

Thumbs Up!!!



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OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE
February 2017

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MG CAR CLUB

Johannesburg Centre



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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

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Our E-Mail: mgccs@worldonline.co.za

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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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Thumbs Up!!!



EDITORIAL

My Greetings to all MG Members and Friends.

I Sincerely hope you all had a wonderful christmas and hope this year will be a happy and hrosperous one for you all. Then of course all your gifts were MGs??

Now, with a 'heavy heart' I am writing my last 'Editorial' After 19 years in the saddle, I find the seat rather hard. -- So I am sure it is now time to hand the saddle over to some other younger person, with new and more modern ideas! And, is more computer literate than I.

As I had served a 6 year apprenticeship in the Typesetting Department in a print shop. I majored in Print Design and Layout with a 98% pass. In those days there were no design houses, we were presented with some typewritten copy and a block or two, when needed. (a block is a thin lead plate with the picture or logo etched into it). Then you mounted it on a piece of wood and inserted that between the metal type. From that typed copy, and those etched pictures, I then would design the rest of the advert. Most of our work was for the mining industry and some local magazines. It was only several years later that the industry changed over to the lithographic process, forcing people like myself to form advertising companies, which then specialised just in advertising design, for the printing industry. I opted to buy a small printing business in Edenvale, at that time.

So, as the editorship of Thumbs up! became vacant, I stuck my "neck out" and volunteered for the task. This I thoroughly enjoyed for many years, until it went onto the website where we were more reliant on modern computer techniques. From then on, I became reliant on Denise and Bruce, to make some conversions and alter my work to suit our printers equipment. I found that very frustrating. Subsequently my recent decision to resign.

Also in conjunction with my son Colin's decision 18 months ago, that I should retire after serving 25 years at his engineering company. I was then having to make more decisions for my future, as I still needed to have some additional income for the future.

By coincidence at that time I was asked by several people to assist with restoring their old cars. So presently I am busy with 3 MGs and a 1932 Morris 10. What an enjoyable change in life that has been.

Hyla and I, will still be taking part in as many events as possible. However we are a little far to travel at night to the Noggins. I will endeavour to attend them on my own when interesting items are presented.

Hoping you all understand my decision, which was definitely not taken lightly.

Best Regards, to all.

Tom

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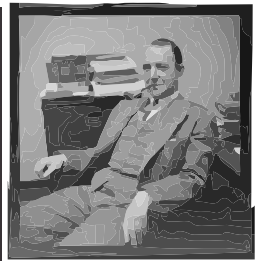
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From the Chair



I wish you all a Safety Fast New Year

The MG motto Safety Fast was apparently inspired by the motto on the back of an Oxford bus which had the motto Safety First - both relevant to current news. Since we are a motoring club it would be amiss of me not to comment on the Christmas period road accident statistics. For those of you who missed the official stats. 1650 people were killed and that is 5 % more than 2014/5 Christmas period. Of course, no mention is made of the number injured and permanently disabled, which number is probably much higher than the death toll. Having travelled some 3000 km over the period with most of that towing a caravan I feel that I am qualified to vent my opinion as to some of the reasons. There is no doubt that the roads have improved and thus, speeds have increased coupled with the modern cars which now go much faster (often in the hands of inexperienced drivers). We know that many new drivers take to the roads without the high speed experience (high speed, heavy traffic driving is very different from city driving). We found that many drivers ignore the barrier line and when they get caught out on the right hand lane they have to force their way into a queue resulting in many cars having to brake. When one tows a caravan one needs to leave a safe following distance (advisable with our MGs with no ABS as well) to allow for acceleration to overtake and to have a safe braking distance- a bit more than the rule of thumb of a 3 second gap. This gap is frequently used by these guys forcing their way in. There was very little police presence and I am yet to see someone stopped and fined for overtaking over the barrier line.

Another problem that I have frequently observed and in fact experienced on the trip through the hot Karoo is tyre failure. We stopped to assist a family who had a 10 inch Venter trailer fail; a well heeled chap with a fast tow vehicle towing an old trailer with no spare. We have often seen these trailer tyres fail. Rubber changes its state at a high temperature- the high temperature is caused by a number of factors- over loading, high speed, under inflation and age of the tyre. I believe that the insurance companies only cover vehicles with of no more than 4 years old (just check your old MG tyres before you next long trip) The Karoo is notorious for this with ambient temperatures of 37 deg C and road surface temperatures getting much hotter. We have lost 3 caravan tyres over the years and two of those were simultaneous.

