

# Thumbs Up!!!



OFFICIAL NEWSLETTER   MG CAR CLUB   JOHANNESBURG CENTRE  
**FEBRUARY 2019**

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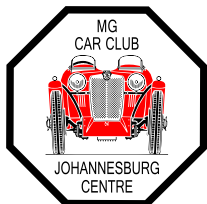
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# MG CAR CLUB

## Johannesburg Centre



PO BOX 52336 SAXONWOLD 2132 JOHANNESBURG

## COMMITTEE

Chairman/Editor	Bruce Dixon	082 457 8338	brucedixon@absamail.co.za
Co-Editor	Michael Trollope	072 976 5505	michaeltrolley@gmail.com
Registers	Tom Kirkland	082 445 6770	kirk1@lantic.net
Treasurer	Tony Maybank	011 678 9267	tony@mgcc.co.za
Events Co-ordinator	Norman Ewing	083 654 5433	mgewing@polka.com
Secretary/Regalia	Jonathan Burke	083 788 2060	jonathanb182@gmail.com
Legal/Events	Claudette Dutilleux	071 612 2564	Claudette@thompsonwilks.co.za

**Standard Bank, Rosebank branch 00-43-05: Account Name &# "MG Car Club" 00 203 458 1**  
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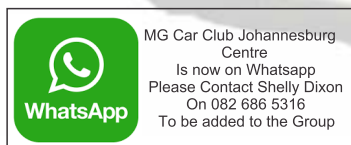
**A Natter and Noggin is normally held on the first Thursday of each month at 8pm**

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

Our Website: [www.mgcc.co.za](http://www.mgcc.co.za)

Our E-Mail: [mgccs@worldonline.co.za](mailto: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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# *From the Chair*



I write this as my last 'from the chair' as, to use a politically popular phrase, I am being recalled in terms of the constitution. I fully support the notion that one tends to be come stale and anyway I need more time to devote to house maintenance and cars never mind trying to earn a living. The new younger generation will do a much better job. I do however still have to write the Chairman's Report for the AGM. The hand over process will take some time with changing bank signatures, handing over club assets , trophies etc.

I have mentioned before that we have recently had a long trip (5000km) across the country and south to see the flowers and we have now returned from a 3000 km trip towing a caravan. The standard of South African drivers really worries me. Every year the death toll rises and every year the authorities fail to apply the traffic laws. They frequently harp on the drinking and driving and speed issues. They have now added texting and driving. The Free State had the most visible policing and the most speed traps and the most road blocks- also the most accidents that we saw. All these are relevant but my biggest concern and observation is that drivers just ignore or probably don't understand the restricted passing by crossing a solid centre white line. My issue is that there should be a concerted effort to police this and to educate drivers. A thought I have had is an initiative to print the law with a drawing of where passing is not allowed on the back of trucks. In exchange for displaying such a 'poster' the authorities could give the owners a reduced licence fee. It would be where it can be seen most often by drivers. We should get SAMCA to drive such an initiative with Drive Alive. Samsung produced an advertising campaign where they mounted giant TV screens on their trucks and did something like that. Obviously that would not work here!!

We had some occasions where lines of cars were passed on blind rises where there were even two solid white lines with solid red line between them!

This has to be a bumper year for the club. Our 50 year celebrations should be amazing. Norman has been working on a 50 year tour for some time and if it is as much fun as the MGA 50 and 60 year tours we should not miss it.

We started the year off with a Noggin at Old Eds a week later than our usual first Thursday to accommodate members still on holiday, however there were still many apologies from those who had not yet returned from their holidays! Slides reviewing the events of 2018 were shown. The PowerPoint presentation is available for anyone interested.

As far as the Thumbs Up! is concerned, I will be retiring as editor and sadly Denise who has been compiling our Thumbs Up for a number of years has indicated that she is leaving Kalalex and Kyle in their office will be taking over from her. There is some work needed in improving the quality of the images in the magazine. It's been a disappointment to see the Web Site and printed images lose some much clarity. The initial standard of the photos is generally very good even when taken with some of the smart phones.

It has been an interesting and challenging time being your chairman and editor over the last 3 years. I thank you all for your contributions, help and support and wish you happy MG motoring in 2019 and the next 50 years!

## WHAT AN ACHIEVEMENT!



# NrmanTalks!

10 years ago Norman wrote an article detailing his history and that of the formation of the club. It was a long article and he attempted to update it for this magazine, but due to some issues with his electrical connection he passed the problem on to me. A scanned copy of the article is included in this magazine.

Norman's involvement in the MGCC has prompted him to becoming an internationally recognised historian on MG matters. The two important dates of the founding of the club are May 1969 where a meeting was held at the Six Gun steak house in Linksfield and a follow up meeting on 29th June 1969 at Baragwanath Aerodrome. With the help of some media coverage, a huge crowd arrived at Baragwanath in their MGs. The venue was ideal, as they had ample parking and a big club house. The Baragwanath meeting must go down as the commencement of the club. Keith Burton was elected Chairman and the committee at inception consisted of Graham White, Keith Burton, Norman Ewing, Lionel Galinsky, Tommy d'Arcy, Mike Tweedie, Ruth Whytock (later to become Beezer) and Peter Longhurst. Brian Wallace recalls that he and Bill ten Oever drove down from Pretoria, Norman remembers one attendee who rode a bicycle all the way from Muldersdrift. Norman often credits Robin Hartgill as the inspiration for the commencement of the club. Sadly Robin died tragically in a car accident before the club really got under way. We could carry on with a long list of names, many of whom have given many years of their precious time to the cause.

