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MG CAR CLUB Johannesburg Centre



PO BOX 52336 SAXONWOLD 2132 JOHANNESBURG

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Standard Bank, Rosebank branch 00-43-05: Account Name &# "MG Car Club" 00 203 458 1

All Payments can be made directly into the MGCC Banking Account

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 Car Club Johannisoury
Centre
la now on Whatsapp
Pease Contact Shelly Doon
On 062 686 5316
To be added to the Group

MG WEBSITES

Our Website: www.mgcc.co.za Our E-Mait: mgccs@worldonline.co.za Printed by John MicKenzie of Kalales Business Forms & Systems - Tel: 011 787-3620

INDEMNITY

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

DISCLAIMER:

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As we come to the end of 2018 it is interesting to reflect on our successful 49th year as a club. This edition of the Thumbs Up will attempt to remind us of what fun we had this year for those of us who need reminding of the events, what they enjoyed and what many members missed by not participating. I list them in the time line:

In January we had very necessary and informative talk by CAP on security and the annual SAMCA run to Stonehaven on the Vaal; February saw our AGM with some young members being elected on to the committee, the run the Valentine's Day at Hogsville. March was Awards Night and the run was to French Toast at Hartebeespoort for lunch. In April John Meiring gave us a talk on the history of Lady Hamilton, his TC, and we had Angela's Picnic. In May we had an off-site Noggin at the Factory in Norwood to entertain the French contingent who were here for the KZN Indaba. Tom organised a run to Suikerbosrand in May for a picnic. In June Frank Shie gave us a talk on Geology and Palaeontology and our run was to Magalies Park for lunch. In July we had the Classic Car Insurance talk and an away run to Parys and the Vredefort Dome. In August we had a follow up Insurance talk by Mike Brett/Kevin Loader and a run to Uplands Farm, home of Ian and Daphne Cass, for a bring and braai. Norman talked on MG collector books and we had our annual Show Day at the Museum of Military History at the end of September. In October Anna-linda DuToit gave us a fascinating insight on the Eskom Ngula Pump Storage Scheme, using time lapse photography; our run was to Pretoria to see the jacarandas. November saw the SAMCA Interclub games night and our Christmas Lunch at the Serengeti Golf Club.

The Club needs your support at all levels to flourish. Your early payment of subs helps finance the day to day expenses, inter alia, hiring the venue for the noggins, phone and SMS costs, SAMCA insurances, mother club affiliation and this magazine. We have offered a discount for early payment, please make use of it, details are elsewhere in the magazine. The dwindling membership has not helped in keeping the club liquid.

The AGM agenda, notice and previous minutes are included in this magazine. Please come forward and offer your support and assistance. Get involved, make suggestions for nominations. We need a 'new dawn.' I am excited to be able to report that we already have the nucleus of a younger committee in place for 2019. We need a renewed energy to make our half century special. I commend Michael and Jonathan for injecting some of this new energy into the interclub games night.

An event in which we did not participate and we really should have, was the Rotary Club Hartebeespoort Meander. It was advertised on our social media and in the Thumb Up. We had a report back at the November SAMCA meeting and I have to say that I am sorry we missed it. The proceeds were for a worthy charity CHOC- Cancer in Children. Many of the other car clubs made it a weekend 'away' event and stayed in the area as a club. The organizers are planning a follow up July next year and this club should get involved.

We need to move with the times. To quote a line from Bob Dylan ... The times they are a'changin'. So 'gather round folks'. Social media has largely replaced the need for a formal club. Communication is now instant with the use of WhatsApp. In recent years we have seen the postal system being replaced with the facsimile, which been replaced with emails and SMS and now Skype and WhatsApp. Hey, who remembers getting a telegram? Our target group for new members to carry this club into the future has embraced the tech age and left us old codgers behind. We need to attract this group with the lingo that they understand. I must just add a personal issue regarding the postal system. A parcel of mine posted from Brown and Gammons posted in May arrived last week. It was delayed in customs and the post office by strike action. Mark Barns reported the 48 million parcels are now receiving attention and it is anticipated that the back-log will be cleared by December- not bad for airmail!

As a move forward we have made good use of WhatsApp in our incubation of a TC register group, other models can follow suit. We have also used it very effectively for specific events to communicate with participants such as for the Vredefort Dome Weekend and our recent Christmas lunch. Regular communications for all events are made using this instant message system AND IT IS FREE!

