

Thumbs Up!!!



1969



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OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

December 2017

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MG CAR CLUB

Johannesburg Centre



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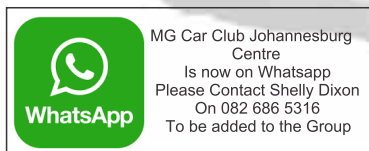
A Natter and Noggin is normally held on the first Thursday of each month at 8pm

The Old Edwardian Club, Houghton.

For more details see Motoring Calendar in this issue of “Thumb's Up!

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

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



MG WEBSITES

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INDEMNITY

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

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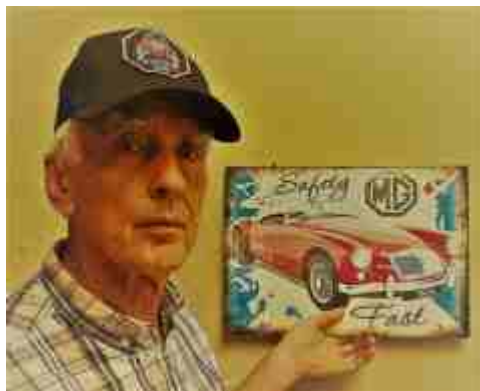
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From the Chair



Last week Carol and I attended the launch of Jacques Pauw's book "The Presidents Keepers". The launch was widely reported in the press, both because the book sold so well and because the lights went out while Peter Bruce was interviewing Jacques resulting in the interview by being curtailed. What happened with this book is that shortly after, or almost immediately after, it was released someone distributed a PDF copy via WhatsApp- yes all 384 pages! I was sent a copy that came to me from someone in Australia. It arrived on my cell phone which is difficult to read so we emailed it to my PC and from there emailed it to my iPad. Just for a moment, think of the number of trips this PDF copy took backwards and forwards through cyber space before landing, almost instantly, in readable form, on the screen of my iPad. The author was instructed by the SSA to withdraw the book from the shelves and he has subsequently had charges laid against him, but - Hello!! how do you do that? You may think that I am crossing the line here and delving into politics, but that is not my intention.

Communications have become instant. Even our club's What'sApp group seems to have taken over from SMS and our Facebook page has become our international brand. Almost instantly, after some photos of our run on Sunday, were posted on our Face Book page we had comments from France, Norway, NZ. Australia and Japan. Our photos were re-posted by some of these clubs, so who knows how many people actually saw the photos and as at Wednesday we had had over 1200 'hits'! I think it was the picture of the two TCs negotiating the hair pin bend on Steepways that sparked the international interest.

Our run and the lunch at The Factory in Norwood were well attended and it was gratifying to see our members socializing and enjoying themselves.

Our noggin this month was great with Ian Schwartz's talk on the first South African car - the Protea. Ian, having researched the history and owning a Protea, has an encyclopaedic knowledge of its development as has traced many of the surviving cars- only 16 were made before the factory was forced to close. We are planning to show some videos of the Protea racing at the December Noggin. Please study the forthcoming Events for details. We will combine the video evening with a talk by Michael Trollop on the Hydrogen Cell car.

Elsewhere in this edition we have advertised the revised subscription for club membership. This is the first increase since 2008 - we are offering a discount if payment is made before the end of the year. You will be interested to know that some 50 members did not pay for this year which obviously negatively affected the club's ability to operate in the members best interests.

Last month I highlighted the need for new committee members. The committee will have to nominate a chairman, editor, events co-ordinator, shadow treasurer and secretary. It does not require very much of one's time to serve but without an enthusiastic committee membership will dwindle. This edition of the Thumbs Up has the agenda for the next AGM with the minutes of the last AGM. If there are questions we would like you to submit them in writing before the AGM so that they can receive satisfactory responses.

I understand that one can still book for the KZN Indaba which is to be held in the Drakensberg in May. Closer still, we have the run to the Vaal on the 14th January.

SAFETY FAST with your travels over the festive season. Enjoy!



*Johannesburg MG Club
Christmas Run and Lunch
13th November 2017*



It is amazing what one can learn when someone knowledgeable points you in the right direction.



A big thank you to Bruce & Carol Dixon for coming up with this grand tour of Johannesburg's 'mountain' passes for the club's Christmas Run. The run booklet with the histories of the four passes, the map and navigational directions was well thought out and put together; thank you for this. Bruce says he has a couple more 'passes' that he is saving for another interesting run.

