

Thumbs Up!!!



See article inside

1969



2016

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

February 2016

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Johannesburg Centre

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COMMITTEE

Chairman	William Kelly	082 886 7114	william@happykoi.co.za
Secretary	P J Ryan	083 303 4304	rybo@absamail.co.za
Treasurer	Tony Maybank	011 678 9267	tony@mgcc.co.za
Event Co-ordinator	Shelly Dixon	082 686 5316	shellydixon28@gmail.com
Youth Representative	Cameron McLeod	082 822 0175	chevy5839@gmail.com
Editor	Tom Kirkland	082 445 6770	kirk1@lantic.net

Registers:

MMM and T-Types	Randall Everson	082 414 0438	reverson@mweb.co.za
MGA	Norman Ewing	083 654 5433	mgewing@polka.com
MGB	Bruce Dixon	082 457 8338	brucedixon@absamail.co.za
Moderns	Michael Dixon	082 423 5127	michealdixonbda@gmail.com

All Payments can be made directly into the MGCC Banking Account

Standard Bank, Rosebank branch 00-43-05; Account Name & # "MG Car Club" 00 203 458 1
Remember to **reference** your deposit with your **name** & preferably state your Membership Number

A Natter & 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 "Thumbs Up!"

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

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



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Thumbs Up!!!



EDITORIAL

How exciting! Here we are again preparing the first edition of the 2016 Thumbs Up!!! Magazine.

After all the previous trials and tribulations of getting the Magazine out on time over the past months, what with computer problems, and getting to grips with 'retirement' and settling down to a completely new life style.

For various reasons, I had enormous problems getting the magazine out on time, after the Dropbox system was introduced. However I will not let it get the better of me. So far most of what I have prepared has successfully reached William, and should also be in the printer's hands as well.

Now, firstly let me greet you all for the first time this year. Hyla and I hope that everyone had a wonderful Festive Season and are eager to get out on the Roads again this year in our little MGs.

In fact, the regular SAMCA run to the Vaal was rather poorly attended, but was very interesting for those who did venture out.

Then, Norman's 75th Birthday Run to Harties was a real 'Humdinger' with over 30 MGs and 70 people attending. This included a number of members from the Northern Centre. Let's try and do this more often.

At the February Noggin we will be holding the AGM, William will be a very happy man, as, he has done his 3 year stint as Chairman. I am sure we all agree that he has served us well!

Next month we will be able to present our new Committee to you. And the planning for the next year can commence.

If my memory is correct I will have served 18 and half years as Editor. I am sure that must be a record, which ever way you look at it.

There are a number of exciting events coming up this year. The most important being the Northern Centre's Indaba in September. As this is virtually on our door step, we should all be able to participate in one way or the other.

Other items being our Show Day, The Scottburgh Classic Car Show, then several unofficial Tours are proposed, the Maluti Meander, and Roger Pearce's Lap of the Eastern Cape. All these besides our usual monthly events.

In this magazine you will find the "SAMCA Declaration of Assumption of Risk and Indemnification" documents. These are normally completed by new members as they join our Club. However we have been asked to get all our members to complete a new application form, as much of our details have obviously changed since some of us joined many years ago. So, please help them update their records, as soon as possible.

Hoping this magazine reaches you on time, and you find it more interesting than in the recent past

TOM(Editor)

MG WEBSITES

Our Website: www.mgcc.co.za

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

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Tel: 011 787-5620

CHAIRMAN'S *Swansong* February 2015

The Final Chirrup Twit Ribbit from the Chair.

Perhaps it is fitting that of recent times Twitter has been offline and the world somehow hasn't collapsed. One of life's great lessons is in understanding that some things you can't control and that it's OK. Manage the things you can control and weirdly all the pieces slot together.

Over the last three years the sense I have is one of profound gratitude. This of course to everyone I have served with on the Committee who are heroes in every respect of the word, and everyone else who has contributed and been a part of the MG Family. We're an extended bunch with deep roots that extend all over the country and there is scarcely a port in our land that you can call at without running into someone who has an MG connection. This continues to amaze me and although I am less surprised by it these days I take that as a extremely positive outlook that I have now come to expect it!

