

Thumbs Up!!!



1969



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OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE
December 2016

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MG CAR CLUB

Johannesburg Centre



PO BOX 52336 SAXONWOLD 2132 JOHANNESBURG

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All Payments can be made directly into the MGCC Banking Account

Remember to reference your deposit with your name and preferably state your Membership No.

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

Our Website: www.mgcc.co.za

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Thumbs Up!!!

EDITORIAL



As you all know that my main interest lately is restoring old cars, but I also spend a lot of time on my computer in the evenings; mainly searching for information and spare parts for these cars. Very interesting items are found where folk discuss their problems, and gather valuable advice.

I also find information for the Magazine from sites such as Bloodhound and follow the results of the BTCC, UK Motor Racing Series, which I am sure most MG Fans would enjoy. Did you know that this year's series - to me, was most enjoyable and exciting, having a ZT makes it more interesting as the two MGs on the track are basically similar to the one I own; except that they probably change the motor each weekend after racing. Our teams usually came in the top half of the results, and had some regular firsts and seconds during the season. I have often sent a page describing the racing events, with the full results, but it does not seem to be important enough for it to be published. Just go to 'BTCC Racing Results' and see what comes up!!!

Another of my interests, is receiving the exciting Newsletters from Sandstone Estates almost each week, sometimes up to 32 pages. For the past 18 months they have been upgrading their 2ft gauge railway system, and this will continue until the end of March next year. ready for their next 10 day Show. At least 22 steam locomotives, and dozens of trucks and coaches are all being restored at present. What a major task that this has been. Working on MGs is 'Childs Play'.

It will be well worth while to book NOW for Next Year's event. See their site.

I am no computer expert, but I do enjoy going through these sites. I urge many of you to register, and enter into the Sandstone Website on a regular basis. Just enter 'Sandstone Estates Ficksburg', into your 'Website' and you will have enough reading matter for the rest of the month. Learn all about their Agriculture, Railway System, Army Vehicle Collection etc, etc.

Editor.

(Have a wonderful Christmas and a Great New Year)

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From the Chair

As we wind down for the Christmas break we should take time to reflect on what we did in 2016 and look at what we have ahead of us in 2017. We had the monthly Noggins and committee meetings, we hosted Show Day and attended the Indaba in Pretoria. The runs included, what now appears to be the last run to Silverdale (see article elsewhere in the magazine) the Valentine's Day at Hogsville, The Zaamtrek at Nick Parrots' farm, Kimber's Birthday run hosted by the Wilmots, a trip to Maropeng (sadly badly attended due to it coinciding with Mother's Day), The James Hall Transport Museum and lunch at the Troyeville Hotel, the very popular run to Magalies Park, a taxi ride and evening at the Northern's Clubhouse, the Jacaranda run and the penultimate run being the Christmas Lunch. The final run of the year will be Norman's Birthday run- details elsewhere in this edition.

It was an eventful year when you look back. Looking forward we have the January run which has traditionally been to the Vaal and Silverdale Museum, but sadly Siggy has sold the property and the contents. Abi Brink is organizing an alternative and it will be to the Vaal. Norman tells me that it will be the 37th January run to the Vaal- this will take place on the Sunday 22nd January 2017.

The Natters and Noggins have been interesting with talks given by, inter alia, Stuart Cunninghame, Norman and Paul Williams, and the inter-club quiz. The December N&N will be the traditional social evening with some of Kevin's slides of the year's events in the background and Norman will be bringing some collector MG books along for display.

On a serious note, we have the AGM coming up in February and we need to spend time looking for new members on the committee. We need new blood, new vitality and new ideas. I feel that the members are tiring of the repetition. It is important to keep traditions, but we need to spice up the events. A number of the existing committee members have indicated that they will be moving on to allow new members to be elected.

We have managed to create a Face Book page and it is gaining popularity. The website has problems, but it works, however it needs input from more members. Our communication is now largely SMS and emailed based and it will ultimately also be WhatsApp driven. A lot of effort goes into the production of the 11 editions of Thumbs Up and it is available to members and non- members free of charge. There is a small international readership.

Ideas that have been mooted for increasing membership are:



Having the N&N during the day (our older members are reluctant to travel at night)



Finding a more central location for the N&N- Members are now living further afield than Norwood



Registering the club with SAVVA as opposed to SAMCA has been suggested- a disadvantage is that SAVVA only includes cars up to 1980.