Kevin and I thoroughly enjoy these runs as they open our eyes as to what there is to see and do in and around Johannesburg with each outing. How many people knew about Bertrams and Stewart Drive (a grand name in a not so grand area) before Sunday; or the privately paved road of Kallenbach Drive and Steepways (aptly named)?



Craig had closed the restaurant to the public for lunch and just as well as our number filled the venue. The menu was simple, but the food was delicious; from the innovative starters, the plentiful buffet main course and our favourite pudding, ice-cream and chocolate sauce with fruit on a stick. We did not go home hungry. Yes, the restaurant was noisy, with the decor in keeping with its name "The Factory", but that did not deter people from having animated conversation and getting up to chat to friends seated at other tables. And when one wanted some fresh air, there was the courtyard to sit in or just gather on the pavement outside. The bookshop across the road "Chapter 1", was visited at least by a couple of members who took a walk across to have a 'look see'.



The tour began at Old Eds and what a good number of members turned out for this run, some we have not seen for a 'loooong' time. Bruce had arranged for a support security vehicle for the convoy, as the route did go through some dodgy areas, but thankfully there were no incidents. Kevin and I didn't get lost thanks to the good map and navigating, but as usual we were the last to arrive at the restaurant; too many photo opportunities along the route. The luncheon had been arranged at "The Factory" a funky restaurant on Grant Avenue in Norwood and owned by new club member Craig McCleary. Thanks to Craig & Judy for their hospitality.

From the number of messages (on the Club's WhatsApp group) later in the afternoon, this was declared the best run of the year. I am sure I am not alone in giving Bruce and Carol a big thank-you for their enthusiasm in organising this and past events this year, mucho gracias.

Safe travels to all during the holidays and a blessed Christmas,
Kevin and Jenny Loader



News release

Date: 11 September 2017



How it was found: MG J2 Sketchfab model



*How it would have looked: a restored MG J2:
Image credit: Jaimie Wilson*

MYSTERY REMAINS OF 1930s MG CAR UNCOVERED IN WWI TRENCHES ON SALISBURY PLAIN

The mysterious remains of a 1932 MG J2 have been uncovered by archaeologists from Wessex Archaeology as part of the excavations at Larkhill on Salisbury Plain. The car was found within a former WWII artillery position as part of work that the team at Wessex Archaeology have been undertaking through WYG on behalf of the Defence Infrastructure Organisation.

Damien Campbell-Bell from Wessex Archaeology said:

“This find was a real surprise. This particular MG J2 is pretty rare and was one of only 2,083 of this model ever made. When it was new in 1932, it had a top speed of 65mph and would have cost £199. In the 1930s, the average annual salary was £200, a 3-bedroom house cost on average £350, and a pint of beer was a tuppence. The owner was therefore very wealthy.

“We only know of one owner of the car with the serial number J2192 - a Mr J. H. Howard of Retford, from July 1934 - though it is likely that it had other owners. We can tell from the tyre pattern that the car was probably in use until the early 1960s, at which point it seems to have been placed in the artillery position. Many cars were patched up during the 1950s to keep them running and this MG J2 is no different. The engine next to the car is not from an MG and was fitted by welding extra brackets to the chassis, and there is also evidence of lots of common bodged repairs. We think that the car had been dismantled, presumably for repair by a local soldier, but was then seemingly abandoned. Exactly why this happened we cannot be sure, but the introduction of the MOT test in 1960 was the end for many cars that had been kept going in this way. It may be that the introduction of the MOT also sentenced this MG J2 to the grave.”

A 3D model of the car has been created using photogrammetric software which gives a good understanding of how the car was left on site.
<https://sketchfab.com/models/3716227a03c94535a4f4257192565e0a>

Martin Brown, Principal Archaeologist, WYG, said:

“The MG is a particularly exciting find in that it shows the unrecorded side to life on an Army camp, including the unofficial “pool cars” available to troops, as well as the slightly dodgy method of disposal by dumping it in a disused weapons pit. As a buried artefact it almost conforms to the urban myths of buried tanks, aircraft and equipment one hears about.”

Wessex Archaeology and WYG would like to thank Jeremy Hawke for his help in uncovering the story of this unique find and are keen to hear from anybody who knows more about the history of this particular MG J2.



Two photos of MGs that were erroneously omitted from Rodney's article last month IMG 3437, Sava Ralley. The article was all about the MG involvement and winning the SAVVA Ralley and the photos should have featured with the Model T Ford



PAM AYRES SAT NAV

I have a little Satnav, It sits there in my car
A Satnav is a driver's friend, it tells you where you are.
I have a little Satnav, I've had it all my life
It's better than the normal ones, my Satnav is my wife.