Looking back over the last three years I can honestly say it was not me who guided this Club. It was the Club and its members who guided me. I am not comfortable with leadership - I prefer the lone wolf approach and outright dictatorship suits me just fine. Hence I relied heavily on some wonderful folk - who have along the way opened my eyes to new experiences and ways to approach things at a Club level. I have received some excellent advice, perspective and context and being my first time at the helm has been a wonderful, different experience. I have also listened and acted on some terrible advice - restoring an MGA is quite possibly the worst project I have ever undertaken (talk to me when it's finished though!).

We have our challenges. The current MG marque in today's sense is in trouble. The new modern MGs have not taken off - in fact I can hardly think of a new car launch in SA that has fared as poorly. Overseas sales may paint a different picture but when it comes to developing membership the number of cars on the road counts. There are ten times the number of brands available now as there were 40 odd years ago and probably a hundred times as many cars. It poses a constraint on the growth of membership and the decline in annual club numbers reflects this. Still, we're maintaining more or less the status quo and I believe the best route forward is to carry on doing what we are doing. We're here for you, the members.

Personally, I will miss Bill and Mark who are two people I have known within the Club. Mark was always a great guy to chat to and I will miss his suggestions and ideas for the Youth Project which is what we had in common. Bill, whom I have known for many years at Club and Scout level was a pillar of integrity and a person whose advice I valued most deeply.

For me the tenure has been about people. Warm, caring, good MG people. The depth and breadth of the people in this "pokey little" Car Club is truly extra-ordinary and you will not find it elsewhere. I am insanely proud of our Centre and everyone in it, as I will tell you (OK, OK, I do tend to tell everyone I will concede). I love what we are doing, I love the new ideas, I love the old ideas, I love our quirks. I love the support each gives to one and all, and I love the work the Youth Project is doing under Cameron's hand.

I don't believe in naming names because inevitably you will forget someone and that in this instance would be unforgivable. It is a dodge I accept but genuinely it will have to suffice that there is such a long list of people over the years that I might as well print out the list of members names and that of most of the other centres and that would be just about a good start!

Almost lastly - the Indaba is now coming up fast - and if you miss this you are doing yourself a disservice. Do not end up with regrets of what could have been and what you missed out on. From what I am seeing this Indaba is going to surprise a lot of people.

Lastly. The world is a better place for having the MG Car Club in it and my sole advice to you all is distilled into two simple words: Use It.

Over but never out,

William



Cheers



MINUTES OF PREVIOUS AGM, FEBRUARY 2015

M G Car Club Johannesburg Centre

Old Edwardians Club, Houghton, Johannesburg.

Attendance as per register. +-46

INTRODUCTION

Chairman William Kelly welcomed all at 8 PM.

UP COMING EVENTS discussed.

Apologies: de Grootes, Alex Cooling, Alex Wilson, Anita De Castro ,Bill Greig, Pierre van Hell, I&D Cass, A Brink, Justin Moore, Densil Hopkins

Quorum established.

Previous minutes acceptance proposed by Norman Ewing, Seconded by Glen Parker.

Chairman's report read as per attached copy.

Treasurer's report handed out and discussed by Tony Maybank. Copy attached.

Acceptance proposed by Tom Kirkland, seconded by Glen Parker.

Committee asked to follow up on non paying members.

Previous committee dissolved and appointment of new committee accepted.

Shelley Dixon new events coordinator.

Suzette Bouwer thanked for her services to the club.

GENERAL

Yearly magazine will be published with highlight of articles from electronic magazine.

Will be a 16 page glossy for each member ordering it to pay.

Electronic magazine might eventually have members only access code or be sent to members by e mail. After few months be made available on web?

Meeting concluded at 8.55pm.

A VERY QUIET DAY AT THE SYLVIADALE HERITAGE MUSEUM

This year the Annual SAMCA Run to the Vaal took place on Sunday 10 January. After the last month, with the heatwave, bringing very unusually high temperatures, I was one of those who gave this event much thought. Would it be too hot at the Vaal? Then the two previous afternoons there were severe rain storms, with flooding which caused a fair amount of damage. My thought was, would it be better to stay at home in our comfort zone?

Sunday morning arrived with bright sunshine, not a cloud in sight. Up at 6am, Washed the car, and a sudden decision 'We were going after all'.

Strangely enough, the R59, was exceptionally quiet, no old cars to be seen on the roads. BUT I am sure every motor cyclist and his passenger were out, all riding in different directions in large groups to their favourite haunts in the area. At the Blockhouse Garage there were two lone MGBs parked just before 10am, so we just filled up and drove slowly directly to the Museum. We were greeted by Abe Brink, Kevin and William at the gate. There too, there was time to have a chat at the gate before other cars arrived behind us. Inside, we easily found space to park.