Our Thumbs Up has made use of our website and is now shared and read by a wide readership. The magazine can be improved, but for this we need more members' contributions. For those who have not noticed we have included the Cape Centres The Breed on our website and would like to share the KZN newsletter as well.

I wish you all a Happy Festive Season and safe MotorinG.





MG 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 7th February 2019 at 20.00

AGENDA

- 1. Opening and Welcome
- 2. Notice of Meeting
- 3. Apologies and Confirmation of Quorumof Committee & election of new Committee
- 4. Approval of Minutes of 46th AGM
- 5. Matters Arising
- 6. Chairman's Report
- 7. Treasurers report and Approval of Financial Statements
- 8. Dissolution of Committee & election of new Committee
- 9. General per rule 6.5.6 (see item 3 below)
- 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. Michael Trollope B. Dr Jonathan Burke C. Claudette Dutilleux 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.

In terms of rule 6.5.6. 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 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 Seconded
Date I being a full member accepted the nomination and agree to serve
on the Committee if elected.
Signed Date Date

M G Car Club Johannesburg.

2018 ANNUAL GENERAL MEETING PROXY FORM

PROXY

I, the undersigned
M G Car Club Johannesburg membership number
Hereby appoint Mr / MS
Membership number
as my proxy to vote on my behalf at the Annual General Meeting of M G Car Club Johannesburg Centre
Signed at this day of
Signature

NOTE:

A member who qualify to attend and vote at the Annual General Meeting is entitled to appoint a proxy to attend, speak and vote in his/her stead.



MINUTES OF MEETING

DATE	Ti	1 st February 2018
		MG Car Club Johannesburg Centre AGM
MEETING NUMBER	П	48
LOCATION	П	OLD EDWARDIANS CLUB HOUGHTON JOHANNESBURG
TME	Т	19h30 for 20h00
REFERENCE	T	

ATTENDANCE:

Noted that 35 paid up members piles 2 provies established a quorum, A register was circulated and signed by the attendees

APOLOGIES:

Apologies received from Hilde Parker, Wally Langsford and Steven Grove

Previous Minutes

Proposed by Derek Langsford and seconded by John Buttress

CHAIRMANS REPORT

ACTIVITIES

The club has functioned well over the last year with my task of chairman being ably supported by the committee, many supportive members, ex-officio members (Jocelyn, Kewin, Cliff to name a few) and especially my wife Carol. 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 generally well received.

MEMBERSHIP

Membership and the payment of subs got off to a slow start (81 paid up to date). 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 hand over to him.

Affiliated to the MG Car Club Abingdon-on-Thames England

HIGHLIGHTS

The combined Show Day was held in the Pretoria Botanical Gardens and for our members were well represented by the Johannesburg Centre furthermore our members were dominant on the podium with Bob Wilmot running away with the awards for his TC and J2.

Of the years 12 Sunday Runs – the Christmas Lunch and Tour d'Jozi seems to have been the most talked about.

2018 will have this Centre hosting the combined show day and it will take place shortly after the KZN Indaba

COMMUNICATION

The expenses reported in the financials show that we are still having to pay for the costly SMS service although I am pleased to report that most of our members are making use of the FREE WhatsApp message application on their smart phones. I have to urge those not yet using WhatsApp to use it. Other than the cost of SMS it was also not effective in two way communication. Our Face Book page is still not used by most of our members as much as it could be but it has been useful for our international readership. For various reasons the general distribution of emails has failed. This required a special programme and Shelly managed from some time to piggyback on her father's company's system but that dried up. Emails in any event were not widely read by the members.

The 11 editions of Thumbs Up were published on our web site and due to the high cost of the low res printer cartridges the printers changed to a much higher quality print. Members seem to be getting used to reading the magazine on line. Again we often get comments from our international readership.

We frequently publish a links to other interesting websites in the Thumbs Up. Sandstone Estate being one- they in turn publish a link to the Thumbs Up in their Steam Report.