It gives me full instructions, especially how to drive
It's sixty miles an hour, it says, You're doing sixty five.
It tells me when to stop and start, and when to use the brake
And tells me that it's never ever, safe to overtake.

It tells me when a light is red, and when it goes to green
It seems to know instinctively, just when to intervene.
It lists the vehicles just in front, and all those to the rear
And taking this into account, it specifies my gear.

I'm sure no other driver, has so helpful a device
For when we leave and lock the car, it still gives its advice.
It fills me up with counselling, each journey's pretty fraught
So why don't I exchange it, and get a quieter sort?

Ah well, you see, it cleans the house, makes sure I'm properly fed
It washes all my shirts and things, and keeps me warm in bed!
Despite all these advantages, and my tendency to scoff,
I only wish that now and then, I could turn the bugger off.



Car Club – Johannesburg Centre

AGM NOTICE

Notice is hereby given in terms of Clause 6.3 of the Constitution that the 48th Annual General Meeting of the Club will be held at Old Edwardian's Club, 4th Ave, Houghton, on Thursday 1st February 2018 at 20.00

AGENDA

- | | |
|--|---|
| 1. Opening and Welcome | 6. Chairman's Report |
| 2. Notice of Meeting | 7. Treasurers report and Approval of Financial Statements |
| 3. Apologies and Confirmation of Quorum | 8. Dissolution of Committee & election of new Committee |
| 4. Approval of Minutes of 46 th AGM | 9. General per rule 6.5.6 (see item 3 below) |
| 5. Matters Aising | 10. Closure and Thanks. |
-

Please Note:

In terms of the Constitution the following Committee Members have been nominated by the Committee to be carried forward without election to the new Committee.

A. Tony Maybank B. Norman Ewing C. Tom Kirkland

Nominations for the election of other committee members (between four and seven) will be accepted up to the commencement of the AGM if submitted on the subjoined or a substantially similar form.

Items which members wish to raise under General must be **specified in detail, and submitted in writing**, signed by at least five members, and delivered to the secretary at least seven **MG** days prior to the meeting.

A Quorum of Twenty-Five Members or 10% of paid-up members if greater is required for the AGM to be duly constituted. If a quorum is not present at the stipulated time, the meeting shall be adjourned and reconvened within fourteen days written notice from the Secretary. The adjourned meeting will despatch of business per the agenda of the original Annual General meeting.

NOMINATION FOR COMMITTEE MEMBER

We and

Being a Full Member in good standing of the MG CAR CLUB, Johannesburg Centre, hereby nominate

..... to stand for election as a member of the Club's Committee.

Signed..... Proposer Seconded Date.....

I being a full member accepted the nomination and agree to serve on the Committee if elected.

Signed Date.....

CHAIRMANS REPORT- February 2017

HONORARY MEMBERSHIP

It is my privilege to nominate two of our club members for Honorary Membership. These members have served this club over many years. Honorary members include Fred Gilchrist (now 94 and living in the USA, John Meiring, Roger Pearce, Norman Ewing, Keith Burton, Ruth Bezer, Stuart Cunninghame, Esra Martins, Graeme White, Brian Woodhams and the late Bill Greig and Bernt Jacobsen- if we had a club house with an Honours Board these names would be written up in gold leaf. I will be looking for a show of hands from the members for two more awards:

The award is given to members who have given meritorious support to the club. The first member for me to nominate tonight is Nick Parrott. Nick has served the club in various capacities including a full term as Chairman, he was the proprietor of Rolo Motors providing spares and services and maintaining the breed, and now , in his retirement, is mentoring, training and supporting the YP . He has given racing driving instruction to a number of youngsters many of whom have progressed to use their skills in the work place, he has mentored them in building and maintaining MG race cars and has given up much of his retirement time in these endeavours. He has, and still does, race MGs in South Africa and in the UK. He has opened up his vast workshop and allowed the use of his tools and equipment in support of the youth. Your committee has fully supported this award and requires your sanction in terms of the constitution to make this award. Can I have a show of hands please?