Hyla and I casually ambled around amongst the stalls, Hyla deliberately ignored my wishes (like all the women do) and headed straight to the jewellery stalls. Once she satisfied herself there, we sauntered through the Museum Buildings, taking in all the old kitchen relics of the past, the old typewriters, cameras etc, etc. Then it was the Old Cars, not as many as before but, what was there was all very neat and a pleasure to see. After a boerewors and coffee, I was able to move around the Show on my own amongst the working steam engines and other outside exhibits and was able to get a few good pictures for the magazine. By 1pm we said our goodbyes, to all our friends, and headed off in a homeward direction, calling in on my new 'daughter and Son-in-law' in Boksburg South.

So, a great day was had by all those who braved the weather and took part in the visit to the Sylviadale Heritage Museum on the Vaal. The museum just keeps getting better and better each year.

Editor

Bearing Caps Required

I am re-building an MGA 1600 motor for a friend. We require the three main bearing caps, as the ones he has from a 1500 motor, and not suitable.

Contact TOM 082 4456 770 or JACK Lewthwaite 083 603 2041



Peter, Val, Jeanne & Hentie found a quiet shady spot under the trees to have their picnic



A 1948 Triumph at the event, the car was originally from Zim



Welcome to Sylviadale - plenty of attractions on show



Gary Berndt from SARRA & the Fiat Club chatting to friends



Hyla & Tom enjoying a meal at the Red Apron restaurant

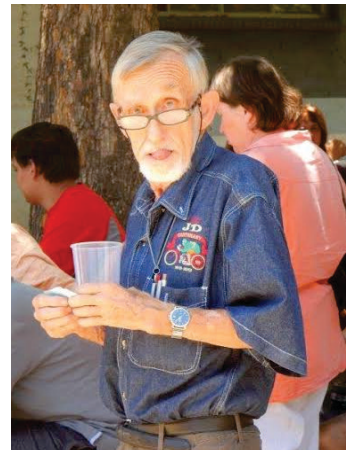


Rowan (hands in the air) giving one of his annual steam talks

SYLVIADALE HERITAGE MUSEUM



Graham & Sandra arrive with picnic bucket at the ready



Good to see Stewart Reeve at the event

Many thanks to Abie & Beryl for their continued dedication to the classic cause

NMGmanTalks!

I would like to thank all those who came along to help me celebrate my 75th, and especially Sharon and Rod Herman for the glorious venue. The sight of all those MGs, as they snaked along to the dam, was a sight to behold and brought back happy memories of the good old days. Sadly one car was missing, the Greig's orange TD. Bill, Daphne and that TD have been a part of the fabric of this club, since the seventies, so to lose Bill so suddenly was a great shock. I cannot add to William's excellent piece on Bill, and I know that Daphne will be supported by club members in the years to come, as this really is an MG Family.

This has been proved over and over with our upcoming trip to Aussie where all our MG friends in Perth (the Bushes had not met the Pyles or Mike Sherrell before, so that will be a first) Adelaide, where Baz and Shelley have got those in town who came to the '86 and '90 Indabas for a get together, and then Sydney, where Steve has got the De Castros, Glasbys. Murray Arandell has written to say that he and Terri will fly down from Brisbane for the day, so it really is family ties!!

Then in June we are off to Le Touquet for the event of the year AND a get together in Gex, with all those of the 2001 Ralleye du Lac.

MaGic does not begin to describe it!

Octagonally,
Norman



Ready to cut the cake



Good to see friends from Northern Centre;
Alex, Trevor, Tony, Annette & Esra



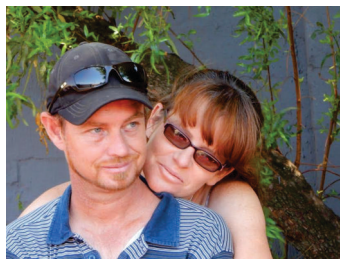
Oops, a bit of a queue to get into
the Estate



Birthday cake with some bubbly



Peter & Paul arrived in their very
own (new to them) pull handle
MGB



Michael & Shelly - very much in love



Some took it very easy while
waiting to clear
security; Bronwyn & Stephen



Some classic on the
club veranda; Alex,
Rod, Joe & Hentie



Group shot taken from the club house overlooking the dam - wonderful
vista

Norman's Birthday

Norman with our hosts, Sharon & Rod Herman

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2 VERY SPECIAL MGS ARRIVE FROM ZIMBABWE BRUCE DIXON, MOST EXCITED WITH HIS FIND!