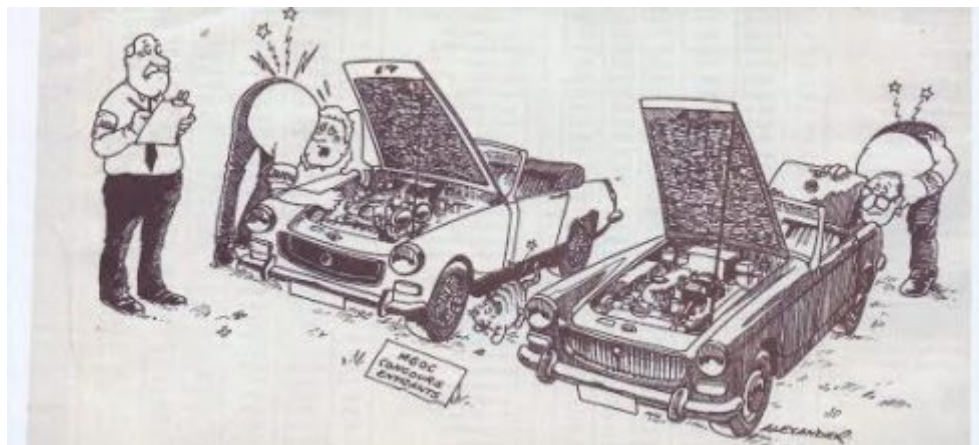
When I took over as chairman in February there were only 60 paid-up members. The membership now stands at over 178 paid-up members, this includes a few new members. The days of 300 plus seem to have gone. I have a feeling that the number of MGs has not changed much, but they are now in fewer hands with many of our older members owning more than one car.

We ask that you pay your subscriptions now as they fall due at the end of the year. All the banking details and fee amounts are included in this magazine. It is time consuming and costly chasing up members to pay.

As this is the last magazine of the year, my committee and I wish you a

Happy & Safe Festive Season

Bruce



It's no good...you'll have to call for the club's osteopath

2017 SUBSCRIPTION FEES

Family Membership	R280.00
Single Member	R210.00
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See Banking Details on Committee Page	

New Law Bans Cars That Are NOT Electric

By Jeff Siegel

Written Tuesday, October 11, 2016

SUBMITTED BY KEVIN

It's enough to make a libertarian squirm.

Actually, it's enough to make any free-market advocate scream at the top of his lungs.

But none of that matters to Germany's Bundesrat, which just passed a resolution to ban the sale of internal combustion vehicles.

Yes, you read that correctly: a complete ban on the sale of internal combustion vehicles.

The ban wouldn't go into effect until 2030, but folks, that's not that far off.

And as analyst Bertel Schmitt from Forbes pointed out, this goes far beyond Germany...

Germany's Bundesrat is a legislative body representing the 16 states of Germany. On its own, the resolution has no legislative effect. EU-type approval is regulated on the EU level. However, German regulations traditionally have shaped EU and UNECE regulations.

Say what you want about "unity" amongst EU nations, but everybody knows that without Germany, the EU is sunk. Germany has the economic muscle to influence everything that happens in the EU, and everyone knows it.

So when Germany says it's banning the sale of internal combustion vehicles, rest assured, the EU is banning the sale of internal combustion vehicles.

Expediting the Inevitable

While I may not be the kind of guy who likes the idea of the government banning the type of car you can drive, I am the kind of guy who knows an opportunity when he sees it.

Quite frankly, I couldn't care less if the EU bans the sales of internal combustion vehicles. Internal combustion vehicles are on death's door, anyway. In another 10 years, nearly every new passenger vehicle in EU showrooms will be electric.

This is just going to expedite the inevitable. And if you're smart, you'll take full advantage of this situation.

You see, in 2015, new vehicle registrations in the EU hit 12.6 million.

By 2030, that number will likely be considerably less, thanks to the growth in car-sharing services, an increase in more walkable and bikeable communities, and an expansion of more efficient public transportation. These alternatives to car ownership could end up snatching as much as 30% of the passenger vehicle market in the EU.

That being said, that still leaves about 8.8 million new passenger vehicle sales in 2030. With all of those being electric (because hydrogen fuel cell adoption will still be a myth in 2030), that's a very big deal. And it doesn't stop with the EU.

Tesla's CEO Accidentally Reveals a Big Secret

Investors have been desperate to learn where Elon Musk plans to get his future lithium supply.

The thing is, he just accidentally let the answer slip recently!

And that means early investors can turn \$5,000 into an easy \$90,000 from Musk's slip-up.

18 Million Electric Cars

According to a report from the Argonne National Laboratory, by 2030, electric cars will make up 58% of the light vehicle market in the U.S.

In 2015, U.S. consumers bought 17.5 million cars and light trucks. Even if the U.S. market doesn't ever grow again and instead stays static at 17.5 million, we're looking at more than 10 million cars being electrified by 2030.

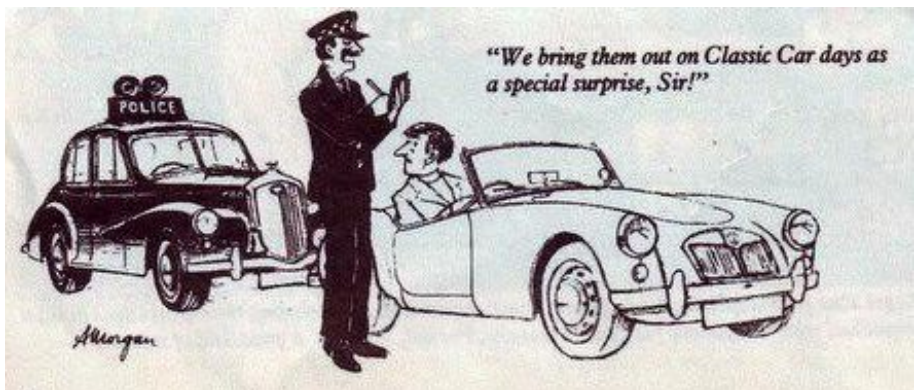
So just with the EU and U.S. combined, by 2030, the market for electric cars could exceed 18 million cars. That's going to require a lot of lithium-ion batteries and a lot of lithium. Do you have any idea what that'll do to the price of lithium along the way? I'm not saying lithium-ion batteries are going to be the batteries of choice in 2030, but they're a lock for at least the next 10 to 15 years. My friend, only a fool would not have some exposure to the lithium space right now.