We risk our lives daily on these thin rubber membranes. We frequently don't use the specified tyres especially on the modern TFs. We use tubes in tubeless tyres on the wire wheels which are not recommended. Insurance companies have repudiated claims when conventional tyres have been used on cars which should be fitted with the hellishly expensive run flat tyres. When the Toyota Fortuner was first launched there were a number of them that rolled over and the tyres were blamed and in fact the specification was changed to resolve the problem. I can't remember if they

recalled the model but the joke of the time was that the Fortuner came out in two models- those that had turned over and those that had not turned over yet!! I suggest that the 2017 committee get a tyre specialist to give us a talk at one of the Noggins. I know that we got a lot of value out of the Classic Oils talk and tyres are as important as lubrication

The authorities are blaming alcohol as a major cause of accidents and after witnessing the revelry in the Cape this period I can only agree with them. Not only affecting drivers but pedestrians as well. Alcohol is also a major cause of the drownings that we hear about every year. In fact the authorities, realizing the seriousness of alcohol related 'accidents' are motivating the rating of drinking and driving on the same scale as murder and rape.

Let us be proactive and avoid driving, even after one drink, have a designated driver or use Uber if you plan to drink. As a group we need to set the standard- Safety Sober. Another observation is that the big trucks generally drive consistently well. The only problem is that they are slower than the general traffic and the speed difference causes bottle necks and frustration

Bruce

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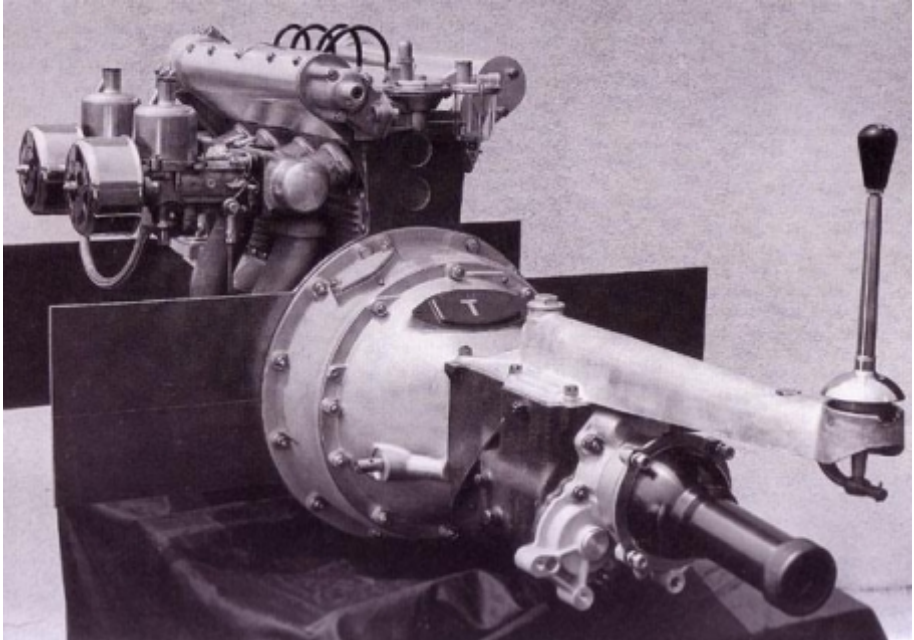
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An American perspective not necessarily shared by us but clearly the power output Trumps the XPAG

"The V8-60 that was raced on the west coast in-period was known as "2 Jr." and, among others, Phil Hill drove it.

Other common conversions involved early Buicks and Y-blocks.

This is an Offy that went into a TD (see MG tranny and SU carbs):



To those who are trying to dissuade you, please, there are MORE than enough stock MG TDs in existence. What the world needs are a few well done period conversions to bigger power...a 2 Jr. clone would be so righteous, as would any old Brit car with an Offy. Search the board for an old post of mine from this summer about the Mt. Equinox hillclimb...there's an HRG (a FAR rarer car than a TD) with an Offy in it. If you think there's something un-pure about that car, you need your head checked.

My family's owned a ton of TDs...still have two (Devin bodied car, and an Bertone-bodied Arnolt Coupé) in fact. I passed my VSCCA test in a TD 17 years ago...great-handling car that unfortunately isn't very quick. Racers in the 50s knew the deal and made adjustments (well beyond tuning the XPAG) accordingly.