Bruce announced early December that he had finally clinched a deal, and had just got the necessary paper work finalised, and had final permission to arrange for his little TC and MGA to be brought from Zimbabwe to his son Michael's home in Benoni.

As the departure drew closer, Bruce's excitement grew to a frenzy.

"It has arrived at Beit Bridge".

"It has been cleared at the South African Border Post"

Then finally another message,

"They have just been Off-loaded!"

I was then getting messages daily,

"The motors of both of them are running". Then,

"We have just driven them up and

down the driveway" "Apart from

no brakes etc, we cannot find any major problems"

Then the curious MG members arrived, to inspect these two unknown little cars, and could only

stand in total admiration of Bruce's find.

Bruce, we are sure you are going to have many hours of, 'total bliss', while working on these cars.

EDITOR.



63 Years of the MG TF

Although somewhat controversial at the time, with the classic shape but with concessions to more modern thinking, including semi-recessed headlamps and a sloping and curved radiator grille, the TF has subsequently achieved classic status and is a highly coveted Midget.

The following extracted from 'Sacred Octagon' August 1986, written by Richard Knudson, provides an interesting account of this popular little MG TF.



A photo of Gavin Ritchie's MG TF on the Durban Dash in 2004.



Another MG TF with someone from the club that folk can recognise; Bo Giersing

Does Anyone Recognise this Little TC?

Kevin Loader somehow received this communication from Roger Bateman, from the UK. Roger now owns this TC, which was, according to documents in his possession had been registered in the Old Transvaal. He is anxious to find out more about this car, so your editor was asked to see if anyone can help with some information.

Hi Kevin,

I was very pleased to get your email about my TC. It would be great if you could find out any information for me.

I attach two photos of the car, which was built in 1947 and probably exported to South Africa. The SA registration number was DND 787 T and the chassis number is TC2456. I understand this to have been a Transvaal registration, hence my appeal via the Jo'burg Star.

The car was restored in the UK in about 1989 and the colour is green; as it is an original colour shade. I think it may well have been green before in SA, but I cannot be sure.

I was in touch with Tony Lyons-Lewis and Trevor Burnett, you may well know them. Neither has unfortunately been able to assist so far, so I hope you have better luck.

Many thanks in anticipation,

ROGER BATEMAN

*Should you have any news for Roger his email address is as follows:-
mailto:rogerbateman@rocketmail.com*



THE PARKING TICKET

Working people frequently ask us retired people what we do to make our days interesting.

Well, for example, just the other day my wife and I went into town and visited a shop. When we came out, there was a parking meter cop writing out a parking ticket.

We went up to him and I said, 'Come on, man, how about giving a senior citizen a break?'

He ignored me and continued writing the ticket.

I called him an a--hole. He glared at me and started writing another ticket for having worn-out tires.

So Bev called him a s--t head. He finished the second ticket and put it on the windshield with the first. Then he started writing more tickets.

This went on for about 20 minutes.

The more we abused him, the more tickets he wrote.

Just then our bus arrived, and we got on it and went home. We weren't too concerned about the vehicle's owner because of the sticker on the back window "I support Julius Malema". We try to have a little fun each day now that we're retired. It's important at our age.

So now I'm looking for some fun every day. Hope I find some unsuspecting sucker.



TECHNICAL

SA fuel: 93 vs 95 octane

After returning from the MGA tour I'd been in contact with Carl Reynolds (Reynolds Auto Ignition CC) about the distributor advance curve on our ZB Magnette and its potential impact on the ZB's engine overheating.

One thing led to the other and Carl made a comment about using 93 vs 95 fuel. Carl's experience having switched to 95 octane fuel for all his cars made me do the same. The positive result is that the pre-ignition on our Midget disappeared, something that retarding the timing failed to solve. Carl comments: "The problem with the 93 octane is, it is impure as a Point Road prostitute. The petrol companies are allowed to mix a certain amount in 93 octane, whereas the 95 octane is very strictly controlled. The burn rate of 93 varies by anything up to 30%. 95 is constant. I am getting 120 km extra per tank on my Opel Estate with 95 compared to 93. My wife's Daihatsu also shows a vast improvement, and the MG is chalk and cheese!!!!"