Certainly I have skin in the lithium game, and I strongly recommend you do the same, either through public markets by buying some of these stocks or through private deals, which are typically only available to accredited investors. If you are an accredited investor, here's a group you can join that will allow you access to all kinds of private deals, including a few in the electric vehicle space.

Bottom line: Electric vehicles are absolutely, 100% the future of the automobile industry. And the time to strike is now.

To a new way of life and a new generation of wealth...

Jeff Siegel



MG CHRISTMAS LUNCH 2016



Sunday 7 November saw our club celebrating together at the Randpark Golf Club. The occasion was the annual Christmas lunch and this was well attended. Bruce opened the proceedings and welcomed Tony and Annette Cradock as honoured guests. Several members travelled quite a distance to join us and this was much appreciated. The food was good, the company even better and, as Glen Parker said when rounding off the event, "it was great to see the MG spirit being kept alive".

Jeanne Erasmus



Cheers, Jeanne & Hentie getting into the festive spirit



The dining area at Randpark Golf Club

James really liked the puddings



Abie & Beryl travelled from Vanderbijlpark to join us, together with Tom & Hyla from the East



Super to have Annette & Tony Craddock (MG National President) join us from Pretoria



Good to see Amanda & Pierre at the lunch



Stephen (MG Northern's Chairman) & Bronwyn, with MG Jhb's newest member Jonathan Burke in the background



Tom & Stewart taking a break from discussing world affairs

Koos, Rajesh & Shireen, with Ken & lots of folk in the background



Quiz Night







AMCA Inter-Club Quiz November 2016

The annual SAMCA inter-club quiz was held on 3rd November with four SAMCA marques participating and hosted by the MG club at Old Eds. It was encouraging to have a fairly good audience attendance, keen to see if they could answer some of the questions put together by Norman.

The quiz was won by the Lotus club, with Jag second, MG third and Triumph fourth.

As the scorer for the quiz and also an observer I have a few suggestions for the quiz next year:-

-  Encourage more clubs to enter to make the competition keener,
-  Fewer questions overall,
-  A spread of questions with more general knowledge thrown in, fewer obtuse motor racing questions and more general motoring questions (such as 'who was the inventor of tarmac?'),
-  Lastly and importantly, audience participation in some manner to make the evening more interactive.



Congratulations to the Lotus team on winning the Inter Club Quiz for another year in succession. Stuart Grant (owner of Classic Car Africa) & sponsor of the quiz evening in 2nd from the right



MG

Samca Inter Club Quiz
Old Eds on Thu 3 Nov '16



Jag



Triumph

MG SAMCA quiz-teams; the other 3 marque teams that took part in the quiz



The colour co-ordinated Three Wise Men; Norman Ewing, Craig Anderson & George Shipway

NormanTalks!

WHERE THE HELL IS KOVAOUA?

Anyone who knows me well will tell you that I am not a computer guy - I don't even Google - I read!!!

From my childhood, when I see something I don't know, I try to find out about it, and so...out came my trusty Philips Atlas. Not there. Silly me, being sure it was in New Caledonia I was seeing on the SKY TV weather map - that is what I looked up - however it is a French possession - unlike Reunion which is a Department of France - so it's called Nouvelle Caledonian - still nothing - as all other places on the SKY TV weather map are major cities, I figured Nomea the capital should feature. No go. So I cheated - I asked Pat to Google it. She came home and told me it was a musical instrument. I was not convinced - surely SKY TV would not pull a stunt like that - taking the mickey out of their viewers - so I asked her to try again. It is a province of New Caledonia and in fact a mining camp of the same name. So why is it given such prominence on the world weather map? Does the camp submit weather info on an hourly basis? You tell me. But now I know where it is!

I've never been a figures guy - I failed maths and had to write a sup - but numbers is another thing altogether. The late Bill Wallis - MG President worldwide, maintained that I had popularised 251 by making just about everything connected with the '86 Indaba based around the Abingdon telephone number to such an extent that even my good friend Dennis Wharf started producing limited edition prints of his paintings 1/251. So I was pretty thrilled when the Rally Plate on the car I was to drive - MRX42 the Liege-Rone-Liege MGA was 251. I was going to tell you about the failed spy who raced in the first SA Grand Prix in 1934 - maybe next time.

Octagonally

Norm



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Please click on the link below to see Gert Jubileus' weekly steam report for your interest but if you do not wish to receive it please let me know.
<http://www.sandstone-estates.com/images/pdf/11Nov2016.pdf>

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Our Motoring Disaster

Many years back during 1960, I was the President of the Edenvale Rotary Club. Martie and I were on our way to attend a Rotary Conference in Durban. As per usual the last thing I did earlier that day was to have our Opel Caravan serviced. After dropping off our 2 boys with their grand parents, we set off about 8pm for a quiet peaceful journey to Durbs.