The next proposal is for Tom Kirkland. Tom has served on the committee and carried the responsibility for the Editing and 'type setting' of Thumbs up for just on two decades. Editing the magazine has taken many hours of his time. Collecting copy, writing editorials and typing out hand written articles often had him working through till the early hours to meet the deadline. He has on many occasions been required to travel to the printers at his cost. The task of editing the Thumbs Up is continuous throughout the year with the production of all 11 editions. Tom, now at 84, has managed to keep up with the times. His training as a type setter goes back to the time when letters were made in printers metal and set in block to be used for the printing, this changed to Litho making that process obsolete and this was then changed to the use of computers. The migration of the Thumbs Up to being published on the website, as we know, this technology advances daily. Tom, with his late wife Martie's help and support, moved on to using Corel Draw and more recently has had to come to terms with Drop Boxes and Digital copies of the magazine- Tom has detailed all this in his final editorial in the February edition. You will note that the front cover of the February Thumbs Up is a tribute to Tom. Please can I have a show of hands for the award of Honorary Membership to Tom.

ACTIVITIES

The club has functioned well over the last year with my task of chairman being ably supported by the committee. I am sure that the participants of the various club activities have had fun. The Noggins have been interesting notwithstanding some fairly low turnouts. Talks have been varied and well received. Other than the Sunday Run, which coincided with Mother's Day, runs have been varied and well supported. We have had many suggestions for future activities.

MEMBERSHIP

Membership and the payment of subs got off to a slow start (60 paid up at the last AGM

and finishing at the year end with 178). We have encouraged members to pay by December and the reminders sent by SMS seem to have helped. Tony, who carries the important roles of Treasurer and Membership secretary will give you a detailed financial and membership report when I step down.

HIGHLIGHTS

Highlights of the year were the Combined Show Day which we hosted at the Waterfall Park adjacent to the brand new Mall of Africa which proved to be a very popular venue. It was the first such event at this venue and the Waterfall Park's marketing department is hoping to have other car clubs use it for their events.

The bi-annual National Indaba was superbly organized by the Northern's Centre with events taking place in Pretoria and surrounds. The Concourse took place at the Kitty Hawk Aerodrome and a spectacular aerobatic display was included in the events.,

But all that is history and we need to be forward thinking, in the words of Bob Dylan -"The times are a changing". Your new committee will have to think out of the box to promote the club and increase participation.

COMMUNICATION

The life blood of the club is communication. We have a lively Face Book page which has an international readership. We have had comments from as far afield as Britain, France, Norway, and Holland. Our Web Site also has a wide readership and we have had many compliments from readers of the on-line magazine. I would like to see more of the members contributing to the magazine and to the FB page.

We have been talking about creating a What's App group for some time and I am now informed that the Northern's Centre has pipped us to the post. What's App requires a smart phone and unlike an SMS it is a free service so the club can save money. A What's App group can consist of up to 256 members.

Emails have been used throughout the year but haven't seemed to be as successful as the SMSs

The 11 editions of Thumbs Up were published on our web site and a number of low resolution prints were distributed each month to those without access to the internet. It has been well received and members are now getting used to reading it on-line.

REGALIA

Our regalia got off to a slow start. However we have managed to sell off much of the redundant stock. We have now had the Johannesburg Centre logo digitized and we have sourced a company which can supply and embroider garments. In recent years our regalia has made use of the National Logo and not our own. Our digitized log is available in a printable format as well. The new Regalia committee member will be able to place your orders immediately. We have some samples available tonight.

YOUTH PROJECT

Our Youth Project is a wonderful initiative and with the guidance and mentoring of Nick and Clive, they have produced some pleasing results and have promoted the MG brand. I have questioned the Club's risk aspect of having young men and women participating in a dangerous sport. The drivers who are issued with a racing licence by MSA have a degree on insurance cover (the committee have not been able to peruse the insurance policy) but the support crew are not covered. SAMCA carries cover for paid up member clubs but only where the club has been indemnified by their members. I have not been able to get the SAMCA insurance broker to commit to writing an opinion on how liable

we as a club are. In discussion with an advocate, I was alerted to the fact that now only the committee could be held liable in the event of a tragedy but the liability would devolve to the members of the club. When I was elected as chairman I expected to have the control of the YP finances passed on to me. This has not happened as the YP bank account has not been handed over to me, for the chairman to be one of the signatories. Whilst the YP functions independently and is financially sound there is no one who is and can be held responsible and accountable. This is a thorny issue and should be dealt with by the incoming committee.

I wish the incoming committee every success.