REGALIA

The sales of regalia have worked well during the year with the club not carrying stock and purchasing of a wide range of items only on order with a pre-payment. We have not increased the redundant stock which became a problem in the past and members have been able to get what they want in the right size. The new committee will have to appoint someone to carry on with regalia but the task of having our badge digitized and finding a cooperative supplier and embroiderer has been resolved

YOUTH PROJECT

At the last AGM the Youth Project was a contentious issue. The first issue was the funding and the control of the bank account. To summarize:

FINANCIAL

The clubs constitution requires that the clubs bank accounts are controlled by two members of the committee. Various members of the YP (executive) were unhappy and in fact unable to comply with this requirement and after the YP FNB account controlled by William was closed the funds (cash) were passed through various hands to Nick who opened another account within his own banking profile. Whilst

- the committee commended Nick for the initiative it was still not compliant with the constitution.
- At the last AGM there was some confusion with the abovementioned funds (circa R 23 000,00) as that still appeared in the clubs financials notwithstanding that the funds were kept by William then Nick. These funds are no longer reflected in the accounts and have since been given over to the YP.
- There was another amount reflected in the clubs account which was the circa R 16 000,00 that was donated to the YP by the 'A' tour committee and held in reserve in the Clubs account until a compliant account was opened. This amount has now been paid over to the YP account as well.

RISK

At the 2017 AGM we discussed the risk to every member of the MGCC and its committee members with regard to having one of the youngsters, under our 'control', injured or causing injuries/damages to others. After discussions with the National Body, the insurers, the SAMCA chairman and others, the committee made the decision to let the YP to 'go it alone' During the year a number of tragedies and near disasters reinforced this decision. One was the tragic death on the Welkom race track then there was Clive's unfortunate accident. The YP now not the MGCC YP are continuing to carry the MG flag supported by William Kelly and Les McCloud but are no longer our responsibility and we have now heard, via the grape vine, that the YP has been disbanded

Remember that the YP was to encourage younger members to join the MG movement- this didn't happen.

In closing I again thank the past committee for their support and wish the new committee well.

Membership

It was noted that there has been a slow start to the membership renewal for the new year

Show day

It was noted that Bob Wilmot took the highlights at the past show day with his magnificent cars. The upcoming show day will be hosted by the JHB club as a combined event with the northern Centre.

Communication

It was noted the SMS service is costly for the club. Members are encouraged to use What's Up app as an alternative to reduce costs. It was also noted that the Facebook page was not effectively utilised by the members.

Regalia

All regalia is purchased on order request. The badge has been digitised for easy access and personalised regalia.

Youth Program

The funds have been handed over to Nick Parrot as the custodian. The details and the amount of money handed over was shared with all members present

Treasurers Report

Tony Maybank went through the financial report for the past year in detail. Tony thanked Kevin Loader for checking the financial report and confirming that all is in order. Kevin's report is available for all to read on request.

Dave Holt asked a question regarding the Revaluation of Inv. Tony explained that a sum of R25000 was withdrawn from the account and the details around the reason for the withdrawal.

John Buttress proposed that the financial report be accepted as correct and this was seconded by Jenny Loader.

Committee

The floor was handed over to Stuart Hein a past chairman who officiated and dissolved the current committee and opened the process of electing a new committee

It was suggested that the committee should not have less than Seven members and not more than Ten members. The following members to continue onto the new committee are Norman Ewing, Tom Kirkland and Tony Maybank. Jonathan Burke was nominated and elected.

It was noted that the committee was able to co-opt further members to the committee. Bruce Dixon was elected as the Charmain for the new term.

General

No items were raised under general. The meeting was declared closed at 21h05.

The meeting closed at 22H00

MG Car Club – Johannesburg Centre Membership renewal for 12 months ending Dec 2019

Here is some supporting information to guide you through the process:

- Membership renewal: Our annual membership subscriptions are due at the end of December 2018.
 - The fees for the 12 months ending December 2019 are set out in the table below.
 - If paid before 31st December 2018 your subs may be paid at the lower rates.
 - Please pay your subs before the AGM on 7th February 2019 to ensure that your
 - May vote at the AGM, and
 - Continue to have access your Club magazine.
 - Payment should please be made directly by EFT. The Club's bank account details are:
 - Standard Bank, Rosebank branch 00-43-05
 - Account name and # "MG Car Club" 00 203 458 1
 - Please remember to reference your deposit with your name & preferably also your number.
 This is vital as without we shall be unable to allocate your payment & membership will lapse.
 Please add R40 to CASH or R30 to CHEQUE payments to cover current bank charges.

