

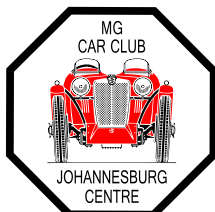
Thumbs Up!!!



BLUE MGA'S NEXT ADVENTURE

**THIS ISSUE:
THE FIFTH IN A SERIES TRIPS DONE BY MEMBERS IN MGS
EZRA MARTINS**

1969



2017

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE
July 2017

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Johannesburg Centre



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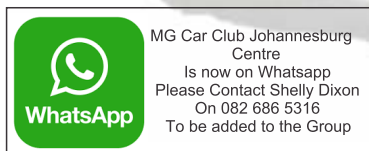
A Natter and Noggin is normally held on the first Thursday of each month at 8pm

The Old Edwardian Club, Houghton.

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

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

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



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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



In the last issue of Thumbs Up we discussed the tragic fire on the transporter which destroyed a number of very valuable cars including an MGB V8. That has now been followed by a terrible fire storm in Knysna and Plett. Many of the local MGCC members have lost their houses with the entire contents and their cars. I believe I write here on behalf of all our members when I express our best wishes for their return to normal life. Carol made a decision to turn this into an opportunity to clear the contents of some of our cupboards and we made two trips in the 4 x 4 to the collection points. In first load the car was packed to the hilt with bedding and suitcases filled with clothes and the second trip with a boot full of books. We just can't imagine not having these things. I hope that owners of holiday accommodation will open them up for people left with no roof over their heads. The fire was so intense that it was able to jump roads and rivers. Any attempt to drive a car through flames is suicidal as the radiators melt, engines seize and of course the petrol tanks burn at a rate that just doesn't allow any escape.

On more mundane matters, I can report that our June Noggin was well received by those who braved the weather. Unfortunately the tyre expert who delivered the technical talk has been out of the country, so I have improvised and summarized as best as I could elsewhere in this edition. Every car owner should take heed of the advice that was given - one's life could depend on taking the right precautions- we all travel on these thin rubber membranes. We were also spoilt by our guests, SuperQuick, who handed out gift packs.

The combined Show Day hosted by the Northerns Centre, held at the Pretoria Botanical Gardens on Sunday 25th was an outstanding success. Johannesburg was cold when we left but as usual Pretoria was much warmer with a clear blue sky. The standard of the cars presented for the various categories were outstanding as in fact were the cars not entered. I am particularly pleased to note that the Johannesburg Centre was well represented with 32 cars braving the trip across the boerewors line. I have just looked at a fantastic selection of photographs of the cars arriving at the event that have been posted on our Johannesburg Centre Face Book page. I urge you to have a look at them. We are told that a mechanism is being set up for the collection of funds for the Southern Cape Centre MGCC members. Announcements will be made shortly.

Norman, who had just returned from Scotland in time to attend Show Day was unfortunately admitted to the Donny Gordon ICU for tests. He is home now being cared for by Pat who is ensuring that he gets lots of rest. We wish him well
Our next Sunday run is a breakfast run to Irene. Michael and Shelly have reconnoitered and tried the real farmhouse breakfast and believe we will all enjoy it and the outing. The July Noggin, being the mid-year get-together, is to be a social evening. I hope to see you ALL there

Bruce

ON THE LIGHTER SIDE...

Always Wear Underwear...

Always wear underwear in public, especially when working under your vehicle. From the local paper comes this story of a Brisbane couple who drove their car to the shopping centre, only to have their car break down in the car park. The man told his wife to carry on with the shopping while he fixed the car.

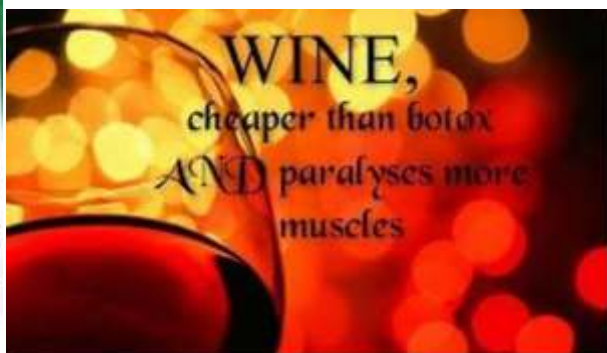
The wife returned later to see a small group of people near the car. On closer inspection, she saw a pair of hairy legs protruding from under the chassis.

Unfortunately, although the man was in shorts, his lack of underpants turned his private parts into glaringly public ones. Unable to stand the embarrassment, she dutifully stepped forward and quickly put her hand up his shorts, and tucked everything back into place.

On regaining her feet, she looked across the bonnet and found herself staring at her husband who was standing idly by watching.

The R.A.C.Q. mechanic however, had to have three stitches in his forehead.

Submitted by Bruce



All "Wine Fillers" submitted by Randall

MGCC 2017 Cape Centres Gathering at Wilderness - 25 - 28 May

Kevin and I have never attended a Cape Centres Gathering and when we were given an invitation by Bruce Henderson, we could not pass up the opportunity especially to the delightful South Cape coastline and the Wilderness. Now, having been to one, we hope that we will get to others as this one was great. (The 2019 gathering will be in Cradock.)