Just curious, has anyone else experienced better performance and economy with their cars having switched from 93 to 95 octane fuel?

KEVIN

What do I do NOW???

I have owned my 1959 Morris 1000 almost 18 months, The motor has not been converted for the modern unleaded fuels, but, until recently, when the LRP fuel was no longer available in our area. Since then I was using 93 in conjunction with a dose of prescribed 'muti' which is available in their adjoining store. However the carburettor needed some adjusting, but it just never felt the same as before. Then, a few days ago Hyla heard me discussing this with Kevin. While she was out with the Morris the next day she found the guage showing 'empty', so headed for the nearest garage to add R50.00 fuel. AND on returning home, I was informed that I should take the car out for a test drive. As she had already noticed that it was performing better. I confirmed her suspicion, that it was going better. NOW should I continue with the muti or risk burning the valves on the 95 octane?

Is there somebody out there that can advise me, which route should I follow?

Editor



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Excess Waived over 55 years of age.



8th to 21st September 2016

The Lap of the Eastern Cape (LOEC) is a motor tour of the Eastern Cape area of South Africa. The LOEC is open to motor cars, motor bi-cycles and aero planes which are a minimum of 25 years old in 2016. The entry fee is for two people sharing including all breakfasts and most dinners over the two weeks of the event. The entry fee also includes entry fees into National Parks and other areas that will be visited, rally plates, decals, route schedules both in print and GPS format and a gala dinner on the last night. Accommodation is of as high a standard as is available in the areas visited. The entry fee for the 14 days is R20955.00 for two which works out at a very reasonable R1500.00 per day for two including most meals. The Eastern Cape is a surprisingly large area, now encompassing the old Transkei, and is very difficult to cover in a straight line hence it taking 14 days to cover this large part of Southern Africa. We have included three sets of "days off". Due to SanParks requiring virtually full payment up front for the overnight at Addo National Park a deposit of R2000.00 is required with your entry. This deposit will be paid over to SanParks to confirm your booking. The Tour is limited to an entry of 20 cars i.e. rooms. A single rate can be organized if required and each single entry will be regarded as one of the 20 entries. Entries close the end of June 2016 and final payments are due by that date.

A reconnaissance of the route will take place during early 2016 and there may be some detailed changes should routes, features and accommodation not meet the required standard. The entire route, excluding the game park roads in the Addo National Park, is tarred and this will be checked on the reconnaissance and changes made as and if necessary. The event will officially start in Aliwal North and end at Gariep Dam. A convoy down from Johannesburg will be arranged.

Below is a brief pro-forma summary of the event:

Day 1: We arrive in Aliwal North from various points to gather for the start of the event. Dinner included. 627km.

Day 2: Coffee Bay on the Wild Coast is where we head today. We traverse seven mountain passes today and travel past Madiba's house near Qunu. On this event we are running a competition to see who can provide a photograph of each of the memorials that we will pass in the Eastern Cape which commemorates the passing by of Dick King on his epic horse ride from Durban to Grahamstown in 1842? We pass the first today on the drive down into Coffee Bay. Breakfast and Dinner included. 401km.

Day 3: We retrace our steps back to the N2 and pay a visit to the Nelson Mandela Museum. Then we head on down through the old Transkei area and stop over at a Craft Brewer for lunch before arriving in East London at our beach front hotel. More Dick King Memorials on this day. 316km. Breakfast included and you are on your own for dinner.

Day 4: After a short ride, crossing the Buffalo River, we arrive at the East London Grands Prix circuit where we will be allowed to take a gentle ride around to see what it is all about and drive the same corners that the likes of Stirling Moss, Graham Hill and Jim Clark slid through. On the way through to our overnight at Hogsback we pass by a stationary engine museum at Stutterheim which we will visit. It is a short day leaving lots of time to relax and explore the village of Hogsback. 194km. Breakfast and Dinner included.

Day 5: Lots of Dick King Memorials to find today, including the last one, before we arrive early for our overnight in Grahamstown where we stay over for two nights. A guided tour of the historical sites is on the cards. Breakfast and Dinner included.