Just outside Heidelberg we passed a small van, loaded to the hilt with some church goers. We proceeded well all the way to just past Warden. Then that sinking feeling, of hearing the 'bearings chattering'. Yes, the mechanic had not tightened the Sump Bolt. While deciding what to do, a noisy old vehicle stopped. A lad got out to help, and offered to go to Warden for help. While saying our farewells this lad suddenly collapsed and fell unconscious in the road next to our car. Now what?

Miraculously that overloaded Bakkie passed by in the dark. Stopped. Reversed back. They all jumped out and said -- "Let us Pray for Him". Immediately after, out came a can of water to help revive him, holy no doubt! He soon came to again, and then explained that he was an epileptic, and occasionally gets these attacks. He again insisted to return to Warden to send out a Tow Truck. We were very concerned about him, but soon the Police and a Tow Truck arrived. The garage owner put us up for the rest of the night at his home. Next morning we contacted one of our members who was going down to the conference as well. The Opel was to be repaired during the next few days, and it could be collected on our return trip a few days later.

On returning, only to find that the car was not ready; we would then have to come down again later to fetch it. Now for another disaster!

My brother Ray, had a Triumph TR2 (poor chap!) He offered to get me back to

Warden to collect the Opel. It was ready for us. So we followed each other for a while, and as I had a Rotary meeting in the evening, he suggested that I could go on in his Triumph, and he would drive the Opel slowly back. Yes in those days we still had to "Run The Motor In". That meant you did not rev the new motor too fast for the first 1000 miles. I got to my meeting in record time in the Triumph.

Another thing! In those days there were no cell phones, and telephones were very few and far between. So, the next morning I contacted Ray's house, only to be told that he had not yet arrived home. -- Oh???

Soon after, I received a call from Ray, saying that I must bring a fuel pump, as during the night in the middle of nowhere, the car stopped with a shortage of fuel in the carb. That was strange, but I got one, and found him half way between Heidelberg and Villiers. We fitted the pump, and all went well again. We swapped cars and I drove back to Edenvale in the Opel. Shortly before that I saw blue smoke from the exhaust so I promptly went back to the first service garage, to be told that the mechanics in Warden had not fitted a spacer piece between the engine and the fuel pump. That exerted excess pressure on the Cam Shaft, which in turn caused the loss of oil pressure, so again the motor needed another overhaul. Needless to say I put in some very thick oil. I then went to the Holden Agents and 'traded it in' for a Brand New Holden.

Possibly, had I of insisted that "Castrol Oil" should be used this would not have happened?.

Your Editor, TOM

If you have any Similar Motoring Experiences, please jot them down and let us Publish them in our Magazine. You may earn some points towards helping you win the Points Trophy!

FIA Celebrates Mier Community One Year From Record Attempt Project News

Here is the latest very interesting news received on the Bloodhound / Castrol speed attempt for your club magazines.

*Note: the Chinese have come to the financial rescue!
See below.*

*Kind regards,
Paul Williams*



FIA officially recognizes outstanding work of Mier Community in preparing track

***22 million square metres of desert - 15,800 tonnes of stones - cleared by hand
World Land Speed Record Challenge on track for October 2017***

World Land Speed Record Holder, and BLOODHOUND SSC driver, Andy Green today joined BLOODHOUND Chief Engineer Mark Chapman, Premier Sylvia Lucas, The Northern Cape Government, the Consul General of the British High Commission and other dignitaries as the FIA, the governing body for motorsport, formally acknowledged the achievements of the Mier Community in preparing the BLOODHOUND track.

Dennis Dean, President of the Land Speed Records Commission at the FIA (Federation Internationale de l'Automobile), presented certificates of recognition to over 300 members of the local community for their work removing 16,000 tonnes of rock from 22 million square meters of dry lake bed: the largest area of land ever cleared by hand for a motorsports activity.

Dennis Dean said, "It is only when you stand on the vast expanse of Hakskeen Pan and see the piles of rock stacked at the side of the track, that you understand the scale of the work done here. It is an epic achievement. Moving 16,000 tonnes of stone, by hand, in hot, dusty conditions, is an incredible undertaking and shows tremendous commitment.

Next year, Project BLOODHOUND can make an attempt on the World Land Speed Record, without worrying that a stray piece of rock might shatter a wheel or punch through the bodywork, and that will be spectacular testimony to the partnership forged between the team, the local community and the Northern Cape Government. It is in the best tradition of motorsport that people come together to share a unique experience - and that is certainly the case here.”

Premier Sylvia Lucas said, “Local beneficiation was of paramount importance and the local communities continue to benefit in terms of employment and infrastructural improvements. However, the deciding factor was the fact that youth development and education play such a cardinal role in this project. BLOODHOUND has had a huge impact on the local learners and this has spread globally. The excitement of building a vehicle capable of breaking the 1000-miles an hour record is serving as inspiration to an entire generation of youngsters and reigniting an interest in science and technology. And our children will have the incredible opportunity of being part of history in the making.”