Please click on the link below to see Gert Jubileus' weekly steam report for your interest.

http://sandstone-estates.com/images/pdf/nov2017/28November_2017.pdf



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MINUTES OF MEETING

DATE	:	2 nd February 2017
	:	MG Car Club Johannesburg Centre AGM
MEETING NUMBER	:	47 th
LOCATION	:	OLD EDWARDIANS CLUB HOUGHTON JOHANNESBURG
TIME	:	19h30 for 20h00
REFERENCE	:	

1 ATTENDANCE:

Noted that 23 paid up members plus 2 proxies established a quorum,

A register was circulated and signed by the attendees

2 APOLOGIES:

Apologies were received from:

William Kelley

Gavin Holt

Carlo Decastro

John MacKenzie

Rolf and Judy Schweizer

Jenny Loader

3 WELCOME:

Attendees were welcomed

4 MATTERS ARISING:

It was recorded that the notice of the AGM was circulated in the Thumbs Up and on the club web site in terms of the constitution

The minutes of the 46th AGM were tabled and read out by Bruce Dixon. These were proposed by John Buttress and seconded by Tony Maybank

Bruce read the Chairman's report (also circulated with these minutes) under the headings:

HONARY LIFE MEMBERSHIP: Nick Parrott and Tom Kirkland were awarded membership with a unanimous approval of the members present for meritorious service to the club and for *maintaining the breed*.

ACTIVITIES: The club functioned well despite some low turnouts at the monthly runs and Noggins. The retiring committee were thanked for their proactive and

enthusiastic support. The new committee will have to consider the many members suggestions. It was also noted that of the 12 monthly runs 6 of the runs are based on traditions, inter alia, the Vaal run, Kimber's birthday, Angela's Picnic. Show Day, Pretoria Jacaranda run, Christmas lunch

MEMBERSHIP: the 2016 year got off to a slow start with only 60 paid up members. This ended the year with 178. Noted that 90 members have paid subscription for 2017

HIGHLIGHTS: The combined show day hosted by this Centre and held at the new venue Waterfall Park adjacent to the Mall of Africa
The bi-annual National Indaba superbly organized by the Northern's Centre

COMMUNICATION Noted that the club has a lively Face Book Page with an international readership. Proposed that a WhatsApp group be established. Emails were used but SMS seemed to be more successful.

The 11 editions of Thumbs up were posted on the Clubs Web site. Some low resolution printed copies were distributed to some members with no internet access

REGALIA: Redundant stock has mostly been sold off. The Club's logo has now been digitized and good quality garments- shirts caps etc can be embroidered and heat applied

YOUTH PROJECT: A wonderful initiative with the support and mentorship by Neck Parrott, Clive Winterstein and William Kelly.

A serious concern was noted with the potential of liability claims for the participants in areas where no insurance cover. Noted that opinions have been sort from the SAMCA insurance broker and others. Noted that the MSA does provide insurance to the drivers with racing license, The committee has not had sight of this insurance policy

PJ Ryan and Norman Ewing undertook to raise this issue with SAMCA

Noted that no one has undertaken responsibility for the YP and the bank account and control thereof has not been handed (as a second signatory) to the current chairman.

Noted also the YP bank account controlled by William Kelley has been closed due to not conforming with FICA. The circa R23000,00 rand was withdrawn and is held by William in his personal capacity

PJ Ryan noted that notwithstanding a special meeting with members of the YP no records and expenditure details have been kept.

Nick Parrott read out the SAMCA indemnity document and commented that if the workshop days at his premises were a Club Events then the YP (who have duly indemnified the club by completing the SAMCA form) would have no claim

Shelly Dixon suggested that all YP events should be listed in the Thumbs Up under future event to formalize the events being club events

FINANCIAL:

Tony Maybank tabled the income and expenditure and the balance sheet.

Various queries were raised and satisfactorily answered. Two queries that required further detail:

Clive Winterstein queried the Special FUND held in reserve for visiting MG personalities from overseas

Les McCloud queried the funds reserved in the Clubs account which includes the surplus from the MGA tour.(circa R 16113.00) It was noted that these funds have been earmarked for the YP in addition to a small amount raised at an auction (circa 600.00) and will be released once a properly controlled bank account is established (with a second signatory)

Glen Parker raised a concern with regards to the management of the YP

financials and noted that his company who has consistently invested in the YP over a number of years would withdraw such funding until the accounts were managed in terms of the clubs constitution. He further requested that details of the YP accounts were published in the Thumbs Up

It was noted that the accounts had not been audited and whilst that accounts were proposed by Bruce – they were accepted only with the qualification that the YP and Special Fund required further clarification as proposed by John Butress.

6

ELECTION OF NEW MEMBERS

Stuart Hein was called upon to officiate in dissolving the committee and calling for nominations for new members.