Membership type	Explanation (Adapted from the constitution)	Fees if paid before 31st Dec 2018	Fees if paid after 31st Dec 2018
Single	A person who owns or is the custodian of an MG car	R 270	R 300
Double / family	An MG owner & his / her spouse / partner & juniors	R 360	R 400
Honorary	Person recognised at an AGM for service to the MGCC	Nil	Nil
Junior	Amember's minor child	Nil	NII
Junior	Full time student <25 years old	R27	R30
Associate	Anyone who enjoys MG cars, but does not own one	R270	R 300

Indemnityforms:

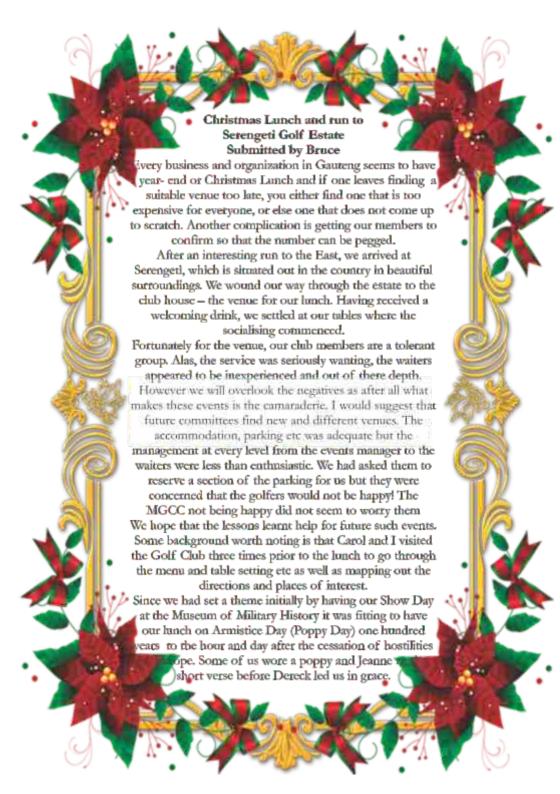
- The Club needs a signed indemnity form from all members.
- If your partner or child takes part in any MGCC events then they also need complete an indemnity form, irrespective of whether they are a club member or not.
- <u>Garbage in = garbage out</u>: The quality of the Club's records depends upon your feedback. Please
 take time to check & complete all your personal & vehicle details. To make this easier, you have
 received a printed sheet (see reverse) showing your current recorded information with the Club. If you
 update & return this membership information sheet it will be a great help. Thank you.
- Insurance: Please remember that you need to be a current Club member to make use of the SAMCA insurance scheme.

Communication:

- All this information (together with proof of payment) can be returned at any Noggin, Event, or
 posted to The Treasurer and Membership Secretary, MG Car Club Johannesburg Centre,
 PO Box 52336, Saxonwold 2132, or faxed to (011) 678-9267 (phone after 20h00 ask for fax).
- If you have any questions please contact Tony Maybank by email on tony@mgcc.co.za or phone him in the evenings after 19h00 on tel. (011) 678-9267.
- · Check list: Please ensure that you send back the following:-
 - Please supply details of any changes in contact information,
 - Signed indemnity form(s) [if not previously submitted], &
 - Payment / notice of payment.

Many thanks for your help,

Tony Maybank, Treasurer / Membership Secretary Wednesday, 21st November 2018



After an interesting run to the East, we arrived at Serengeti, which is situated out in the country in beautiful surroundings. We negotiated a number of circles on our way through the estate to the club house – the venue for our lunch. Having received a welcoming drink, we settled at our tables where the socialising commenced. A good time was had by all."

Photo by Keetin and Details.



Derek and Iry



Gary, Maneson, Beyon, Ray and Melanie









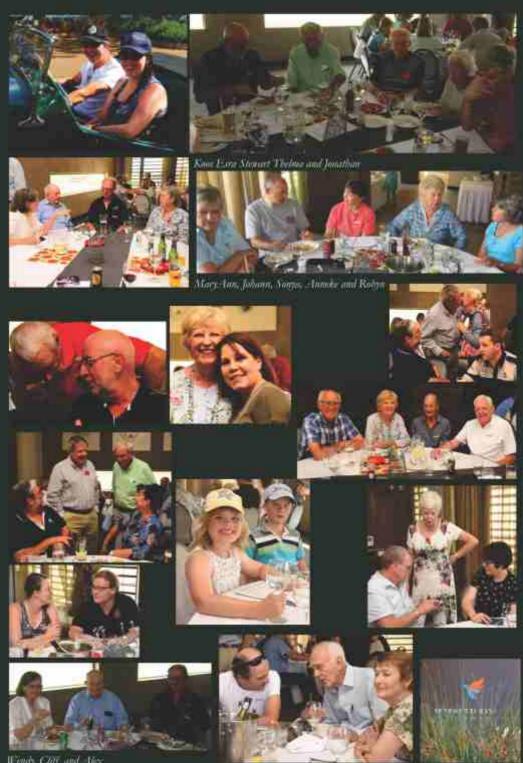






Len and Kalipes Hatthinson, John and Anita Missing and Hentie and Johnse Examous





Wenty, Cliff and Mex





The line-up at the start line; a Bristol (alias MG Jhb), Triumph Club, Jag / Lotus team & MG Northerns in an MGA



