needed to trace the South African history where the car had spent more than half its life. The crucial link to that seemed to be The First English Owner, but he could not. . . or would not. . . . tell me anything at all about the importation. This made me apprehensive. Was there more to this than met the eye? Perhaps the car had left South Africa illegally. Been stolen, or worse? .
At this point I was stumped because, if he couldn't tell where the car had come from, my history quest had hit the buffers.
To be continued

DATE TO REMEMBER - PISTON RING CLUB
Always on the 3rd Sunday. The September one is the one NOT to miss



An old news paper clipping (1970) from Rhodesia that will be of interest to the Twin Cam owners. At show day there was an amazing line up of Twin Cams with a renewed interest in the rare models. The article explains why they became so few and far between

CALLING MG TWIN CAM OWNERS

MG OWNERS must be among the most enthusiastic and close-knit of the world's motoring enthusiasts.

The MG Car Club of Rhodesia was formed in 1959 and despite sanctions and a chronic shortage of new MGs has been able to keep going with a small select membership of real enthusiasts.

Last August, when the

MG marque was 50 years old, the Rhodesian club held a cavalcade at Donnybrook, and a photograph of Ivan Hobsbansen's MGA Twin Cam coupe was later reprinted on the front cover of Safety First, the official magazine of the MG Car Club of England.

Mrs Vi Wells, secretary of the Rhodesian club, has now had a letter from Phil Richer, group secre-

tary of the Twin Cam Group of the British club.

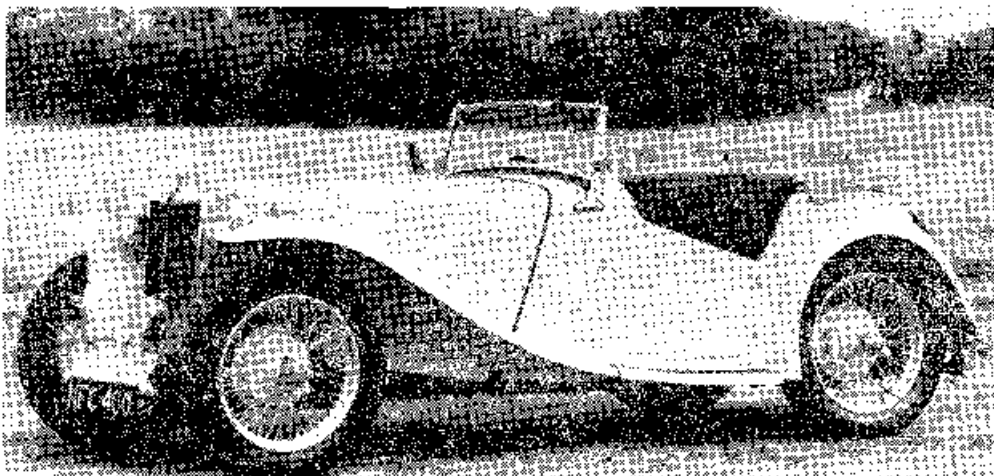
He would like to know details of any other Twin Cams in Rhodesia as his group is forming a register of Twin Cams all over the world. He seeks engine and chassis numbers and any history associated with the individual cars.

The MGCCR has details of only two cars here, but is aware of at least seven,

plus some that were converted to ordinary MGAs 1600s because their owners did not go for the twin-cam engine.

So Mrs. Wells (phone 25889, or Box 8223 Garsway) would like to hear from any Twin Cam, or converted Twin Cam, owner with as much detail as possible.

This will also help to keep Rhodesia's name alive in the MG world.



Submitted by Bruce

THE MG TC, which ranks high with Americans and which commands a high price as a valuable "classic" car.

[Picture: Christian Science Monitor,

CARS in the PARK

6 Aug 2017
GATES OPEN 08:00




- Zero to One Hundred: A century of Ford Display to honour Lazarus Motor Company's celebration of its 60th Anniversary
- SABAT-sponsored QuadPara Race Day
- 100+ Clubs display over 2500 Vehicles
- Display of racing cars that raced at the old Grand Central and old Kyalami
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Who Remembers the GOOD OLD DAYS of the “MG Car Club, Johannesburg Centre”

It was 31 years ago that I proudly purchased my MG Y-Type, I was told by the Seller, that I just had to join the MG Car Club. When I first saw it I realised that if I was going to buy it, this would surely be approved of by my wife Martie. She would not appreciate her hair being blown about her face, and the sun burning her complexion. So, this is the car we would both get a lot of fun in driving on Club Events. We gingerly attended our first Noggin. On introducing ourselves, we were immediately asked by our Chairman, Norman, why we chose that Saloon. They could have found a TC, MGA or even an MGB, had they of known that we were interested in MGs. However we were soon approached by Lawrence Sysum that that was a very rare and special car to have. It was delivered on a trailer with all parts being restored, but I needed to assemble it almost from scratch. Nine months later it was licensed and went proudly to Angela's Picnic. Those days I did not keep count of how many cars went out on these runs, but I was usually put out in front, with a route schedule, to led about 30 to 40 MGs. With red faces, we usually arrived at the destinations last. Only to find most of the others already in the Pub with several empties in front of them. Once the others realised to which Picnic Spot we were heading for, they all found other roads and got there much sooner than us.