Three committee members were carried over from the previous committee viz: Tom Kirkland, Tony Maybank and Norman Ewing

Rajesh Thulsi, Gavin Holt and Bruce Dixon were proposed and elected

It was noted that the constitution allows for further members to be coopted onto the committee

Bruce Dixon agreed to serve as Chairman

7

GENERAL;

Lively discussion arose under general including suggestions for future Sunday Runs, events

The planned runs for February and March were discussed

Shelly raised an observation that whilst the YP has been supported and funded by the Club and other generous donors they have been conspicuous by their absence at Club Events. They were asked to participate.

Dereck Langford noted from that he had visited Swarkops and was amazed and the enthusiasm of the YP and other clubs and individual participating in the racing

8

The meeting closed at 22H00

At the talk on Biomimicry recently I made a comment that the only reason that we use our precious good potable water to flush the toilet is that it is easy to transport it to the sewerage works.

I spotted this article in today's Times and it supports some of my thoughts on the subject.

Times

News

Innovation Urine, 'liquid gold', can be transformed into fertiliser, bricks

Who knew pee was valuable?

By DAVE CHAMBERS

● Liquid gold has been discovered at the University of Cape Town.

It comes in the form of urine, which engineering students have transformed into fertiliser and bricks. Now UCT says urine from its urinals has the potential to produce six tons of fertiliser a year – twice the amount it uses on its sports fields.

Civil engineering lecturer Nylen Randall said: "Chemically speaking, urine is liquid gold. It makes up less than 1% of domestic wastewater but contains 80% of the nitrogen, 56% of the phosphorus and 63% of the potassium in this wastewater.

"We literally pee away these valuable nutrients every day."

After spending two years in Switzerland working on a "reinvent the toilet" challenge funded by the Bill and Melinda Gates Foundation, Randall challenged four civil engineering doctoral students to continue his work.

Craig Flanagan built a urinal containing calcium hydroxide, which reacted with urine to produce calcium phosphate. Phosphate is a key ingredient in fertiliser, but natural deposits of phosphate are expected to run out within the next 50 years.

Suzanne Lambert took Flanagan's leftover urine and put it into sand that had been colonised with an enzyme that produces calcium carbonate. Randall said this cemented the sand into any shape, such as a brick. It was the first time this had been done with urine. By-products of the bin-brick process are nitrogen and potassium, also used in fertilisers.

Utaal Kowder harvested 110 litres of urine from 10 makeshift urinals installed at a UCT residence and used it to make nearly 2kg of fertiliser.

Tinashe Chipako researched the feasibility of installing waterless urinals on upper campus and found that UCT uses the equivalent of about seven Olympic-size swimming pools of water annually just to flush urinals.

CLEANER PETROL ENGINE CAN FUEL CARS OF FUTURE

Eric Roediger

Is the internal combustion engine about to run out of road? Not according to Camcon Automotive. The Cambridge - based company has sunk seven years and about £8 million into a bet that there's plenty of life left in the 160- year- old invention.

Indeed, Mark Gostick, its chief executive, believes that his small team has come up with a "step- change in engine design" and that far from rendering its invention fanciful, pressure to reduce emissions could help the business to accelerate.

Camcon has developed a replacement for the conventional camshaft, the part of the engine that operates the valves, swapping it for a set of digitally controlled motors. In doing so, it aims to remove the last remaining analogue system in the traditional engine, allowing software to closely control when air and fuel entre the cylinders. Camcon calls its invention "engine breathing by wire" and believes that it can reduce carbon emissions by 15 per cent and improve performance.

With moves such as Volvo's plans to phase out cars powered by petrol and diesel. China's setting of strict production quotas for electric vehicles and proposals for new diesel and petrol cars and vans to be banned in the UK from 2040, isn't Camcon about to reach top gear when the race is almost over?

Mr Gostick points out that there's little new about electric vehicles. They first appeared in the mid- 19th century, but lost out thanks to familiar - sounding problems: low speed, a short range and high cost. Though those issues are being tackled, after 150 years of trying, issues such as establishing charging infrastructure means that the traditional engine should have a role to play for many years to come.

"Most of the car companies' plans actually look like a switch from pure internal combustion engines through various forms of hybridisation," he said, pointing to a forecast issued by Bloomberg New Energy Finance in July, which predicted that by 2040 only a third of the global car fleet would be electric. "That means that carmakers have got some challenges.

The engine that's in the hybrid has to be both extremely low emissions and extremely well- performing."

That's where Comcon believes it can step in. as well as offering an efficiency boost to conventional petrol engines - achieving the economy of diesel but with fewer harmful emissions - it could help manufacturers to produce cleaner and more powerful hybrids. Comcon's software will adjust the performance and efficiency of the engine automatically based on where the car is being driven. "We're giving new legs to the efficiency of the internal combustion engine."