A view from track level



Congratulations to the Jaguar team for crossing the finish line 1st

The plan for the 2018 quiz was to try something new so that those, who perhaps like me, are a little less "hard core" when it comes to motoring knowledge. In the end the evening worked out something like this. We used a board game format and stuck large coloured blocks of paper to the floor to make a "Drag Strip" along which each team's counters, toy cars they brought with them, moved one place with each correct answer. Depending on the colour of the square you landed on, teams answered either a Pictionary or 30 Seconds type of question. In Pictionary, one person in each team had to draw the item they were given on the card and their team mates had to guess the answer. In 30 Seconds, one person in the team had to get the team to guess the two words they were given by describing them without stating the actual words themselves. All of this had to occur within the 30 second time limit. If all of this sounds a little mad and chaotic, it was. We hoped that was all part of the fun. We also threw in quiz questions every third round. Many thanks to those who played along and gave the quiz masters a couple of rounds to work out the logistics. The spirit of the evening was great.

We had teams from the Johannesburg MG club (2), Northerns MG club (1), the Jaguar and Lotus car clubs combined (1) and the Triumph club (1). The Jaguar Club is to be congratulated on winning, the Northerns MG came in second followed by Triumph. Well done to them. Clearly it was not the Johannesburg MG club's night. The aim of the evening was fun for all and I think we achieved that. The feedback was good and better luck next time Johannesburg MG. At least Johannesburg's teams were not lapped!!!

GAMES & Night



Members of the MG Jhb teams, we'll need to play lots more Pictionary & Gone in 60 seconds in preparation for 2019's event

The MG Northern Centre team

More importantly we can use this format next year with some improvements in 2019. We will decide on a date early next year and we will advertise this well in advance. I hope to see you all there. Any suggestions are gratefully accepted. Finally, a BIG thank you to Michael Trollope for his ideas, enthusiasm and hard work on this.

Bruce announcing, Well done to Michael & Jonathan for conceiving the concept of using Pictionary & Gone in 60 seconds board game ideas





Congratulations to the Jag-Lotus team who won the "race"



The Triumph team who came in 2nd, a hair's breath ahead of MG Northerns

TUNING YOUR MG ENGINE AND PERFORMANCE MODIFICATIONS.

By Peter Edney.

Submitted by Rajesh Thulsie

Care should be given to selecting your internal engine modifications.

While it is tempting to fit every performance up grade and modification that you can, it is worth noting that not all mods work well together.

For example, a polished and flowed MG XPAG cylinder head fitted with a sports camshaft produces less power than it would with just one of the modifications, if the proportions of the inlet and exhaust ports are not compatible with the lift and overlap of the camshaft being fitted.

However if some modifications are done together correctly it will achieve more power than the sum total of the individual parts.

What you don't want to end up with is wonderfully high power or BHP reading that is produced with a high peak. This will be great to tell you MG buddies at the local natter but will provide an unusable narrow torque band.

Max power or peak power is only part of the ultimate engine. You should really concentrate on the torque curve and build an engine to give a torque curve that is as flat and as wide as possible.

Some basics first.....

How to make your MG engine go faster?

Push the pedal harder is one way, but there are some other basic things that can be done.

The internal combustion engine works on the principle of suck, squash, bang and blow. The more efficiently it can carry this out and burn the fuel, the better the power output will be.

Suck — Air is sucked into the engine by the downward motion of the piston and mixed with the fuel.

Squash The mixed fuel and air is compressed by the upward motion of the piston.

Bang A spark from the ignition/spark plug then ignites the mixture and the compressed energy is released, forcing the piston down.

Blow The piston then comes back up, forcing the residue out through the exhaust valve and into the exhaust header and down the pipe.

External modifications.

The easiest and most common engine enhancement is through the breathing of the engine.