There's a TD (or TC?) up in either Washington or Oregon with a V8-60 with one of the only sets of V8-60 Ardun heads on it...you going to kick that car out of bed for eating crackers? EDIT: Damnfingers posted a photo of this car...I only now saw it.

Bottom line: your car, you can do whatever you want with it. I would have loved to see The 37 Kid pull up to a T Register show with the Mule, as would a few of the people on the board of directors for that club.

Would you rather please the purists or please yourself?"
And in case you don't know what an Offy is:

The Offy or Offenhauser Racing Engine is a racing engine design that dominated American open wheel racing for more than 50 years and is still popular among vintage sprint and midget car racers

Offy
Offenhauser Racing Engines

Offy Racing Engines.jpg

Submitted by Rajesh



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

**Barbie celebrated her
50th Birthday, this year...**





SUNDAY RUN TO THE VAAL

We have a number of Sunday runs that have become a tradition, inter alia, Kimber's birthday, Angela's Picnic, The Valentines Run (now becoming a traditional venue at Hogsville), the Christmas Lunch. I personally have always enjoyed the Vaal Run as the first run of the year.

This run is organized by the MGCC Johannesburg Centre and includes the SAMCA clubs. SAMCA formally the SOUTH AFRICA MARQUES CLUBS now renamed SOUTH AFRICAN MOTORING CLUBS. There are 42 clubs who are registered with SAMCA all of whom share the same passion for old cars (and motor bikes)

For the last number of years this event has taken place at Silvervale- the private museum owned by Ziggy. Sadly he has sold the museum collection and in fact he was in hospital on this Sunday and unable to join us.

The run kicked off at the Block House filling station with lots of tyre kicking and chats. Our MGS were well represented and various other clubs queued up for the guided run on to the Venue. The turnout of AC Cobras was amazing with some 32 of these growlers leaving rubber all over the roads.

Abi Brink did us proud organizing the venue and coordinating the fine details that made the event such a success. The management went the extra mile with menus colour printed and signage. They laid on a number of parking attendants (marshals) to direct the cars and waitress to meet and greet us. The buffet brunch was good and the venue has been greatly improved from the 2012 run. The deviation from tradition of having the run on the Sunday after the first Thursday Natter and Noggin was so as not to clash with the Piston Ring meeting (3rd Sunday) Also having it earlier is a problem with those of us who stretch their Christmas vacations into January. It was great to see all our friends and to catch up on the news, holiday stories etc. Just to mention a few members; it was good to see Jenny Loader back after her op; Michael and Shelly made it to this run after not making it to Norman's Birthday run having had some teething problems with his Twin Cam; this was the debut for this car imported from Zim and we hope to see lots more of it on future runs.

But- it was a hot! The MGA was cooking with the outside temperature hovering in the early 30s. Carol insists on having the roof up and it is either fry in the sun or bake under the roof!

There are many events on the year's calendar with many of our members belonging to other clubs. We need well attended MG runs. SAMCA are attempting to create an omnibus schedule of all the clubs events of the year

Don't forget the Valentines Day to Hogsville - the theme is again Red and White. That is attire and colour of cars but you definitely will not be penalized if you come in any colour or model MG. Lets see some T Types

Bruce Dixon



Welcome notice



The Zim MGA back on the road, hopefully Shelly & Michael will write a story about this adventure



General view of the breakfast area





Catch up time; Carol & Jenny chatting in the shade



Breakfast is served; fortunately the queues were minimal

*Welcome back - Sandra & Graham
(who has made a miraculous recovery)*



*Keith and Noel Watson
giving directions*



Abie organised a grass arena for some of the cars

Norman Talks!

NORMAN'S BIRTHDAY RUN - DECEMBER 11TH 2016

This run that Norman organises is on the Sunday closest to his birthday and this year it fell on his actual birthday, so very special for Norman to be able to celebrate with his MG friends.

The convoy set off from Mazista Tiles on Malibongwe Drive and enjoyed an uneventful run out to Estate d'Afrique at Hartbeespoort Dam. Sharon and Rod Herman (who are members of the MG club) live at this complex and kindly arrange for us to use part of the club house for the lunch. The view from the veranda is glorious.

It was good to have some of the Northern members come along as well as long-time member Jacques Debeil. There was lots of conversation, a variety of picnic lunches and the birthday cake for us to all enjoy.