There were many regular venues during the year Angela's picnic, being one of them, then Showday, and the Pretoria Annual Show day being the first Sunday in August, (Now held at Zwartkops), The Ladies Dinner in December and the annual SAMCA run to the Vaal each January. Then at least one and sometimes twice per year we held Gymkana's at Esra Martin's Farm near Bapsfontein. (who remembers the “Dust” or the “Mud?”) Oh Yes, Father Christmas always found us, usually at Peter Knight's home just before Christmas, On going through some of my photographs recently, it was surprising to count almost 30 to 40 cars out on these events. The pictures also revealed that each of us were 30 years younger, and most had children, and mothers and fathers that often went out together with us.



in 1978 father Cchristmas arrived in aTC. At lease one of the children is still a member of the Club. Can you spot him?

There were often Rallies, to test our driving skills and sometimes almost caused 'Divorces' when wrong information was given!!! However it was all sorted by the time we departed for home again. That is where the MG Family was at its best, we all went out on these events together and really became closely associated with each other. Then on many occasions we went all the way to Potchefstroom, where our good friends, Johan and Sophie van Graan hosted an Annual Motor Show, where we booked in at the Potchefstroom Dam Resort for the weekends. We also found time to take part in the Tusker Tour and other such events.

Yes, time does move on Nowadays, life has become much more demanding, our family life has changed, and we hardly ever sit at an evening table for supper any more, and just chat about this and that. The cell phone, I-Pads and computers rule our lives. Yes, again we had a long list of new members joining the club each month. I have just recently looked through the Thumbs Up! Magazine dated September 2003. I actually counted 28 new members joining in one month, however believe it or not, there is only one couple, Sue and Garth Todd, who now live in Port Elizabeth are the only ones that are still members from that list. The following month I found 17 new entries.

This tells me that there is something we are not doing correctly to keep these members interested in our club. -- Where are they all today? AND Importantly, where are all these MGs today?

We understand that nothing remains the same for ever! BUT this is TRAGIC!

Regards, TOM and HYLA



Two MGB engines freshly over hauled. One early 5 main bearing and one is an 18V Late model- Phone 073 453 6690

Peter Knight has his TD up for sale

Bob Osborn has produced a list of many parts MG and other classic car parts surplus to his requirements.

Stephen Grover is looking for hens teeth! He is after a gear box for a B V8.
Michael Dixon is in search of a Twin Cam engine (rarer than hens teeth!)



Great Link

Gert Jubileus' weekly Steam Report

<http://sandstone-estates.com/images/pdf/gert/25%20July%202017x.pdf>

QUOTES FOR THE MONTH

No other octogenarian we know of is capable of running circles around most other drivers, as well as being so damn charming all of the time, so it's time to raise a glass of champagne and toast Sir Stirling with a few of our favorite things...

"It is necessary to relax your muscles when you can. Relaxing your brain is fatal."

"Motion is tranquility."

"There are two things no man will admit he cannot do well: drive and make love."

"I believe that if a man wanted to walk on water, and was prepared to give up everything in life, he could do it."

"If God had meant for us to walk, why did he give us feet that fit car pedals?"

"If everything is under control you are just not driving fast enough."

"To achieve anything, you must be prepared to dabble on the boundary of disaster."

"I love to feel a racing car around me, to feel the way it holds me."

"With driving a motor car, the danger is a very necessary ingredient. Like if you're cooking, you need salt. You can cook without salt, but it doesn't have the flavour. It's the same with motor racing without danger. For me."

"It's hard to drive at the limit, but it's harder to know where the limits are."

"It is better to go into a corner slow and come out fast, than to go in fast and come out dead."

"I am not a driver, I am a racer."



SIR STIRLING MOSS

Submitted by Denise

TECHNICAL

Submitted by Bruce

DISRUPTIVE TECHNOLOGY - SEISMIC EVENT IN ENERGY WORLD

Following the various articles that we have on the shift to electric powered vehicles this article that appeared on the Times this week is worth sharing:

“ Big Oil thought it has half a century to prepare for the end of the internal combustion engine. At best they have a decade before the threat turns deadly serious.

The twin announcement by France and Britain- within two weeks of each other- to ban sales of petrol and diesel cars by 2040 is an earthquake to the energy world.

Germany is inclining towards prohibition by 2030, Norway already has a 2025 target and the catalytic effect is spectacular: sales of electric vehicles this month reached 42% of all cars in the world.

China's new plan stipulates that zero-emission vehicles must make up 8% of total sales next year, rising to 10% in 2019, and 12% in 2020.

Car makers that do not yet produce EVs-or not enough of them- face being shut out of the worlds largest car market.

On the one hand it costs ever more to develop fossil-fuel cars tha meet tightening rules on pollution. On the other, the costs of electric batteries keeps falling, The scissor-action is remorseless.

The argument among economists is not whether peak oil demand will occur but how soon, Goldman Sacks said this week it could be in 2024.