Work to find a suitable running site for BLOODHOUND SSC began in 2007. Andy Green used satellite imagery and a bespoke computer programme created by Swansea University to identify flat areas of earth potentially suitable for a 1600km/h land speed record attempt. After discounting thousand of false hits and following disappointing visits to 13 deserts in the USA, Australia, Turkey and South Africa, Verneuk Pan in South Africa remained as the best option. The site of Sir Malcolm Campbell’s 1929 record attempt (at 350.054km/h) was covered with stones but close to the required length (at 18.9km) and very hard.



A subsequent survey commissioned by the Northern Cape brought further disappointment, however, when it was discovered that clearing the surface stones risked disturbing an underlying layer of shale, which would render the surface unusable for high speed racing. Verneuk was not the hoped for solution. The future of the Project was now in the balance.

At this point, Cape Town based helicopter filming specialists and BLOODHOUND team members, Skip Margetts and Rudi Riek, suggested another location some 512km to the north: Hakskeen Pan. A type of dry lakebed known as an alkali playa, it presented the prospect of a hard, flat surface, 19km long that would be 'repaired' by seasonal rains. A causeway dissected the Pan but was constructed from easily removable clay, rather than rock. With a new tarmac highway linking the site to Upington, 266km to the south, it soon became clear that BLOODHOUND had found its track at last. Work to prepare the track began in 2010.

Andy Green said, "Hakskeen Pan is as important to the process of setting a record as the engineering in the car. Without this place, without the support of the local community and Northern Cape Government, we would have nowhere to run BLOODHOUND SSC.

The car's wheels are designed specifically for this surface. We have laser mapped the every square metre of it, capturing over 4 billion data points, so we can fine tune the suspension. Ron Ayers is designing the run programme based on the length of the prepared area and number of separate tracks we can lay down within it, and so on.

The track is one of BLOODHOUND's key components and clearing an area equivalent to a six lane highway stretching from Hakskeen Pan to Cape Town, an achievement that our friends in the Mier community can be enormously proud of."

BLOODHOUND Chief Engineer Mark Chapman commented, "There are many ways in which Hakskeen Pan influences what we do. The track is 19km by 500m, with large safety areas on both sides. This allows us to lay out up to 50 individual tracks side by side. This is important as we can't run over the same piece of ground twice: the car will break up the baked mud surface as it passes. We need multiple tracks so we can build speed slowly and safely - going up in 80km/h steps, comparing real world results with theoretical data - and Hakskeen is the perfect place to do this.

The surface is hard, too, which means we've been able to design slightly narrower wheels that reduced aerodynamic drag. A V shape profile means they 'key' into the surface giving BLOODHOUND some purchase before speeds rise above 350mph and the aerodynamics really come into play to keep the car straight and stable. The desert surface also has a slight degree of 'give', which will work with the suspension to give a smoother ride, reducing vibration inside the car.

There are a few minor pieces of work still to be completed but, having inspected the surface and looked at the entire length of the raceway, I am delighted with the condition of the track and in awe at the achievement of the community who created it."

Notes to Educators

- The world land speed record of 763mph (1227km/h) is held by Thrust SSC, a UK team led by BLOODHOUND's Project Director Richard Noble and driven by Andy Green.
- The BLOODHOUND team scoured the globe to find the perfect desert to run the car on. It needed to be at least 12 miles (19km) long, 2 miles (3km) wide and perfectly flat. The Hakskeen Pan, Northern Cape, South Africa was selected.
- At full speed, BLOODHOUND SSC will cover a mile (1.6km) in 3.6 seconds - that's 4.5 football pitches laid end to end per second.
- BLOODHOUND has three power plants: a Rolls-Royce EJ200 jet from a Eurofighter Typhoon; a cluster of Nammo hybrid rockets; and a 550bhp Supercharged Jaguar V8 engine that drives the rocket oxidizer pump. Between them they generate 135,000 thrust horsepower, equivalent to 180 Formula 1® cars.
- Over 280 global companies, 200 of them SMEs, are involved in the Project, which has become a showcase for science and engineering capability.
- 8,000 schools have engaged in the BLOODHOUND BLAST Channel to access free education resources.
- The educational outreach programme also runs in South Africa, with more than 1,278 schools already participating and 83 BLOODHOUND Ambassadors signed up to help use the project to inspire young people about studying maths and science. The programme reaches out to schools across the country, but particularly in the Northern Cape Province, home to the track where BLOODHOUND SSC will run. Education Facts
- 100 BLOODHOUND education STEM Hubs across the UK.
- Students from 550 secondary schools have designed, built and raced 10,000 micro:bit model rocket car kits, made available to these schools through the partnership with the British Army.
- 550 BLOODHOUND School STEM Communities across the UK.
- 8,000 schools engaged in the BLOODHOUND BLAST Channel to access free education resources, including 1,278 schools in South Africa.
- 150 STEM school events per year reach over 100,000 students.
- 800 specially trained BLOODHOUND ambassadors help the team support teachers across the country. • Our team aims to deliver a BLOODHOUND lesson to 2.5 million schoolchildren by 2018.
- 65% of students engaged by BLOODHOUND would now consider engineering or science as a vocation (sample size: 1,804).