It was wonderful to have the President & First Lady in attendance (AKA The Craddocks).

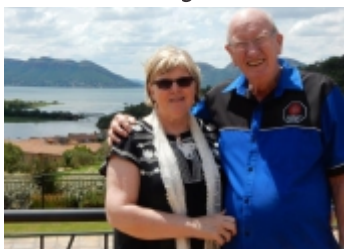
A good day out all in all. Thank you for sharing your birthday celebrations, Norman.

Jenny Loader

A view of the club house where we sat in the shade on the veranda



First Lady & President with a view of the dam in the background



Rendezvous point at Mazista Tiles, near what was the MG HQ



*Tom doing a lot of kneeling to keep him in good standing.
Good to have Bob Wilmot on the run in his MGA*



*Check out my number...
Esra completing the security info with Norman's help*



Security check point at the entrance to the Estate

Jacques, Norman & Sharon chatting with Bob looking on



Cheers Tom & Hyla, who were leaving to have lunch with Tom's son at Pecanwood

A Severe WARNING!!

To all Back Yard Mechanics

At present I have been involved in restoring a 1932 Morris M10. It is in a very good condition with no rust or dents, and has not been driven for over 45 years. Yes all rubber parts need replacing as well as many other parts due to deterioration. But everything appears to have very little wear. After removing all the brake drums, complete with the stub Axles. No score marks on the drums, wheel bearings were very firm. After removing the cylinder head, I think the cylinders will only require a light honing.

Now for my Disasterous Experience in ICU.

Sunday morning I had the butterflies, and a tightness in my Chest. Then a visit to my local Doctor. "A Heart Attack" - You must be hospitalised immediately. In the ICU I was completely at a loss. A black gentleman and several nurses? Spoke in their language, from the far end of my bed. All disappeared. I was eventually hooked up to the "Casino Equipment" and left, me guessing how serious it was. Several similar gatherings were held during the following 2 days. X-rays were taken, and many drips inserted. The 3rd day I had a cat scan. That gentleman then reappeared, and said I could be discharged. All this time as much as I questioned them, I got little info. I found that most stressing, I managed to ask him how I should handle my future. I was told, "Carry on as usual -- keep your mind busy". However once I was able to relax. I wondered why I was there. I felt great! after that.

At home my son came to visit me, during our conversation I mentioned that on the Saturday I spent 8 hours cleaning parts with Petrol, AH!, that's it he said. The petrol fumes caused that! I then mentioned that to Bruce our Chairman. "95 Petrol is very dangerous stuff he said". Then I went to Google. I went through pages and pages of useless text. THEN! on the very last paragraph I found the following:- Gasoline contains Benzine, and other known 'Carcinogens?' Gasoline Inhalation can produce a high. However this is thought to cause severe organ damage, Including mental retardation.

THAT SAYS IT ALL! Do not let this happen to you!

This is my final article as Editor of your Thumbs Up!!! Magazine

TOM



"I don't know what's wrong, but, if you open and close the hood like this, it looks like your car is talking."



Great Timeless Truths

Submitted By Randall

In my many years I have come to a conclusion that one useless man is a shame, and two or more is a government. *John Adams*

If you don't read the newspaper you are uninformed, if you do read the newspaper you are misinformed. (how true is that!!!) *Mark Twain*

Suppose you were an idiot. And suppose you were a member of government. But then I repeat myself. *Mark Twain*

I contend that for a nation to try to tax itself into prosperity is like a man standing in a bucket and trying to lift himself up by the handle *Winston Churchill*

A government which robs Peter to pay Paul can always depend on the support of Paul. *George Bernard Shaw*

Foreign aid might be defined as a transfer of money from poor people in rich countries to rich people in poor countries. *Douglas Casey, Classmate of Bill Clinton at Georgetown University*

Giving money and power to government is like giving whiskey and car keys to teenage boys. *P.J. O'Rourke, Civil Libertarian*

Government is the great fiction, through which everybody endeavours to live at the expense of everybody else. *Frederic Bastiat, French economist(1801-1850)*

I don't make jokes. I just watch the government and report the facts. *Will Rogers*

If you think health care is expensive now, wait until you see what it costs when it's free! *P.J. O'Rourke*

In general, the art of government consists of taking as much money as possible from one party of the citizens to give to the other. *Voltaire (1764)*