What is interesting in this history is that Keith Burton (one of the most knowledgeable MG people) is that 50 years on is still involved with the MG Car Club down in the Knysna area, Graham White now very frail, has just had his 90th birthday and only sold his ONE owner TC last year- one that he imported new in '49 (another story to be told). Ruth Whytock Beezer is no longer involved in matters MG but is living in Johannesburg. Norman is of course is still very involved in matters MG and besides being an honorary member of most of the South African Clubs, is an honorary member of the Mother Club in Abingdon and more importantly is the Chairman of the South African National MG Car Club.

Remember that MG was very relevant in 1969 – MGBs were being produced (frowned on by some members of the club at that time as 'moderns'). TCs were only 25 years old- there were J types and other older models attending events. MGAs were plentiful. Now with the passage of time the 'modern' Fs and TFs are already 15 years old.

Pepi Gaspari, Chairman of the Northern's Centre and now Deputy Chairman of the National body has asked Norman to do a road show telling the story to the other South African Clubs- we must encourage this.

2019, being our 50th year, deserves lots of storytelling and celebration.

Just as a foot note: For those who don't know about Baragwanath- it was an important aerodrome for the Empire Training School training SAAF and RAF pilots and aircrew during the second WW 2, but has since been developed as a light industrial area. We have been reminded of this link with MG recently with the Show Day at the War Museum. Pilot training there during the war was in Tiger Moths. The Six Gun Steak house at Linksfield disappeared in one of the many upgrades in the little centre across from King David School

# My 40 years Association with MG

By Norman Ewing

In the early sixties, you could always find five or six MGA's, parked outside the Hartgill and Greenblatt homes in Eighth Street, Orange Grove - plus a powder blue Beetle - mine!

Robin was as close as a friend could be without actually being my brother. Although he had gone to K E S and I had gone to Highlands North, we had ridden mopeds along with Stewie Battison in the last two years of high school. Within two years of leaving high school both Robin and Stewie had MGs. Robin by way of his moped and money for a BMW 500 motorbike, which he then swapped for a TC - which was terrible, while Stewie bought a TD with his savings and a loan from his dad. Me? I went backwards, having sold my battered Puch for a bicycle, it was pedal power in my first apprenticeship years.

Robin traded up yet again and now had a TF, which I adored, and drove often. It was eventually bought by Joe Carpenter, then Esra Martins and is now owned by Mike Brett.

When my dad passed away, it became my family duty to learn to drive dad's black Hillman Minx parked forlornly in the street below our Yeoville flat, so that my mother, sister and aunt would be mobile. One night Robin came to show off his latest joy, there in the street below under a street lamp sparkled the most beautiful Tyrolite MGA. I flew down the stairs, and by now being an IAM member was entrusted with the keys for my opinion. It was a night of pure magic!



*A TF similar to that of Mike Brett*

In high school, an identical car owned by one of the Lupini family, had been the first 'A' I had ever seen. I just loved that car, and after driving this one I knew it was the car I had to have.

Shortly afterwards, my back was broken by a

large Randfontein chap, jumping on me as I went over in the corner of Kent Park, Wanderers. In the euphoria of winning I didn't even feel it, and converted the try.

However the following week, all was not well, and although I played the following week - very badly - all that week I was in agony. While driving into work on the Monday morning I gradually lost the use of my legs and that was it - paralysed - for 13 weeks. Mainly because of highland dancing, after eleven weeks I still had muscle tissue, which the doctors couldn't believe, and I kept my sanity by planning to build an MGA, from bits, the moment I could walk again. Doctors don't know everything - and it was great two and a bit years later to drive my MGA back to the Princess Nursing Home, and show them that not only could I walk pretty well, but that I had actually built the car I had told them I would.

A workmate, Mike Tweedie, was absolutely incredible, not only transporting my mother and aunt to the hospital every single night, but also organised to have me taken courtesy of Chuck Henderson to Ellis Park for the 75th Anniversary games. Mike was to buy and restore without doubt the best MGA in the Club's history and won the concours for years.

Once completed my car was put on blocks in the Norwood garage of Stewie and Anna Battison - I had actually built it in a garage loaned by Battison senior. Off I went to England where I met up with Mr & Mrs Hartgill - Robin having married Rita, the girl next door.

On my return home I battled to get a job, and although my previous boss at Kiley Baker said he would eventually hire me when things improved, I was fortunate to get a job with Sparham & Ford for a couple of reasons. First of all the MD Walter Kray was sympathetic to my MG passion, and as the years went by, allowed me to spend a great deal of time on club projects. Then I had two fabulous apprentices, Gavin Ritchie and Costa Captonopolous I like to think the passion rubbed off, for both were to get MG's!