- The Model Rocket Car Challenge, supported by Guinness World Records, has seen students build model cars capable initially of speeds of 88mph, which then rose to 210mph and now 553mph (889km/h), a record held by Joseph Whitaker Young Engineers Club. Engineering facts
- BLOODHOUND's wheels spin at 10,200rpm - that's 170 times per second. They generate 50,000 radial G. At this speed, a 1kg bag of sugar would weigh 50 tonnes, or the equivalent of a fully laden articulated lorry.
- BLOODHOUND will run on the Hakskeen Pan, South Africa. This is an alkali playa, which is essentially a dried-up lake bed.
- A team of 317 members of the local community were employed to clear the desert. They shifted 15,800 tonnes of stones by hand, from an area of 22 million square metres, the equivalent of clearing the whole of the N1 motorway from Jo'Burg to Cape Town.
- For the 1,000mph (1,600km/h) runs in 2018, BLOODHOUND SSC will be fitted with three hybrid rockets, which, when combined with the EJ200 jet engine from a Eurofighter Typhoon plane, will produce 135,000 thrust horsepower - equal to 180 Formula 1® cars.
- BLOODHOUND will decelerate from 1,000mph (1,600km/h) at 3G, equivalent to slowing from 60mph (100km/h) to standstill in 1 second.
- BLOODHOUND will go from zero to 1,000mph (1,600 km/h) in 55 seconds and back to zero again in a further 65 seconds, during which time it will cover 12 miles.
- The EJ200 jet engine consumes 65,000 litres of air per second, sufficient to suck the air out of an average sized house in just 3 seconds.

Three Attempts to Reach the N/C Indaba

By Bruce Henderson

The Third being a Total Disaster!!!

There cannot be many people anywhere who can claim the dubious “achievement” of coming close to writing off two cars and then succeeding with the third all in one day – definitely not a case of third time lucky!

The beginnings of our ‘convoy’ to Pretoria, Johan Kruger in his MGA and me in my Midget, left the Knysna Quays soon after 8am on Wednesday 31st August (which now must go down as my least favourite day on the calendar!). We had travelled barely 1 Km past the Point around the lagoon when a cloud of smoke billowed from under the Midget’s dashboard. I turned off the ignition and jumped out of the car to retrieve the fire extinguisher but the smoke instantly diminished and there were no flames. My first thanks go to Ricky Cooper who immediately came to my rescue towing me to the Red Bridge turnoff to get us out of our dangerous position on the lagoon road. A cursory inspection showed burnt wires to instruments and the car was clearly not fit to go to Pretoria despite a full service and the trial run to Addo. Ricky kindly took me home where my belongings were transferred to my MGA. Johan had in the meantime continued to Sedgfield to collect the Joneses and subsequently the Meterlekamps beyond George.

Despite the lack of specific preparation for a long trip, the A had been serviced recently and it was going well until the long uphill slopes of the Langkloof valley towards Uniondale and the following berg wind with a temperature later

shown to be 35 degrees C, took their toll on the radiator’s temperature which rose to 212. I decided that we would certainly not climb the Potjiesberg Pass without facing into the wind to allow the engine to cool and then slowly made my way home boiling, stopped with the temperature hovering somewhere higher than made me happy until I came down the Outeniqua Pass.

Once again my luggage was transferred, this time to my trusty Bakkie, and having already been “on the road” for six hours and travelled some 260 km, I left home again. The rest of the group were well on their way to our overnight stop 14 km north of Middelburg. My journey was comfortable and quick and I was relieved to see the lights of Middelburg in the dark distance soon after seven p.m. when my trip came to another very abrupt halt. A kudu doe jumped out of the dark into the road immediately in front of my vehicle with disastrous consequences for the kudu, my Bakkie and my trip. For those of you who have not experienced air bag deployment, it is a frightening and disorientating experience but being held firm under the incredibly rapid deceleration must undoubtedly be life-saving at times. Momentarily, I did not realise that the darkness in front of me was because the bonnet had lifted over the windscreen and folded on to the roof. Once I had opened the window and stuck my head out, I realised that I was off the verge of the road and down a bank on the right side.

Then began a succession of kind deeds for which I remain very grateful. A young local farmer stopped and came to my aid. He called the only

Middleburg tow company which took the bakkie and me into the town and arranged overnight accommodation for me with an amazingly caring and sympathetic "Tannie". I persuaded Dave Jones who wanted to return to Middelburg to collect me so that I could re-join the Indaba group, to delay decisions 'till the light of day the next morning. The good Samaritans, recognising that I needed some support, took me to the "Middelburg Club" (probably of more value than any local medical facility!) where delicious freshly braaied Karoo lamb chops were waiting to be eaten and washed down by copious volumes of 'dopendam' water.

The next day, after completing the official Police and insurance paperwork, Dave collected me and some of my baggage and took me to where the rest of our group had stayed. The others were very kindly and firmly insistent that I continue with them to the Indaba. We then manipulated the additional load into and onto the remaining three MGs and proceeded on our way with Johan very kindly making space for me in his car.