Just because you do not take an interest in politics doesn't mean politics won't take an interest in you! *Pericles (430 B.C.)*

No man's life, liberty, or property is safe while the legislature is in session. *Mark Twain (1866)*

Talk is cheap...except when government does it. *Anonymous*

The government is like a baby's alimentary canal, with a happy appetite at one end and no responsibility at the other. *Ronald Reagan*

The only difference between a tax man and a taxidermist is that the taxidermist leaves the skin. *Mark Twain*

What this country needs are more unemployed politicians. *Edward Langley, Artist (1928-1995)*

A government big enough to give you everything you want, is strong enough to take everything you have. *Thomas Jefferson*

We hang the petty thieves and appoint the great ones to public office. *Aesop*

TECHNICAL

Fire in cars

Recently there have been several reports of a certain small SUV catching fire, sadly all our cars run a similar risk ...yes even our old MG's can be a fire trap although I guess a roadster gives you a better chance of escape.

In the US 20 % of all reported fires are car fires, regrettably we don't have such stats for South Africa but that might change with the current situation.

What causes these fires, the answer to this is still open to debate however we do know that fire requires three basic ingredients to get started;

Fuel (any combustible material)

Oxygen (plenty in the air we breathe)

An Ignition source (heat, a spark, or a chemical reaction)

The average classic or modern car has all of these elements conveniently located under the bonnet.

Fuel

We have petrol or diesel being fed to the carbs or injectors at high pressure, all connected with neoprene, silicon or metal piping all of which require a fitting or union to join and form the fuel supply system. Old style rubber pipes were outlawed when certain additives were mixed with the petrol that dissolved the rubber. Notwithstanding the material when subjected to continuous cycles of heat and cooling they do become brittle and crack causing leaks. Petrol leaks are difficult to detect but if you can smell petrol find the leak and repair it before it is too late.

Our engines, gearboxes and brake systems are all filled with combustible oils and they only require temperature and an ignition point to start burning.

Wiring is yet another source of fuel with its braided or plastic insulation materials

Modern carpets and upholstery are yet another source of fuel being derivatives of the petroleum industry

Lastly what about our rubber tyres, automotive body sealants and that beautiful paint finish, all combustible

Oxygen

The air we breathe contains life giving oxygen and there is no way that we can stop or reduce this element to protect ourselves from fire.

Ignition sources

It is not unusual for a fire to start under the bonnet as it is probably the hottest area of the car with all the combustible elements under one roof (bonnet).

Heat

Exhaust manifold temperatures for a normally aspirated engine runs at approximately 550°C, turbocharged engines run at 850°C but can reach 1000°C at high output powers, more than sufficient heat to ignite all the fuel elements under the bonnet. Modern engines usually have crossflow cylinder heads with exhaust on one side and fuel on the other primarily for higher efficiency but as also as a safety feature. Not so with our MG's they are both on the same side.

Heat can also come from an overheated engine due to a lack of coolant or a radiator problem.

Modern car engine bays are fitted with that annoying extractor panel under the engine that's there to assist with the evacuation of hot air from under the bonnet, regrettably our old bangers don't have this nor can one be fitted, I've tried.

Incidentally my turbocharged MGB under bonnet temperature runs at 70-80°C on a 30°C hot day as a result of radiation from the exhaust and turbo plus the hot air from the radiator.

Electrical

Sparks from damaged wire insulation or even a loose connection is another source of ignition. Cars with their batteries mounted under the bonnet present an additional risk in the event of a head on collision.

So what can we do to safeguard ourselves

Firstly equip your car with a suitable SABS approved fire extinguisher, you can also use the extinguisher to break a car window should you be trapped inside

Next ensure you do proper and regular inspection and maintenance

- Tighten all fuel line joints

- Replace hardened flexible fuel pipes both under bonnet and at the fuel pump

- Make sure the carb does not overflow due to a worn needle and seat valve

- Always** replace the heat shield between the exhaust manifold and the carbs

Replace any o rings in the fuel line

Replace the flexible oil pressure connection if it has hardened

Fix any engine oil leaks

Modern cars with Catalytic convertors need to be checked for restrictions as Cat convertors become hotter if they are blocked

Don't ignore the water temperature gauge if it exceeds the limit have the radiator checked

Check for wiring defects eg hardened and cracked insulation, if you cant replace use insulation tape

Check for loose connections and tighten

Check those pesky Lucas bullet connectors for corrosion which results in poor continuity and a cause of overheating of wiring

In conclusion

Don't ignore an overheating engine

Keep combustibles away from that hot exhaust manifold

Do regular inspection

Make sure your fire extinguisher is charged and accessible

Finally

If you are driving one of those SUV's that light up don't be a hero and try to save it get out as fast as you can and run. Your life is more precious than the car.