Within weeks of my return home I was to meet and fall in love with Pat and then lose the closest friend I ever had. Robin was killed in his Cadbury's Ford Zephyr. He had fallen asleep and hit the only tree for miles round - I was devastated. It broke my heart that Pat, because she worked week-ends by the score, never met Robin.

Some weeks after the funeral, Rita gave me an MG book I had given him for his 21st. I promised her I would get a club going in Robin's memory, as it was the one thing he had spoken about so passionately. The other thing Rita gave me was his scrap book, pasted in which was an article written by one Graham White from a period AA Magazine. He sounded just the sort of person to help start a club - I had to find him.



Graham White founder of the MGCC

Pat had been a blind date organised by my next door neighbor. When she walked out of the nurses Home front door I could scarcely believe it. If it wasn't love at first sight, it was damn close. After a movie in Greenside, she wondered where the hell I was taking her, when I set off for the Pickin a Chicken on the old Pretoria road. This was also special, for on the way back to Hillbrow a red MGA MKII pulled alongside, and the most incredible dice ensued all the way back to Berea Fire Station. My A was quicker and I stepped out to greet Peter Longhurst as a "new MG friend", Pat could not believe I had referred to a total stranger in this manner. But just over two years later he would drive Pat and her father to our wedding, and with soon to be wife Lorraine and Stewies help we now seriously went looking for members.

Slowly but surely by word of mouth and little stickers courtesy of S & F we stopped people and

got phone numbers of interested parties - but still no sign of Graham White.

An ex Kiley Baker workmate now joined our company. In the intervening years he had worked at Philips S A with an MG enthusiast I had never met - Keith Burton. Keith and Ella lived not far away from where Pat and I would buy our own home, as on visiting them, Pat fell in love with a little MG Keith owned besides his MGA - a J2, the first one I had ever seen. Keith gave me two little MG Car Club badges for when and if a club was ever formed. He also gave me a copy of Safety Fast. Robin had lifted quite a few of these over the years from Connocks which Rita had also given me, so my pile of MG "Knowledge" was growing.

I then stopped a lovely man driving his TD in a deerstalker. He was thrilled to hear of our plans to start a club and offered whatever help he could. John Baker owned a silkscreen printing works and would print the first very special MG posters. Through work I now met advertising executive Peter Theobald and his son Graham as well as a young Huphrey Powers working at Lindsay Sakers.

Then one evening at work one of my typesetters Rudi Koneman thrust a page of "The Star" into my hands. There on Harvey Thomas's page was a letter by one Graham White - GRAHAM WHITE - the name leapt off the page, here was the man I had been looking for - the man lead us - and he wanted to start a register for TAs - TBs and TCs.

This was the spark - I was on the phone in a flash, to say what was wanted was a CENTRE to represent all MG models - and so at 10am on a Sunday morning in May 1969 - interested parties were invited to a meeting at the Six Gun Steak house in Linksfield to talk MG.

Out came my phone list and I frantically phoned everyone with whatever MG to come. We were on our way.

At this meeting, which at times became heated when it was suggested that As, Bs and all post T Type cars were not REALLY MGs proved we all had passion for OUR MGs.

A great deal of nonsense was spoken and Keith,

Burton left us all in no doubt that being older, wiser and far more knowledgeable than the rest of us, only he really knew what he was talking about. It was agreed that we would call another meeting at Barragwanath on 29 June. This was published in the press and with John Bakers wonderful posters red and eye catching - these sprang up from Brakpan to Krugersdorp announcing THE DAY!!

And what a day it was - Lionel Galinsky flew in, in his plane. A German enthusiast rode his bicycle from Muldersdrift Tommy D'Arcy in whose car Brian Wallace had left a poster, drove through from Brakpan.

Keith Burton's quiet reasoning won the day, and it was pretty obvious to me he should be chairman, and I nominated him. I agreed to stand on the committee on the understanding that Mike Tweedie would take my place when we left on our overseas trip, and Ruth Whytock who was Pat's Nursing Sister Tutor was our first secretary. I just knew that Robin would have been ecstatic.

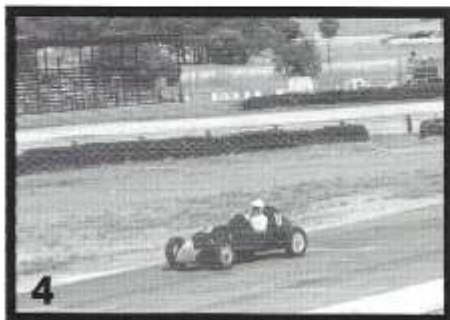
Keith was to prove without doubt an incredible founding chairman, and under his steady guidance the club would prosper and grow.

The first committee meeting was held at my mother's large Yeoville flat in Hopkins Street. The second meeting - by then we were married - was held at our 6th floor one room flat at Cresthill in Hillbrow - level with the bell of the German Church and along a terrifying walkway for some. Phil Buinet had a fear of heights.

Pat sat in on the meeting in her dressing gown, "Why don't you go to bed?" Asked Peter Longhurst. "You're sitting on it", replied Pat. All further meetings that year were held at Ruth Whytocks flat, Paul Nel Street Hillbrow! It was on the first floor and had a bedroom AND a lounge.