Having returned home to Knysna, I would like to issue a warning and a bit of advice. It is not for nothing that rugby players who are concussed

are prevented from playing for a period after their injury. Apart from direct injury causing bleeding inside the cranium, there is phenomenon called 'post-concussion syndrome' the cause of which is a bit obscure but seems to relate to disturbance of the brain function due to the 'shake up'. The syndrome includes headaches, fatigue and 'disturbance of cognitive function', all of which I am exhibiting prominently at present (the latter even more so than before the accident!). The advice is that in the unfortunate event of being concussed, especially when tangling at speed with a large animal like a kudu, one should 'take it easy' and not proceed to activities such as MG Indabas. Making this decision is not always easy especially when the realisation that one has been concussed only occurs at a later date!

However, I must say, I enjoyed the Northern Centre's Indaba, and must thank the organizers for Putting on such an Enjoyable Event.

Bruce, we sincerely hope you will soon fully recover from your Traumatic Experience. -Ed.



THE DOWNING OF DOWNSIZED ENGINES

www.northcliffmelvilletimes.co.za 25 October 2016

Submitted by John Buttress

OPINION - Charl Bosch - 'According to the report, the sudden u-turn comes in response to new European emissions regulations set to be introduced next year, which mandates the ending of lab-based carbon-monoxide tests in favour of real-world testing that will become compulsory from 2019. Fuel consumption and CO₂ targets will eventually follow a similar route.'

THE trend of auto makers downsizing their engines to meet increasingly stringent emissions regulations, has been a hot topic of debate for some time with many observers questioning the logic as to how a normal family hatch could possibly deliver on a daily basis with a small turbocharged 1.0-litre engine, versus a normally aspirated 1.3-litre from five or ten years before.

Granted, while many a critic soon changed their minds after experiencing a small capacity turbo vehicle on a test drive, or by driving one owned by a friend or family member, others will no doubt reside the old "there is no replacement for displacement" adage, and point out that the turbocharger was designed as a performance device and not one meant to save the planet

Well, it would seem that their arguments have hit home following a report by Reuters this past week, which claimed that a number of manufacturers, namely General Motors, Renault and Volkswagen, are in the process of canning some of their popular small engines over the next three years, and will revert back to bigger units used previously

According to the report, the sudden u-turn comes in response to new European emissions regulations set to be introduced next year, which mandates the ending of lab-based carbon-monoxide tests in favour of real-world testing that will become compulsory from 2019. Fuel consumption and CO₂ targets will eventually follow a similar route.

More worrying though, was the report's claims that small capacity engines, which passed lab-test without a hitch, exceeded emissions levels by quite a margin in real world conditions due to turbo usage. In petrol engines, this means a gradual loss of efficiency and release of fine carbon monoxide particulates, while the heat build-up from similarly sized diesel engines emits 15 times the required level of NO_x gasses.

It further states that Volkswagen will likely replace its current 1.4 TDI with a 1.6 TDI diesel motor, Renault will enlarge its 106 dCi by 10%, and GM will up the capacity of its 1.2-litre diesel by between 25-30%.

In addition, the report also claims that diesel engines below 1.5-litres and petrol mills below 1.2-litres will disappear in due course, meaning the end of popular three-cylinder choices such as Renault's 898cc TCe, GM's 1.0-litre Ecotec, Volkswagen's 1.0 TSI and Fiat's recently introduced two-cylinder 0.9 TwinAir.

With electric and hybrid powertrains also on the up, expect manufacturers to spend less of their resources on downsizing and more on finding cleaner methods of propulsion.

Although the findings will come as a shock to many just getting used to the idea of having a Golf powered by a 1.2-litre engine, you could however argue that

downsizing has been a ticking time-bomb waiting to explode.

Higher pressures associated with turbocharging tend to place additional stress on components, and in vehicles fitted with smaller engines, there is also the added downside of pushing the unit that little bit harder to maintain momentum, resulting in poorer fuel consumption and more parts strain.

While it remains to be seen what impact the sudden switch will have on automakers' pockets, and the measures they plan on implementing against the expected backlash the notion of bigger engines returning could perhaps also present a lifeline to the V6 and V8. - -

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

The Little Mermaid has met a sad fate



TECHNICAL

MG Distributors and my turbo project

Bet most of you thought that the distributor does just that; distributes high voltage to each spark plug in the engine's firing order. Well, you won't be wrong that certainly is one of its functions but there is a lot more to these gadgets than we think. If in life they say timing is everything, that applies to an internal combustion engine too.

After fitting a turbocharger to my 1980 B roadster I was faced with the problem of tuning the engine to run with forced induction.

My first outing pinking/detonation occurring at 7psi boost, the normal remedies were implemented ie, retard the timing, make the mixture richer, fit colder plugs, etc. improved but not eliminated so back to the internet for advice.

Consensus from the various forums indicated that any forced induction system be that turbo or supercharging needs the timing advance at low revs and total advance at around 3000RPM and nothing thereafter. In fact even retardation of 2-3 degrees at higher RPM and this is where my research of distributors gets interesting.