Tony Seba of Stanford University in the US says EVs will reach cost parity by 2022 as prices fall below \$20 000 and thereafter they will sweep the field on cost alone (you will remember Kevin talking about the Tipping Point)

With far fewer moving parts and a potential lifespan of 800 000Km, they will render the combustion engine obsolete.

It is similar to what happened to Kodak when digital cameras appeared.

The end will be swift and brutal:”

Tesla's set to deliver the new electric Model 3 compact car to its first 30 customers on Friday (July 28).



Tesla's set to deliver the new electric Model 3 compact car to its first 30 customers on Friday (July 28). The car is half the cost of Tesla's previous models, so it has the potential to attract many more customers to the brand. Tesla hasn't revealed many details about the Model 3. Here's what we know so far:

Size: Tesla has said the Model 3 will be similar in size to the Audi A4 or the BMW 3 Series, which would put it in the medium-sized sedan segment.

The company says the Model 3 can seat five adults and has more cargo capacity than similar cars of its size, since it has trunks in both the front and rear.

Price: The starting price of the Model 3 is \$35 000 (the equivalent of R455 000). With a \$7500 US tax credit, that falls to \$27 500, but that tax credit is likely to begin phasing out in 2018 Tesla sells more than 200 000 vehicles in the US. Many states offer additional tax credits, including California, Colorado and New York.

Range: 346km on a charge.

Features: The hardware for Autopilot, Tesla's partially self-driving system, will be on all cars, but customers will have to pay extra for the whole suite of capabilities, including automatic lane-changing.

The Model 3 will have fewer configurations than earlier Tesla vehicles, to make manufacturing less complex. But CEO Elon Musk has said customers will get to choose a colour and wheel size.

Ordering: Potential buyers can put down a \$1000 refundable deposit to get on the list for a Model 3.

People reserving a car now will likely get it in the middle of 2018, Tesla says. Tesla hasn't said how many reservations it has for the car.

The Tesla 3 is likely to reach SA in 2018 or 2019. Have a look at the website link for pictures.

Headed for SA? What we know about Tesla's new Model 3 sedan

2017-07-28 10:08

Source: http://www.wheels24.co.za/News/Gear_and_Tech/headed-for-sa-what-we-know-about-teslas-new-model-3-sedan-20170728

Submitted by Kevin Loader

Another newspaper clipping on the demise of the Doll House. It has an important place in the MGCC history.

Save the Doll House

ANDREI VAN WYK

andrei@e-caxton.co.za

A notice for the proposed demolition of the iconic Doll House roadhouse in Highlands North has been put forward and residents may send in their objections.

The Doll House is one of Johannesburg's oldest roadhouses, with photographs of the venue dating back as early as 1940. The establishment has been one that many Johannesburgers have fond memories of.

In early July, a notice from the Gauteng Provincial Heritage Resource Authority

was sent out announcing the proposed demolition of the property.

The heritage authority also called for residents to send through their objections to the proposed demolition.

Objections can be sent to Private Bag X33, Johannesburg, 2000; by fax to 011 355 2565; noluthando.cembu@gauteng.gov.za or lesego.ramela@gauteng.gov.za. Details: www.sacr.gov.za



Share the experiences you've had at the Doll House by posting on the North Eastern Tribune Facebook page



Photo: Facebook

A proposal for the demolition of the Doll House roadhouse has been put forward.

Then Norman is still convalescing at home but he does enjoy the well wishes from our members.




The Kirkland's tranquil run to the Rietpan Nature Reserve, After the cold day yesterday, huddled indoors. We were pleased to see the sun today. Just to prove the Y is still up and running, we made a sandwich, and enjoyed a quiet day at the Reserve.

We did notice that most of the animals had been given the day off, but we spent most of the day at this quiet spot?

Sorry we missed you all.



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

MaGnificent New Members

We have one new member to welcome Michael Trollope who has purchased his late father's MGB back from Brad Meiring.

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



We are still No1

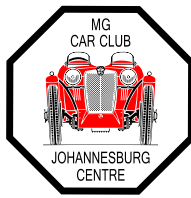


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Forthcoming Runs, Noggins and Events.

August Natter and Noggin

Old Ed's -3 August 2017

A fire talk

August Run

Sunday 13 August 2017

We have arranged a lunch in the South

This is at Miss Grace a delightful oasis not far from the Lido Hotel

The address is Plot 152 Kliprvier Road (R 550) Eikenhof

Secure parking will be reserved for MGs on a lawn inside the venue.

It will be necessary for us to book so please confirm on WhatsApp or phone Bruce 082 457 8338

We will meet at Old Eds at 11h00 for departure 11h30 that should get us there by 12h00

September Natter and Noggin

Thursday 7 September

TBA

September Run

10 September

A Bring and Braai at Clive Winterstein's property in Northcliff to see his Classic Car Collection

Details to follow

October Natter and Noggin

TBA

October run

Sunday 22 October

Jacaranda Run

This is a long standing tradition and it finishes off at the Northern's Club House for a bring and braai.

Details of the convoy to follow



Map for 13 August



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