The original factory XPAG engine inlet and exhaust systems are quite frankly diabolical, noticeably restricting the breathing. The MGA and MGB are better but still leave a lot to be desired in the tuning department.

Changing these factory items for 'performance' items such as bigger bore exhausts, flowed inlets or Webber carbs etc can greatly improve the power of the engine. However as I mentioned at the start, if these items are not correctly shaped or sized for their required purpose, they will actually decrease the driveable power of the engine. Internal engine modifications.

There are lots of modifications that can be made to the internal XPAG and B series engine.

Increasing the bore size, changing the compression ratio in the cylinder head, altering the gas flow and gas speed to and from the cylinders, sports camshafts with varying lift and overlap, lightened flywheels and so on.

Let's start with the top end and look at the cylinder head.

This is the most miss understood performance item within the engine.

Most commonly people talk of fitting massive valves and polishing the head to extremes.

This will not work!

If you look at what is being done to modern engines you will see that we have made massive advances from the early days of the XPAG engine.

We have learnt that fuel mixture ratios, gas speed and volume are critical in producing different power graphs.

In an engine's ideal world it wants high levels of fuel and air to ignite and it wants it to be supplied to the chamber as quickly as possible. This is why so many people have incorrectly gone down the route of 'gas flowing' everything! What then happens is quite remarkable, the gas speed is allowed to increase, which is great but as there is now little turbulence the fuel that has been mixed with the air simply falls out and by the time it reaches the chamber, the mixture is wrong, as there is too much air and not enough fuel. Lack of performance.

With the original factory XPAG cylinder head, the gas speed is very poor and to compound the problem further, the Siamese port design creates too much turbulence and slows the gas speed down even further allowing the fuel to once again drop out of the mixture.

So you say....what can be done. Well, the original XPAG head can be greatly improved by correct gas flowing, shaping, polishing and by using the correct valves. The shape within the cylinder heads ignition chamber is also critical to gaining maximum power and must change depending on your engines specification, camshaft etc and especially when fitting super chargers.

The size of the valves being used must correspond with the size of the bore, the stroke of the engine and the port size for both inlet and exhaust. However the inlet and exhaust ports can usually be changed to get the correct ratio.

For example, a 1350cc XPAG engine running standard stroke on the crank can run a maximum of 40mm inlet valve, this in turn must be run with an inlet port of 75% of the valve head volume. Are you with me so far?

The exhaust valve size is dependent on the inlet valve size and is worked out by a percentage of the flow rate of the inlet valve.

The exhaust port as it exits the cylinder head and enters the exhaust pipe must be 95% of the exhaust valve head size.

Creating a step within the port or cutting in turbulence swirls can greatly improve the engines ability to keep the fuel mixed within the air and give the required back pressure at the necessary points along the way.

Basically this keeps the flow, gas speed and back pressure correct and in turn will give your engine what it requires and you the power and drivability that you require.

Hopefully, it is now easy to see, that if you simply change one component in the cylinder head, it will have a knock on effect and usually detrimental.

All things need balance to work effectively. Sorry if i sound like a Buddest Monk.

This information may seem technical, and it is but it is quite simple and easily applied to every engine whether a standard road engine or full out race unit.

Alot of customers say to me when I talk of these facts that they are not intending to race the car, they just want a good engine. Putting these simple calculations into practice on the engines that I rebuild does not produce a race engine, it simply creates 'a good engine' exactly what the customer required.

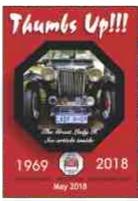








The Year at a glance





& wasn't it a good one





I thank all those who visited, called and wished me well, it was a great help and truly appreciated.

To say I was staggered when the Mall of Africa gave our Father's Day venue date to Radio 702 would be an understatement, we were first offered a chance to run the event indoors and then when Pepi had done floor plans the goalposts were moved yet again, offering us the outside venue after the planned alterations to the park which were to take place sometime in August, it was time for us to rethink.

When we were not given a firm date, and after Pat and I had visited and seen that the proposed alterations had not even begun, it was time to stop the bus.

I called a meeting with Bruce, Michael, Pepi and Steve- we either kick the whole thing into touch or we find another venue.