## Some Events Organised by the MGCC over the past 40 years

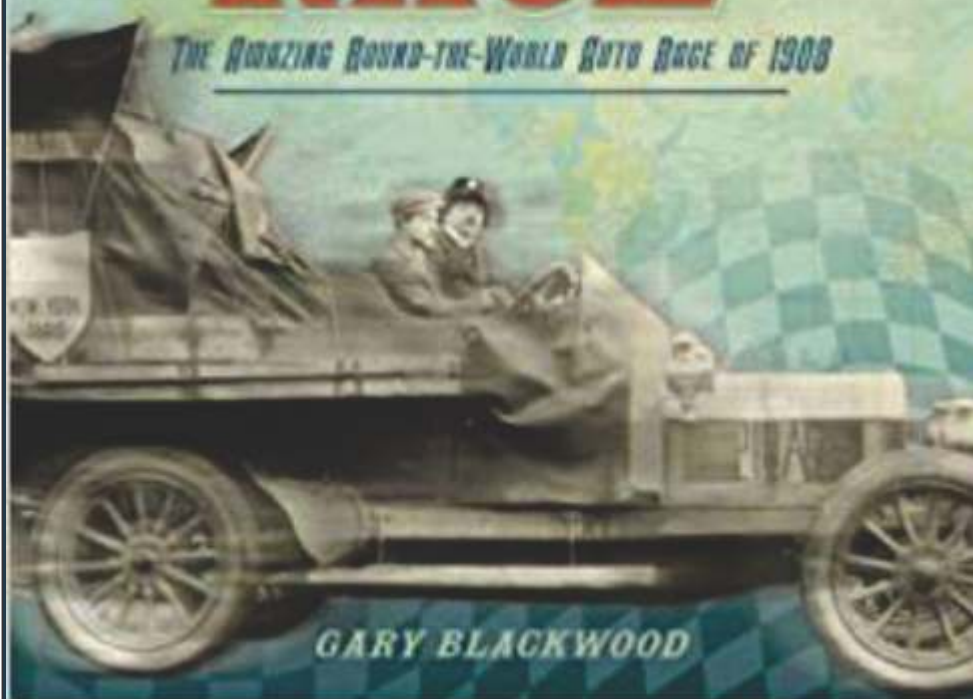
1. Gymkhanas - held at Esra's Farm
2. Showdays - This one held at Mandela Square
3. Social Outings - Celia arranged a visit to a Rose Garden
4. Historic Motor Racing





# *The* **GREAT RACE**

*THE HONKING ROUND-THE-WORLD AUTO RACE OF 1908*



**GARY BLACKWOOD**



*The Auto Race That Stirred the World*  
*Condensed from Buffalo Evening News - Michael Scully*  
*Submitted by Anneke de Groot*

February 12, 1908, was an awful day for horses. Cautious cabbies led their quivering mares by the bridles in mid-town New York streets. Disciplined police mounts reared frantically to break their rider's control. The centre of agitation was Times Square, the great and busy crossroads of New York. Since early morning those fantastic new horseless carriages had been gathering there in numbers never seen before, honking their hand-bulb horns and backfiring through the streets. By ten o'clock 50,000 people milled about the area. In the midst of this turbulence a brass band blared. Interest focussed on six amazing vehicles at the corner of 43rd Street. Three bore French colours, one German, one Italian and one American. Recognisably, they were automobiles, although one was fitted for a mast and sail to aid it in traversing windy plans and another carried runners for travel on snow and ice. Along with pneumatic tyres, most had high, steel-studded wheels for rough going. All carried food and medicine lockers, picks and shovels, repair tools and parts and firearms. Atop all this sat crews in fur and leather coats, bearskin caps, arctic boots and goggles. Author Rex Beach, surveying the grotesque caravan, turned to a group of friends, "A Thousand dollars says not one of them will make it," he offered. A sportsman took the wager. Mr Beach's bet looked good to most men of sound mind. These begoggled apparitions were setting out on a race across the world via northern United States, hence by ship to Alaska, where they planned to cross the Bering Strait on the ice and then traverse Siberia and eastern Europe to Paris. If that route seems impossible today, consider that in 1908 there was almost no made-up road in America outside of the cities. Siberia was virtually trackless. The automobile, only 18 years old, was still a sportsman's plaything. But manufacturers wanted to demonstrate to the world that it was here to stay. As co-sponsors stood two confident newspapers, the New York Times and Le Matin of Paris. The New York Times was more than optimistic. "Over this route," it forecast "the traffic of the world will some day move." But sceptics were numerous. Observed the Daily Mail: "The motorcar, after woman, is the most fragile and capricious thing on earth." Another writer doubled that, "men or machines can surmount the ordeals that await them." But here they were, awaiting the starter's gun: Germany's Protos looked most formidable, 6000-pound, 60 h.p. monsters manned by army engineers. Next largest, the Thomas Flyer (U.S) also had 60 h.p. Italy's Zusto and two French cars, De Dion and Moto-Bloc had 40. The other French entry was the tiny 12-h.p Sizaire-Naudin, whose drivers predicted that they would skim over snow and mud. Each car had two drivers and a mechanic.