The company's backers include Lord Young of Graffham, the veteran Thatcherite and former government enterprise adviser, also its chairman, and the family office of Nathan Kirsh, the South African billionaire. Jaguar Land Rover has provided technical assistance to the project and a prototype has been employed on test tracks.

However, Mr Gostick admits that it could be a few years before it is found in commercial vehicles. More capital is likely to be needed, which brings its own challenges. “We need investment to get this into manufacturing and those investment decisions are being clouded by all the noise. When you speak to a (carmaker), they are saying, ‘Hold on, my shareholders are saying what you are doing will be dead in ten years.’ That fog will lift, but in the meantime it makes getting investment complicated.”

Mr Gostick, 55, concedes that the challenges of electric cars, from battery performance to charging infrastructure, will be addressed, but argues that the process might take decades. “Electric vehicles probably will take over at some point, but will it be in my lifetime? Probably not.”

We have invited CAP to talk to us at the January Noggin covering home invasions and motoring security

CAP (Community Active Protection) was founded in 2006 against the backdrop of increasing frequency and violence in contact crime.

CAP is the only not-for-profit, professionalised, community security organisation in the country whose sole purpose is to build sustainable and effective crime fighting strategies to protect residential areas. Our executive and professional staff are accountable to a board of volunteer members who are the founding members of CAP.

Our motive to exist is therefore not to maximise profits but rather to ensure we implement dynamic, sustainable security solutions which prevent and disrupt crime from occurring.

To achieve this, we employ the best people, provide them world class training and equipment, ensure we are guided by localised area specific intelligence and support our efforts through the use of cutting edge technology.

From a single community initiative, CAP has now expanded to 25 operational zones comprising in excess of 60 suburbs within Johannesburg. Our dynamic and innovative take on crime fighting has yielded resounding success across all areas incorporated into the scheme, reducing crime by as much as 80 - 90% in almost all of our areas of operation.

Osborn Road Houghton

3rd Floor Marvel Grove Houghton Estate Office Park Johannesburg 2196

Email:

Tel: 0860 332 332

Emergency number/ CAP Control Room: 0861 227 227



THE PROTEA- submitted by Ian Schwartz

In 1955 in Johannesburg a group of friends decided to design, build and then mass-produce a 'special'. This was to be a modern, lightweight sports car which could be successfully raced on the weekends, yet also reliably transport its owner to and from work during the week.

Within two years, a prototype had been completed and exhibited to great acclaim by the GRP Engineering Company, and a proud owner had taken delivery of South Africa's first production car, the Protea Mk. II. The proud owner was M.G. club member Tim Cooke, now 82, who contributed text and many wonderful photographs to the book "Protea: the story of an African Car" by Ian Schwartz.

Like the GSM Dart from Cape Town, the Protea was a fibreglass-bodied two-seater convertible, based on Ford 100E Anglia/Prefect 1172cc sidevalve drivetrain. A lightweight (45kg) but reasonably stiff tubular steel chassis was designed and constructed, and an independent front suspension was provided by cutting the Prefect's beam axle in half.

Although only 36hp, a light weight of about 550-600kg gave nimble handling and reasonable performance, and an overhead inlet valve conversion head available at the time from Elva boosted output to about 54hp.

Ian is busy restoring two of these vehicles, one being South Africa's first ever 'works racing entry', which was raced at the 1820 Settlers Handicap in April 1958 by ace driver Tony Fergusson. The other is not a 'proper' Protea: It is the so called 'Protea Peugeot' or 'Newby Peugeot Coupe'. In order to make ends meet GRP Engineering also sold Protea bodies which were fitted to other chassis and running gear. Fiat, Austin, VW, Porsche, M.G., Triumph, Chev V8, DKW, Borgward and Volvo were all fitted in Protea bodies.

Only sixteen hectically busy months and thirteen cars later, the financial backers of the Protea had to return to England to tend their family business, and the Protea factory had sadly closed its doors.

John Myers, the lead-builder of the Proteas has just turned 95 in Strand and is exceedingly well, with a wealth of knowledge on older vehicles, racing etc.



NMGmanTalks!

I JUST SAID PLEASE

I bought our house in Norwood way back in 1968 so that I could drive to and from work up and down Munro Drive- my all-time favorite hill in Johannesburg. So going flat out up the hill in John Mac's MGA on Bruce and Carol's run was glorious and up Stewart Drive was even better.