Day 6: Day 6 is a short optional day taking in Port Alfred, the world's biggest pine apple, a motor museum if I can find it and a suggested lunch stop at the Pig & Whistle which is South Africa's oldest registered pub. Or take the day off and mosey around Grahamstown. Breakfast and Dinner .

included. We are also looking at a guided tour of all the historical spot of Grahamstown. 123km or 0km.

Day 7: We head back down to the coast via Salem and 1820 Settler country and make our way to the Addo National Park where we spend the afternoon game sighting. Tonight we self cater and plans are coming together for a communal braai or something similar. Accommodation is in SanParks chalets. Breakfast included. 216km.

Day 8: Today we visit the VW Auto Pavilion Motor Museum after another drive through Addo. Time permitting we will also take a tour of the VW factory itself. A short day distance wise but could be very interesting. We overnight at the Humewood Hotel. Breakfast and Dinner included. 121km.

Day 9: We set off down the coast to Tsitsikama where we will overnight for two nights at the Village Inn. On the way down we visit Van Stadens Pass, Jeffery's Bay and Storms River. Breakfast and Dinner included. 217km.

Day 10: A day off to do as you wish. Visit Tsitsikama mouth, see the giant tree, drive through the forests or as we plan to do, go on a tree top tour of the forests. Breakfast and Dinner included. 0 km.

Day 11: A bit of a long ride up to Graaf Rienert where we overnight at the famous Drosty for two nights. Explore the village during the afternoon with a possible guided tour. Breakfast and Dinner included. 391km.

Day 12: After a latish start we head of for Neeu Bethesda for a visit to the Owl House and a lunch in the village. On our return to the Drosty we stop over at the Valley of Desolation to take in the views. Gin and Tonic as the sun goes down? Breakfast and

Dinner included. 132km.

Day 13: Our last day together as we head up to Gariep Dam and the de Styjl Hotel for our last night gala dinner and prize giving. On the way there we will visit the Gariep Dam wall and the local museum. Breakfast and Dinner included. 383km.

Day 14: We head off on our way home. Breakfast included and 607km to Johannesburg.

Past CCE Events:

- 1993 London to Sydney Marathon (Entrant)
- 1995 London to Mexico Rally (Entrant)
- 1998 Shield of Africa Rally (Organiser / Entrant)
- 2000 London to Sydney Marathon (Entrant)
- 3.
- 2004 MG Kyalami to Silverstone Trip
- 2006 BMW Mini Odyssey Johannesburg to Oxford UK
- 2006 African Odyssey Johannesburg to Nairobi Classic Car Tour
- 2008 Rolls Royce Silver Spirit Adventure Cape Town to London
- 2008 African Odyssey Johannesburg to Nairobi Classic Car Tour
- 2010 Lap of Lesotho
- 2011 Cape to Cairo Classic Car Tour
- 2012 Cape to Cairo AON "Pass it on" campaign
- 2012 MG Icicle Rally
- 2012 Lap of Botswana via Namibia, Etosha, Caprivi, Vic Falls & Botswana
- 2013 Lap of Zimbabwe via Mocambique, Malawi, Zambia, Zimbabwe & Botswana
- 2014 Lap of the West Coast
- 2014 Nairobi to London via Morocco Tusker Beer "Twende Kazi" campaign
- 2015 Lap of Natal
- 2016 Lap of the Eastern Cape
- 2017 Lap of the North (South Africa)? Lap of Northern Namibia?
- 2013 to Date. African Endurance Series including 2015 Killarney 9 Hour.

Roger & Lorraine Pearce.

The first Cape to Cairo in an MG and also the first up and down the Sani Pass Drakensberg, the Alps, the Andes, the Himalayas, the Sahara Desert, the Gibson Desert, the Patagonian Desert and others to name a few in an MG.

+27 11 7872829
+27 82 8970771
roger@afriod.co.za

WHAT HAPPENED TO THE 'YELLOW MG REGISTER'?

Just recently I was busy working on my latest project, that is, Re-building an MGA for my schooldays pal, Jack Lewthwaite. In his workshop, I noticed a tatty looking green covered MG Magazine, dating back to August 2003. On glancing through it I found a number of very interesting items. (by the way, the Editor at the time was Tom E. Kirkland). The following items may be worth repeating here:-

Not wishing to be left out in the cold this winter and surrounded by an outbreak of Yellow MGs in the Club recently, the owners of yellow MGs have decided to form a register of their own.