So what does this dizzy really do other than setting the spark plugs on fire? As mentioned above it's about timing of the combustion process and to achieve this there are three different timing phases delivered by the dizzy.

The three distinct phases of timing delivered by the dizzy:



Static advance at idle



Vacuum advance



Dynamic or mechanical advance

Static Advance: set at idle speed of say 700rpm compression and ignition happen at a snail's pace relatively speaking, without static advance the engine would not idle smoothly nor have any power to pull off. Advancing the spark allows combustion to start earlier and thus improves idle.

Our MGs usually have between 5-10 degrees static advance.

Vacuum advance: creates even more timing advance and hence more power required to get the car moving but soon dissipates as the vacuum in the inlet manifold is reduced and once cruising has a beneficial influence on fuel economy. Several cars including the MGA twin cam do not have a vacuum advance dizzy.

Dynamic advance: this is achieved with weights inside the dizzy and advances the points mounting plate relative to the dizzy speed due to centrifugal force acting against two springs. These weights are marked with the amount of advance they produce. Advance of 10-16 degrees are marked on the weights but as the dizzy runs at half the engine speed so in reality it is advancing 20-32 engine degrees. Why so much you ask? Well at high engine RPM there is only nano seconds for the combustion process so the burn starts earlier.

With this complexity of timing requirements the Lucas dizzy is really a compromise as in theory different engine speed require different advance settings.

So with all this information where to from here? The B engine basically used three models of Lucas dizzies but within those three there were a myriad of different timing advance curves all specific to the engine, be that low compression or high compression, 1500 or 1800. Remember too that the B series engine was used not only in MGs but in the entire range of BMC saloon cars and vans.

Lucas distributors are stamped with a five digit code and that code defines the timing dynamic advance curve, usually at 3 or 4 engine revs. The internet has a 28 page data list of nearly all the Lucas distributors produced showing advance settings, rev points and cars that used that particular distributor.

The one advantage of these different Lucas dizzies is that they are interchangeable, for example my USA spec MG B left the factory with a 45DE4 dizzy with a 41693 advance curve but it must have been modified at some stage with a 45D4 dizzy with a 41418 curve, turns out this came from a Mini Clubman.

The car ran perfectly with this set up until I fitted the turbo; problem is it has too much advance for forced induction. My research shows I need a dizzy that will give a maximum advance of 20 engine degrees at about 2500rpm that plus my 10 degree static advance should give 30 degrees total at 2500rpm. Fortunately I have a few other distributors to try and from the Lucas charts it looks like one of my spares, eg the 41155 or the 40897 might do the job, the 40897 gives a 20 degree advance at 2200rpm. I was fortunate enough to find the advance curve for the distributor used with the Moss MGB supercharger and I can have one of my spare dizzies rebuilt to this spec.

Incidentally Peter Burgess claims that the rubber bumper car distributors have too much advance at high rpm and too little at idle. The early chrome bumper cars with a 40897 or 41155 advance curves seem to be the best dizzies for most tuning conditions except full race mods.

Much has been written about the 123T electronic dizzy it has 16 different advance curves in its memory and can be changed by using the included software and a laptop to select the curve for your particular engine, neat but expensive.

So there are still a few options open to me but in the meantime I will be having fun driving this turbocharged B and keeping the boost just below 7 psi. Once the pinkie is sorted it will be off to the dynamometer to see what it actually achieves.

Randall

Nov 2016



Ray Kirkland has just undergone his 13th operation since March this year. Hopefully this will be the last. He needs some cheering up! give him a call 082 551 1699.

Norman Ewing is celebrating his birthday this month — Congratulations Norman! —
Hopefully many members will be joining you at Villa Africa. On Sunday, 11th December???

Michael and Bruce Dixon have finally got their two MGs that were imported from Zimbabwe registered, after a year's continuous negotiations. — Good Luck!

Rudi De Groot has just celebrated his 81st Birthday — Congratulations! May you see many more Rudi! Rudi and Aneke have just moved into a town house recently. Rudi and Aneke also had a final 'Garage Sale' recently, and made a handsome donation to a children's charity I am sure this will be much appreciated.

To all our members with birthdays and anniversaries during this month — Your Committee Wishes you all of the BEST — Remember, this is your Youngest day of the rest of your life.

**All members:
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happenings in YOUR lives**

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Forthcoming Runs, Noggins and Events.

December Natter and Noggin

Old Ed's - 1st December 2016

Social Evening. Wrap up of the year's happenings- Slide show of the years happenings by Kevin and MG Collector. Book by Norman.



December Run

Sunday, 11 December 2016.

Norman's Birthday run to Hartbeespoort Dam. Meet at Mazista/ Old MG showroom on Malibongwe Drive Randburg at 10h00 for departure at 10h30. Meet again at the T junction at Broederstroom at 11h00 and then proceed to Villa Africa. Same venue as last year. Cake provided by Norman. Bring your own picnic basket.



January 2017 Natter and Noggin

Old Ed's - 5 January 2017

Topic to be confirmed.

January 2017 Run

Sunday, 22 January.

Run to the Vaal. Venue to be advised and confirmed. This is the FOURTH Sunday in January.

Get into your MGs, Drive them, and Enjoy them!



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