The Thomas carried a New York Times correspondent. The starting shot at 11:15 was lost in a crescendo of banging motors, horns, cheers and martial music. Escorted by 200 cars, the racers swing north from Times Square into Broadway. For eight miles cheering crowds lined the curbs. Then the escort dropped away with a farewell blast of horns and the six cars roared off up the Post Road towards Albany. There was reason behind the midwinter start. So little was known of Bering Strait that the planners assumed a crossing on the ice was feasible if the racers reached Alaska by April 1. Also, the manufacturers were determined to prove that the automobile could conquer the most rigorous conditions. Even southern New York State quickly offered rigor. At Hastings, 18 miles from the start, the De Dion ploughed into a snowdrift and it took half an hours shovelling by all the crews to clear the roadway. At 8:20 p.m. the Thomas, leader for the day, rumbled into Judson, 116 miles from Times Square, trailed by the De Dion and Zust. The Protos managed only the 74 miles to Poughkeepsie. The Moto-Bloc and Sizaire-Naudin were at Peekskill, just 44 miles from the start. Fresh snow overnight made the second day worse. The Thomas and Zust made 90 miles to Fonda in 12 hours. But the others were far behind. The little Sizaire-Naudin managed a net loss of four miles, having got lost and headed south. Then it tore out its differential gear on a hidden rock and withdrew from the race. Westward from Albany the cars, despairing of the mapped route, took to the Erie Canal towpath. The crews filled ditches,

reinforced a bridge and rolled away 80 huge logs that blocked their progress. On the fourth day the De Dion and Thomas pulled the Zust out of a swamp on a road which the New York Times man innocently called, "the worst in America." It was a close race between the Thomas and the De Dion into Buffalo. Six days after the start the De Dion finished the 560 miles to Erie, Pennsylvania. A freakish break in weather had cleared the snow in Ohio and the Thomas took the lead on the seventh day, making 219 miles to Toledo. The De Dion and Zust were close behind. Then the winter's worst storm whipped down from the Great lakes. The Thomas broke the way for the others, but after one exhausting day in which he made exactly nine miles against the snowdrifts, Montague Roberts, the driver, arranged for \$1000 to have ten teams, dragging sleds, to harden the route for the 100 miles. When Roberts wheeled the Thomas into Chicago on February 25, he had taken seven days to cover the 258 miles from Toledo. The Thomas, De Dion and Zust crossed Illinois while the Protos and Moto-Bloc still struggled through Indiana. The road across Iowa was a ribbon of sticky mud, sometimes two feet deep. News of the mad adventure had captivated everyone. People lined the route to gape and aid. Straw fires lighted the way at night. Boucier St. Chaffray, driver of De Dion, wired his backers: "I can't spend money. They give me everything."



To be continued...



A big thank you to Anita de Castro for organizing Norman's Birthday Run in between packing and their visit to Australia. Joe and Anita left for their holiday almost immediately after the run. Thank you to Rod and Sharon Herman, who live at Estate d'Afrique on the banks of Hartbeespoort Dam, for booking the estate's club house for a 'bring your own picnic' lunch. As many of our members were winding up for the year and going off on holiday, they were unable to celebrate with Norman, who provided a fantastic cake and notwithstanding many being away there was a great turnout including some Northern's members and some of our members who live in or near Harties. It was great to see Jacque de Beil who had travelled from his game farm in the Waterberg. The cars lined up as usual at the Total filling station on the corner of Witkoppen and Malibongwe to travel together out to Hartbeespoort. Estate d'Afrique as the French name suggests, almost gives one the feeling that you are in Europe –it is a lovely venue





# *Sunday Run to the Stonehaven at the Vaal*

It is a long standing tradition that the first run of the year is the SAMCA run to the Vaal organized by the MGCC. This year we returned to Stonehaven for a breakfast, meeting up with other clubs at the Engen One Stop at the Block House and travelling together on to Stonehaven. A number of other clubs joined in. The Morris Minor Club and the Mini club were well attended along with a relatively new club - the Swift Club. I have to add a note here about the fantastic suspension modification that Wally Landford has designed and made for his MGF. We must get an article on this.

Many of our active members were unable to attend as they were still away on holiday or otherwise occupied, however, many of our members live in the area. Ian and Henry Cass, Rolf and Judie Schweizer, Graham and Sandra Brown, Sharon Taron and of course Abi Brink who once again organized the outing superbly. It was also possible for our longstanding MG member Brian Wallace from Somerset West join us. You probably read or saw on TV that the raw sewage flowing into the Vaal evident at Stonehaven prompted our new Minister of Finance, Tito Mboweni, to call out the army to sort out the problems. We have subsequently been told that the army is well experienced in this having re-establish the infrastructure in some of the war torn African countries. We were greeted at the entrance to Stonehaven with a giant poster showing the army's progress. It appears that it is working and water sport is still very popular. More importantly we were warmly welcomed by Abi and Rolf who were in attendance early on Sunday to allocate parking.



The Stonehaven organisers had a welcoming poster and seated us in their hall and the breakfast was laid out ready for us when we arrived. Once again the members continued nattering well after everyone else had left. Carol and I braved the quicker route back, travelling on the N1 though the tolls. Other than a small hiccup on Derek's BGT we all got back home safely. It must be age related or something to do with global warming but I have to say it was a pleasure travelling in Carol's TF with air conditioning.