In 1986 for the MG Indaba I was determined to use Munro Drive for a hill climb as part of the event. MSA's Colin van Zyl did not think I would get permission but insisted if I did that every driver would need a crash helmet. So determined was I to succeed that I mapped out the entire route with the start of the 'Hill Climb' on Houghton drive to collect a helmet turning first right at the top, past the most "beautiful School in the British Empire" according to the London Illustrated News down The Wilds - back into Houghton Drive to hand back the helmet.

The Traffic Chief told me only the City Engineer could close off a road as it was residential so off I went to Mr Hall who told me to close off the hill for 4 hours required the signed consent of ALL the residents. The late Angela Heinz (of Angela's Picnic fame) lived half way up- so with her help I got four signatures. The lady at the very top said NO because she was expecting that week end. I asked Pat to get Hospital CEO Neville Howes to give a letter to say he would keep the helicopter on stand-by which he did. The lady at the bottom of the hill said "No" but when I said I would put in the newspaper a piece saying her refusal meant that the world champion F1 driver of 1961 Phil Hill would not be allowed to drive, she relented. I joyfully took my list of signatures back to Mr Hall who told me that he only sent me off to see if I could do it as he had already decided that I had said please so nicely he was going to give the okay anyway! I nearly choked!

217 MGs went up Munro Drive that day using our 20 helmets that had been loaned by various people. Phil Hill drove the SA of Keith and Marylyn Poole and there is an iconic picture of Phil and me sitting on the castellated wall on the drive. He asked me how I had managed to get the drive closed as that would not have been possible in the USA. "I just said please" was my reply.

For the club's 25th Anniversary in 1994 I organized a night hill climb up Stewart Drive- that was easier to close- No houses!

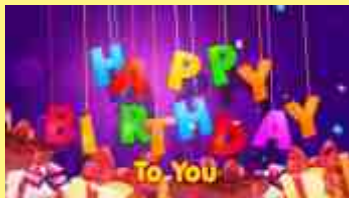


TRADING POST

Cars for sale



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



Congratulations to Tom Kirkland who celebrated his 85th Birthday on the 11th November.

Happy birthday Rudi de Groot who celebrated his 82nd Birthday recently

We are happy to report that Noelene Everson is back home and recovering from injuries sustained in a car accident

We were happy to see Norman at the Christmas run after a long absence following his bout of pneumonia

Bob Bayliss a very good friend of the MGCC has just celebrated his 83rd birthday

Also - Congratulations to Doron and Andi Saffer on their daughter Megan's engagement.



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



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

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

Forthcoming Runs, Noggin's and Events.

December Noggin- 7

Videos on the Protea and a talk by Michael Trollip on the UJ Hydrogen Car

December Run - 10

“Norman's December Birthday Run”

TO RIETVLEI NATURE RESERVE

ON Sunday 10 December 2017

Meet at Shell Ultra City on M1 North for 10.30am departure.

How to get there: Proceed to next off ramp. Take the Old Pretoria Road, proceed +- 3 kms to robot, turn Right into Nellmaphius Drive. Continue straight through Irene, under railway bridge then continue over the R21 highway, just after the on ramp going to ORT and Kempton Park, proceed slowly to next robot and turn right towards Olifantsfontein. After 2 - 3 km turn left to the Rietvlei Nature Reserve. Follow signs to Ticket Office.

From the East Rand: Proceed on the R25 north, take the Nellmaphious off ramp. Turn Right, proceed past R25 south on ramp, then right towards Olifantsfontein. After 2/3 kms turn left at Rietvlei Nature Reserve sign.

Adults R55.00 pp. Children 6-16 R30.00 ea. Persons older than 60 (Pensioners) R32.00 pp

Bring your Picnic Basket (Pair of Binoculars would come in very handy.)

Several Picnic Spots and Bird Hides will be found in the Reserve

For more information call Tom Kirkland 082 4456 770 or Email kirk1@lantic.net

January Noggin 11 (Old Ed's is closed on the 4th)

Talk on Home a motoring security by CAP

January Run- 14th- Breakfast at Stonehaven at the Vaal - SAMCA are invited -

organised by Abi Brink- meet at the Block House at 09h00 for departure at 09h30



2018 Club Fees



Pay before
31 December 2017
and pay 2017 rates.

Pay before 31 December 2017

Single Membership: R210.00
Family Membership: R280.00
Junior Membership: R21.00

Pay After 1 January 2018

Single Membership: R230.00
Family Membership: R300.00
Junior Membership: R23.00

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- Cross border repatriation
- Vehicle repair, hospitality and repatriation costs outside RSA
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- Excess Waived over 55 years of age
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