Our alternatives were St Johns School or a picnic on a plot in Midrand...neither appealed. Following one of the suggestions I drove that afternoon to the War Museum where I met Jeff Bell. I asked if it would be possible to put cars inside the museum...put cars under the Dakota and on the lawns. He told me only management could decide that and introduced me to Allan Sinclair who told me the request would need to be in writing. Back I went to Bruce to type me my letter on club stationery. On Monday I took the letter and Pepi who happened to be in town on business, along to meet Sandi Mackenzie the curator. I outlined my plan to link the day with the MG factory war effort. They were keener for the cars to be outside the museum, but agreed to what I asked and committed to a firm date entered which was inked into their dairy. Job done!

With a firm date we were on the go, with Bryan van der Skyff's help and hours of his time, we produced the dash plaques and posters. Then young Michael Trollope photographed a toffee tin my sister had sent plus a Jim Dietz artwork for the programme; Mike did not have the app to create what I needed so I turned for help to Paul Spencer who not only did exactly what was needed but added the Matilda tank and my copy. My ex-boss Roy Myburgh printed more programmes than I needed and free of charge! Someone I have never met, a new member Sharon Taron then retyped the Keven Wise article from MG Enthusiast to be used as inserts in the Programme for the Day which Rajesh printed also free of charge.

When the date was set in June, I had asked Kevin Loader if he would handle the scoring. I had also wanted Robin Clarke to be chief judge, but as he was off to Germany, I had to look elsewhere. Now with a new firm date he was available, I gave him the list of judges I had collected. We now needed involvement and first of all with Michael's help and lots of phone calls we were brought into the 21st century with entry forms being available 'on line' and the entries arrived. I called everyone I could think of to GET INVOLVED and

enter, using three lots of airtime in the process...but it was worth it. I asked Roger Bull to put together a photo shoot with the Dixon TC, Trollope B and my TF...but this plus the press releases sent to Caxton, Saturday Star and the TV show Ignition were not used...pity! Being a museum what we did not have was food, drink and music and here Bruce obliged by getting a coffee cart, who brought his chip and dip pal and a mobile music man who provided War Time music -Vera Lynn and other period music.

My doctor wanted me to see a urologist, but I delayed this until after Show Day much to Pat's chagrin but she nevertheless assured me of support. Sarah changed her travel plans so it was all go. I then phoned around for marshals who arrived to help. Joe de Castro arrived at the drop of a hat on the day before to put the gazebo in his massive Chevy when Bruce's BMW gave up the ghost...and while others were racing at Zwartkops the team paced out the area, placed signs and generally prepared for the morrow.

At the crack of dawn Pat followed me in Ducky through Houghton where I was thrilled to see other families lending equal support., the Dixons, Meirings, Greig's, Grovers..it was all coming together My calls for marshals' help brought a steady stream, Jonathon Burke, Derek Langford, young Cameron McLeod, Koos, John Leishman, Mike Watt who stood with Pat while she manned the gate for over five hours pulling in nearly five and a half thousand Rands. What staggered me was when Sarah brought our little ZR, all the parking signs and the gazebo fitted right in. What a little workhorse.

We ran out of programmes, inserts and dash plaques at around #128 and we had a super turn out. Thank you all for a super day...it certainly made my year, well worth the stay in hospital!!! Your support was MaGical...Thank you!!!

Octasonally Norman



Sadly Agnes Chesham has passed away at the grand old age of very nearly 106. She was Daphne's Mother, Bill Greig's Mother-in-Law, ,Stuart Greig's Grandmother and Stuart Hain's Aunt. Our condolences go to the whole family"



Norman seen on form at VVC with his buddies Roger and Graham





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Norman's Birthday - Venue to be advised

January Noggin- 3 January

TBA

January Run- 13January

Annual run to the Vaal. Abi Brink is looking for an alternative venue to that of Stone Haven. Let's keep this wonderful tradition going.

February Noggin - 7 February

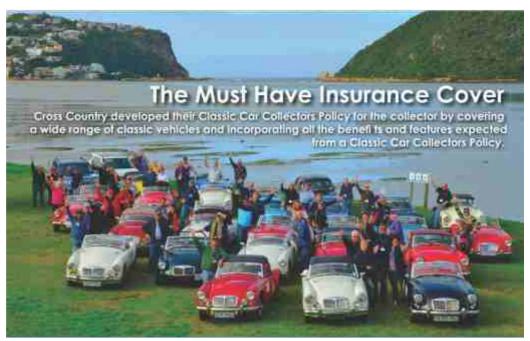
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February Run - 10 February

Another traditional run to Hoggsville for Valentine's Day







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