Rolf and Judie



Abi, Rolf & Judy



Sharon & Sandra



Sergio & Michael



Pat, Judie & Norman



Brian & Robyn



Some years ago a character by the name of Hugh Anderson put on an event called the Durban Dash. This was a fun, cheap and no rules way of getting to cars in the Park in Pietermaritzburg. sadly Hugh passed away some years ago and the Durban Dash went with him.

We have decided to resurrect this run but in true Hugh fashion the Durban Dash 2019 will not end in Durban but in Scottburgh where we will attend the 2019 Scottburgh Classic Car show.

Another name for this event could be the JD run as the recommended route will faithfully follow the route that the upward DJ run for motorcycles take from Durban to Johannesburg but in reverse, hence JD, from Heidelberg to Hillcrest. If you have ever wondered where and how the DJ run goes now is your chance to follow the same route.

The event will start from Randburg on Friday the 5th July 2019, overnight in Newcastle and spend two nights in Scottburgh leaving Monday the 8th. The recommended route has a distance of 372 km on day one to Newcastle and 449km from Newcastle to Scottburgh. Entrants are free to follow any route they wish and also to overnight wherever they wish from camping to an overnight package that we offer as an option for the night in Newcastle and two nights in Scottburgh.

The term vehicle covers any form of motorised road transport from bike to cars to tractors. Arrangements can be made if you wish to join us in an aeroplane of suitable vintage.

The cost of entry is R500.00 which will include a Rally Plate for your vehicle, a printed recommended route schedule, a file of the route to load into a GPS Garmin device if you desire and entry. A percentage of the entry fee will go towards a charity of the Scottburgh Classic Car Show's choice and will also covers the cost of a driven survey of the route recorded on a GPS file. We can offer you accommodation, if available, in Newcastle and Scottsburgh but that is your choice. See attached entry forms.

There are no rules and any vehicle can take part however only pre 1975 vehicles are allowed into the Scottburgh Classic Car show arena and later model vehicles have to park in the public parking areas. Whilst there are no rules, as we always do with the events that we organise, we recommend that you take along a fire extinguisher, a tow rope, two high visibility safety vests and 5L of water. Entrants are also encouraged to dress up in period fashion on the show day.

So for a weekend of fun join us for the Durban Dash (which actually goes to Scottburgh) in July 2019.

Regards,  
Roger Pearce  
Classic Car Events

0828970771  
roger@afriod.co.za

# Scottburgh classic car club

Will be hosting its tenth annual charity classic car show on Sunday 7th July 2019 at the Scottburgh High School. We are planning another relaxing day with parades and entertainment. So, I wish to invite your Club again to this event to enjoy a day of fun and nostalgia with hundreds of other classic car and bike enthusiasts while raising money for charities.

Details of special accommodation deals will be placed on our website soon for those who wish to spend the weekend in Scottburgh.

Each year we feature a different marque and this year we shall showcase MG.

Last year we introduced Pre-Registration for our Show. This is necessary and it made it easier for cars to find their parking places, and it ensured (almost !) that the right cars entered the show-field. All classic cars and bikes must register on our website this year. If you registered your car last year, it will be quick and easy this year.

Registration will open on 1 March 2019 on our website [www.scottburghclassiccarshow.co.za](http://www.scottburghclassiccarshow.co.za)

I would remind you again that the cut off date for motor vehicles and motor bikes remains unchanged at 1975. Later marque models will be admitted provided that they come as members of their Classic Car Club which has been invited to the Show. These cars must also register on our website. No "Plastics" will be permitted to park amongst the rows of classic cars. These support vehicles must park on the perimeter of the field with the vendors cars.

Supercars and other classics of special interest may be admitted by "Special Invitation" when they pre-register on our website. Please understand that these qualifications are necessary to ensure that the SCCS does not degenerate into a display of modern vehicles whose owners believe that their modern plastic is a "classic". It will remain a "Classic Car Show" for genuine classic car enthusiasts!

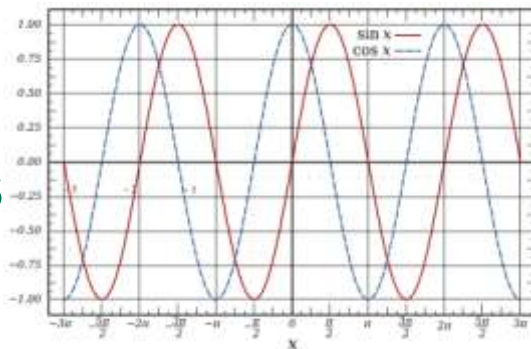
Gates open on Sunday at 07h30 for classic car exhibitors and 09h00 for visitors. The show is in aid of local charities and institutions. An entirely voluntary donation of R5 will be requested from each classic vehicle/bike that enters the Show-field.

I hope that you will again incorporate the SCCS into your Club's 2019 calendar.

Kind regards,

Peter Fielding - Event Organizer.