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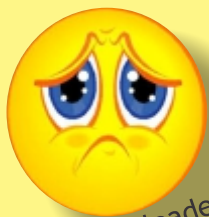
In a city hit by chronic pollution and traffic problems, two electric-power EZ10 minibuses, which can carry up to six seated passengers operate between the Lyon and Austerlitz stations in Paris.



“Alex Moody our webmaster and his daughter Scarlett who is our youngest member”



Kevin and Jenny Loader have just become Grandparents. Congratulations on their daughter's birth of a baby girl



- 📌 Jenny loader, has been in hospital for an operation, and is now recovering well at home.
- 📌 William Kelly, recently suffered a wobbly, and is now on the mend.
- 📌 Ray Kirkland, has just had his 15th operation in 10 months, this time all his wounds have been re-opened, cleaned out, and closed up again. Hopefully he will soon be completely healed.
- 📌 Your Editor recently suffered a heart rhythm problem and spent 3 days in ICU. You cannot get a young man down. So I am back, raring to go!



The happy couple at Mount Grace

50 Year Wedding Anniversary

Randall and Noeline, married in Cape Town 14 Jan 1967, have three children, Mandy, Hayley and Craig and four grandchildren.

Mandy lives in Germany with two boys and Craig is in UK with two girls, Hayley lives here in Johannesburg, not married.

Mandy flew out here to be with us and the four of us celebrated the event and a deserved break at Mount Grace hotel.

CONGRATULATIONS!

PLEASE WELCOME OUR NEW **MAGIC** MEMBERS

Craig and Judy McLeary MGA
Houghton

Sue Maitland and John Reeder MGB GT
Lonehill

All members:

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

Forthcoming Runs, Noggins and Events.

February Natter and Noggin

Old Ed's - 2 February 2017

General discussion and AGM. 19h30 for 20H00

February Run

Sunday, 12 February 2017.

Valentine's Day run to Hogsville. Meet at Kyalami racetrack entrance @ 10h00 and thereafter proceed to the venue. Bring along a picnic basket. All to dress in Red and white.

February Midweek Run

Wednesday, 15 February 2017.

Midweek run to the Electrical Engineers Institute in Observatory. The organiser of this run is Cliff. Meet at Old Ed's at 10h30 and proceed to the institute. Lunch thereafter at a venue to be advised.

March Natter and Noggin

Old Ed's - 2 March 2017

Kevin Loader to speak and present on Disruptive Technologies. The impact of technological advancement on modern motoring will be shared. 19h30 for 20h00 at Old Ed's.

March Run

Sunday, 12 March 2017.

Run to the Rand airport. A visit to the SAA museum with a guided tour. The organiser of this run is Cliff. Lunch thereafter at the Harvard restaurant on site for your account. Meet at Old Ed's at 10h00 and proceed to the Rand Airport.

Early April Run

2 April 2017

Angela's Picnic at Delta Park. Get there early to avoid the traffic. No fires allowed. Carry a picnic basket.

April Natter and Noggin

Old Ed's - 6 April 2017

Topic to be confirmed.

April Run

Sunday, 16 April 2017.

Kimber's birthday and Peter Knight's birthday. Proposed run to Peter Knight's home.

May Natter and Noggin

Old Ed's - 4 April 2017

Derek Langford to do a presentation on the restoration of his MGBGT. This will be interesting and inspiring to all and especially those that are busy with similar projects. Old Ed's 19h30 for 20h00.

THOUGHTS FOR THE MONTH

"If you've heard this story before,
don't stop me,
because I'd like to hear it again."

"If a black cat crosses your path,
it signifies that the animal is going somewhere."

"Blessed are the cracked,
for they shall let in the light."

"I, not events,
have the power
to make me happy or unhappy today."

"Alimony is like buying hay for a dead horse."

"Money will not make you happy,
and happy will not make you money"

"I find television very educating.
Every time somebody turns on the set,
I go into the other room and read a book."

~ Groucho Marx 1890 - 1977



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

[illegible]



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