Chief protagonist, Ken Duncan, explained that as owners of these cars have so much in common - and enjoy going out together - enjoy butter on their sarmies, and drinking yellow fluids - the obvious thing to do was to form a Register.

No sooner was this announced, the applications began pouring in. However it was decided that there had to be strict ground rules for membership. Bob Wilmot was thus informed his Y Saloon was eligible whilst it was still in its yellow primer - but the minute the last coat was applied . . . he's out!

Not wishing to appear gender biased we have accepted applications from lady members, although we pointed out that a two-tone yellow and black MG can only be accepted as an associate member. Hearing this Bob Wilmot returned to enquire if he painted his car yellow and black would he be accepted as an associate, and this was agreed.

Members who are driving around in red and green MGs only suggesting that they would eventually paint their cars yellow, have been told to try again when the deed has actually been done.

A committee is now looking at a tour of yellow spots in South Africa for a National Tour - to sun flower fields - mealie farms - and pineapple plantations. If anyone can come up

with a good spot /venue called either Yellow or Geel something, , this will be considered as a Yellow Indaba venue.

Ideas for a badge are requested to be forwarded - BUT ONLY FROM FULL MEMBERS!!

This is no yoke!

Octagonally

Norman



Don Hayter Celebrates 90th Birthday



The MG Car Club celebrated one of the leading men behind the MGB sports car, Mr Don Hayter, ahead of his 90th birthday this Sunday, January 24. At the reception that included his family, former colleagues, and various invited guests, the Club presented Don with a framed collection of photos taken down the years.

Don said: “The important thing about life is the people in it. Seeing old people from my department has made my day, and without the MG Car Club this wouldn’t have happened. For that I say thank you.”





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John Buttress's Great Idea: How about Forming A Register for all "Z" Series Cars? Z Cars Assembly (Zaamtrek)

The first thing to make clear is that although this envisaged gathering is aimed primarily at Z car owners' it is open to all members and friends. The Z cars will take centre stage but all are welcome to gawk and talk.

As a Z car owner of 20 months standing I find myself talking to other Z owners at noggins, runs and other occasions. We discuss the foibles and idiosyncrasies of the cars and I learn a lot. Sometimes the advice received is contradictory. It thus occurred to me that it would be a fine idea to assemble as many as possible Z car owners and talk about the challenges we face and hopefully agree as to how to tackle them.

Accordingly we have been graciously granted a Sunday 'run' date of 13 March. Nick Parrot has kindly agreed to make his estate available for the gathering and will provide braai fires so please take your food, drink and chairs.

If you are a ZA, ZB, ZR, ZS (There is one about) or ZT owner please make sure that you are present at the meet. If you have to trailer your car please still bring it! Directions to Nick's estate will be issued soon.

Non Z owners are more than welcome to join us and add to the communal wisdom. If you plan to be present please inform us by 3 March so that enough fires are lit. I can be contacted at:

jopie@iburst.co.za

or 082 742 384

or 011 678 1680

emails are preferred so that I have a record.

Zee you

John Buttress

This Zeems like a Good Idea to Me -- Let's give John all our Zeport!

Editor





TRUE WARRIORS

Submitted by Denise

Look carefully at the B-17 and note how shot up it is - one engine dead, tail, horizontal stabilizer and nose shot up.. It was ready to fall out of the sky. (This is a painting done by an artist from the description of both pilots many years later.) Then realize that there is a German ME-109 fighter flying next to it. Now read the story below. I think you'll be surprised ...

Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying the B-17 over an enemy airfield, a German pilot named Franz Stigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he 'had never seen a plane in such a bad state'. The tail and rear section was severely damaged, and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere.

Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained plane.



*BF-109 pilot
Franz Stigler*



*B-17 pilot
Charlie Brown*

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to, and slightly over, the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe. When Franz landed he told the CO that the plane had been shot down over the sea, and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He had never talked about the incident, not even at post-war reunions.

They met in the USA at a 379th Bomber Group reunion, together with 25 people who are alive now - all because Franz never fired his guns that day.

(L-R) German Ace Franz Stigler, artist Ernie Boyett, and B-17 pilot Charlie Brown.



When asked why he didn't shoot them down, Stigler later said, "I didn't have the heart to finish those brave men. I flew beside them for a long time. They were trying desperately to get home and I was going to let them do that. I could not have shot at them. It would have been the same as shooting at a man in a parachute."

Both men died in 2008.

This is a true story!