# HARMONICS



Last month after driving all across the country to Springbok and down to the West Coast to Lamberts Bay and back, in our BMW, just a few hundred metres from home, after a short local trip, as I turned into our road there was smoke billowing out from under the bonnet, acrid smell of burning rubber and no power steering. Thinking it was a flat tyre I got out and walked around the car to inspect the tyres- all was well so I limped home where I discovered that the front crankshaft pulley had failed. Not being able to drive the car any distance to have it fixed I decided to repair it myself. The front crankshaft pulley is huge and the part cost R 7500,00!! Also it was not easy to replace or to replace the serpentine belt! Thank goodness for Google and Youtube.

The question then is why such an expensive part and other than the later model MGB, MGs had solid and simple crankshaft pulleys. The MGB was a move forward in design and included the rubber bit to stop a vibration and it is known as a 'harmonic' damper. The designers knew all about harmonics from very early on. In fact one of the real vibration problems on MGs came with the MGA Twin Cam that developed vibrations at specific engine speeds causing the back carburettor to run lean.

I have recently read about these fundamental harmonics and the best description I read was that of a bronze 'church' bell that produces a 'ring'. If one takes some material off the casting it changes the ring – or harmonic. So the bell has a fundamental harmonic. Take a crankshaft- a big lump of cast iron- hang it up and tap it with a hammer and it has a ring similar to a bell. This is its fundamental harmonic.

Cars are full of devices to dampen and disrupt this strange mathematical phenomenon. We have all come across the term 'valve bounce' that occurs at high revs. There have been many attempts to dampen this and the inclusion of a second valve spring was one way of disrupting the 'bounce'. Suspension springs develop a harmonic and bounce, hence the need for shock absorbers. They are really dampers and in some countries referred to as 'dampers' and not 'shock absorbers'. The springs do the shock absorbing



and suffer from harmonics. If you have ever driven on a dirt road you will remember the corrugations that develop from the bounce of tyres. I could go on and on with other issues such as the sprung weight and need for lighter wheels. Why light weight spokes wheels and now light weight magnesium alloy wheels etcetera. A defective shock absorber that allows the wheel to bounce often results snow balling damage to the spring and even the wheel bearing. For a better understanding of this mathematical problem that plagues car design I extracted this following from Wikipedia “harmonic is any member of the harmonic series. The term is employed in various disciplines, including music, physics, acoustics, electronic power transmission, radio technology, and other fields. It is typically applied to repeating signals, such as sinusoidal waves. A harmonic of such a wave is a wave with a frequency that is a positive integer multiple of the frequency of the original wave, known as the fundamental frequency. The original wave is also called the 1st harmonic, the following harmonics are known as higher harmonics. As all harmonics are periodic at the fundamental frequency, the sum of harmonics is also periodic at that frequency. For example, if the fundamental frequency is 50 Hz, a common AC power supply frequency, the frequencies of the first three higher harmonics are 100 Hz (2nd harmonic), 150 Hz (3rd harmonic), 200 Hz (4th harmonic) and any addition of waves with these frequencies is periodic at 50 Hz.”

Anyone who had seen a piano being tuned or who had had their hearing tested will remember the tuning fork- again Wikipedia to the rescue: “tuning fork a device that produces harmonic vibration when its two prongs are struck; used to test hearing and bone conduction. See tuning fork tests.. tuning fork. a steel or magnesium-alloy instrument roughly resembling a two-tine fork; the vibrations of the tines, when struck, produce a pure tone and overtones; used to test hearing and vibratory sensation.”



All a bit of a mystery to me and after the smoke under the BMW bonnet I used a mirror to see what was going on with the pulley in the confined space between the radiator and the pulley- really all smoke and mirrors to me!

**The Club welcomes this new company which will deal with classic car maintenance and performance tuning.**

Stuart has a passion for Minis and the 1275 cc engines in particular. He has proven, on the race track, that he can get them to go faster. He has been doing this for many years as a part time hobby but has now taken the brave step to do it full time. Whilst he has focused on the Minis he also owns a Midget and he will undertake performance modifications on them as well

A business card for MINI'FORMANCE, featuring a background image of a classic Mini car. The card has a white banner at the top with the company name and tagline. Below this, it lists services and specialties. Two circular award-style logos are positioned on the left and right sides. The contact information is at the bottom.

**MINI'FORMANCE**  
Breathing new life into old Classics

Service | Repairs | Restoration | Race Preparation

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A-Series Specialist  
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Stuart: 082 886 5883

**MINI'FORMANCE**  
SPECIAL TUNING  
SERVICES

**SPECIAL TUNING**  
SERVICES



Our sincere condolences to the De Castro family on the passing of Joe's mother.

## Get ready for many events celebrating our 50th year

Dave Holt was spotted in Plett over the holidays looking relaxed and enjoying his new home at the beach.

We wish Hayla Kirkland a speedy recovery following her recent pacemaker operation.

Our members have travelled the world over the holidays:  
Kevin and Jenny to the UK  
Joe and Anita to Australia (seen on Facebook under the Sydney Harbour Bridge and then again in front of the Burj Khalifa in Dubai)

Please keep Mike Brett and Stewart Cunningham in your thoughts and prayers. Mike is laid up in hospital after an car accident on Saturday and Stewart is in hospital with pneumonia. We wish them both speedy recoveries.

Norman celebrated his 78th Birthday in style at Estate d Afrique.

George Schiering and Bruce Dixon are preparing their TC's engines for the next 70 years.



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



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



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

# TRADING POST



*Cars for sale  
Spares wanted & for sale*



MG TC Girling Shock Absorbers. Sold as is. needs reconditioning R750 Per Item.

MG TC Wheel Hub and Spinner. Sold as is. R500 Per Set

TC Gearbox - Reconditioned (unused since then) R5k.

MG TC Differential For Sale. Complete. R2.5k

Anton & George 074-730-0943 mgschiering@saol.com

Phone Nikki -Cell: +0027 (0) 82 458 2427

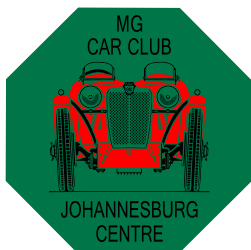
MGB - White MGB R/B phone Rynoe Smith - 082 4533320- email

rynoe.smith@psg.co.za



MGB for sale. Fully licenced-  
first licenced in'82, New tyres,  
fabulous interior, tonneau cover,  
spare wheel cover etc  
Impeccable condition R 135  
000,00





# Points for



Gender	M	
Com Y/N	N	
Surname	Name	Sum of Points
Loader	Kevin	375
Langsford	Derek	275
De Castro A	Jose Carlo (Joe)	200
Erasmus	Hentie	170
Van Der Schyff	Bryan	160
Norton	Rodney	160
Watt	Mike	150
MacKenzie	John	130
Phillips G	Glyn	120
Langsford W	Wally	120
Dutilleux	Len	110
Mourao	Sergio	110
Dewar	Alex	100
Boshoff	Koos	100
Smyth	Cliff	100
Leppan	Raymond	100
Schiering	George	90
Winterstein	Clive	90
Meiring	John	90
Spencer	Paul	80
Herman	Rod K	80
Cuninghame	Stewart	80
Faul	Peter	80
Holt	Dave A	70
Martins	Esra	70
Parker	Glen	70
McLeod L	Les	70
McLeod	Cameron Argyle	70
Cass I	Ian Devereaux	60
Brown GE	Graham E.	60
Clarke	Robin	60
Brink	Abraham John	60
Dixon G	Gary	60

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Gender	F	
Com Y/N	N	
Surname	Name	Sum of Points
Dixon	Carol	395
Loader	Jenny	280
De Castro A	Anita	190
Erasmus	Jeanne	185
Ewing	Pat	170
Norton	Jocelyn	160
Van Der Schyff	Maureen	140
De Groot	Anneke	120
Winterstein	Tania Borges	90
Cuninghame	Thelma	80
Leppan	Melanie	80
Mourao	Maria	70
Watt	Valerie	60
Langsford	Ivy	60
Holt	Heather	60
Parker	Hilde	60
Herman	Sharon	60
Brown GE	Sandra	60
Meiring	Anita	60
Brink	Beryl	60
McLeod L	Marleen	50
van Hell	Amanda	40
Cass I	Daphne	40
Clarke	Liesel	40
Dixon G	Kim	40
Jones R	Janet	40
Hutchinson	Kalipso	40
Fry	Judy	30
Dixon M	Shelly	30
Schiering	Margaret	30
Grover	Avril	30
Hain	Margaret M	30
Burke	-	20

# **We are still No1**

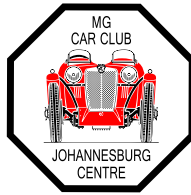


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an MG up the Sani Pass,  
we are first  
in the business of  
supplying parts for  
your MG.**



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on  
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Fax: (011) 486 0021  
email: [parts@scar.co.za](mailto:parts@scar.co.za)

11 Westmeath Road,  
Parkview, Johannesburg  
P.O.Box 72045, Parkview 2122



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

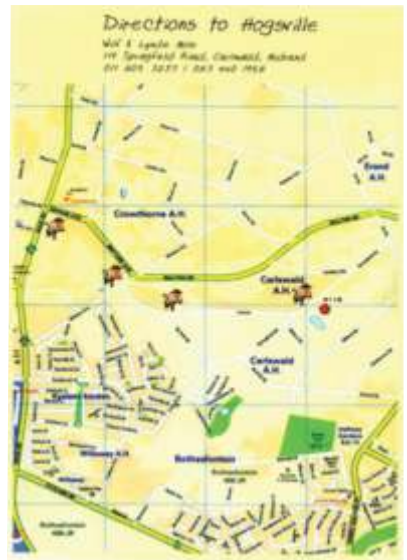
## ***Forthcoming Runs, Noggin's and Events.***

### ***February Noggin - 7th February*** AGM

### ***February Run - 10th February***

Traditional run to Hogsville for Valentine's Day. Wilfred Mole will be providing a braai fire with very special boerewors rolls.

We meet at Kyalami Corner Shopping Centre in the parking off the R55 (AKA Main Road) - at 11h00 for 11h30, Bring your picnic lunch and a chair.



### ***February - 13th Mid-Week run***

We will be visiting Pierino the coach building guru for a pizza lunch. Pizzas will be delivered and require your contribution. Meet at Old Eds at 10h00 for 10h30. It is a short drive from there.



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