We were not sure quite what to expect, but when reflecting on the weekend, it was fun and well organised. There was a formal programme, but without the formality typical of the Indabas and with free time to spend as one wished enjoying the beauty of the area. The number of participants was far less than at an Indaba and yet by the third day there were members in the dining room that we hadn't noticed earlier during the event, something I always find amazing. Naturally all the participants (bar seven 'Gautengers') were from the Cape region, so we were really outnumbered when it came to making up teams for the games afternoon. Besides Kevin and I, there were Norman and Pat Ewing, Dave and Maureen Wheeler, and Alex Dewar.

The first evening was a welcome from Bruce Henderson and what to expect on the Friday after which many people retired early post their long day's drive from parts of the Cape. Friday morning was a run to 'Totties', a landmark restaurant on the Seven Passes Road, but to get there a quiz had been organised (of course) and whilst it was not complicated or required lateral thinking it did teach us (or rather me) as the navigator to read the instructions more closely in the future. After a delicious healthy lunch a games afternoon had been organised on the rugby field behind Totties. Centre teams could participate in Croquet, Le Boulle and the eagerly anticipated 'Bokdroll'! Kevin and I won our game of croquet and Maureen and Alex won their game of Le Boulle, but sadly we could not persuade Norman to partner Dave in the Bokdroll!! The winner spat his chocolate covered raisin an impressive 7 metres to claim the winning prize.

Food plays an important part in these gatherings, huge breakfasts, lunch and buffet suppers; we did not go hungry. Saturday morning was free time but visits to nearby markets in George and Sedgefield had been suggested. Kevin and I opted to drive up the hill behind Wilderness to the 'Map of Africa', which is an interesting geological formation (see photo) where we met local resident Heleen who explained about the Silver River meeting the Kaaimans River at the 'Cape' and the flooding that occurs when the rains fall in the Outeniqua Mountains. For lunch at the Sedgefield market Kevin met up with the Lawson's (see photo) and we ate health burgers in the cold wind whilst watching the interesting and colourful people who attend these markets.

The Saturday afternoon had been set aside for the gymkhana on the field opposite the hotel, but sadly the rain came down and I'm sure more people would have tried out the blind driving tests if the sun had been shining, but well done to those who did participate for some skill was required to complete the tests (all done at a gentle speed, no wheelies allowed).



The venue, the Wildness Hotel



Thursday evening, sundowners by the pool



Ross & Antoinette Lawson selling badges at the craft at the market in Sedgfield



Let the games begin, Nigel Stokes trying his luck at croquet



Friday lunch venue at Totties



The Cape Centres cheer leaders being led by Joan Stokes



Alex (centre with arms folded) & Maureen winning their game of Le Boulle



Driving the M-Type in the rain



Winners of the driving tests, George Davey (blindfolded) being guided by Margie von Zeil



Diane & Bruce Henderson with their 1929 MG M-Type Midget (reportedly the oldest MG in SA). Soon after this photo was taken the rain came bucketing down.



Stuck in the Wilderness... the start of Alex's car problems. Sunday AM, they only got home late Monday

Saturday night was the gala evening with the theme being 'Beauty and the Beast' and many couples looked amazing in their costumes. If we hadn't recognised some of the participants earlier we certainly didn't recognise them in their 'beastly' masks. Prizes were handed to the winners of the various 'competitions' and not many people went to bed early this night.

And then it was Sunday morning and departure for home at leisure. Norman and Pat left at 'sparrow' to get home in one day and the convoy of the Wheelers and Alex left after breakfast but sadly did not reach Joburg until about 8pm on Monday evening as Alex's car broke down. Kevin and I had taken the quick way to the event, we flew, but only because the MGF had been giving problems and we didn't want to risk breaking down on the route! We came home having had a most enjoyable weekend, Joburg was forgotten about but the camaraderie of the MG family was reaffirmed; highly recommended.

Our thanks go to the organising committee for their hard work in putting together a memorable Cape Centres Gathering, well done.

Kevin and Jenny Loader
5 June 2017.

Post script: While on the South Cape coast for the Cape Centres event it was idyllic. So hard to believe that much of that has changed since the dreadful fires in the Knysna, Plett and PE surrounds. Our hearts go out to all those that have been affected.



Keeping Mike Johnson on a very short leash - part of the Beauty & the Beast theme on Saturday evening



Winners of the Beauty & the Beast dress up

Celia Baylis, a long standing Jhb MGCC member, now living in the Cape



The Map of Africa, with the Silver River (right) flowing into the Kaaimans (left). No one willing to insure the flats (bottom left) due to the risk of flooding



A view from Whites Road looking back on Wilderness

MG COMBINED SHOW DAY

PRETORIA BOTANICAL GARDENS - SUNDAY 25 JUNE 2017.



A rare & unusual sight - 7 special MGs with Bob's MG TC "Car of the Day" at the end of the line
 The Pretoria Botanical Gardens are a great setting for the Show Day, with wide open spaces for parking the cars and plenty of trees for shade when needed. The weather forecast for the Sunday was thankfully wrong, not a cloud in the sky and the temperature just right for those enjoying their picnics on the grass.



*Denise, Thelma & Stewart
 enjoying the warm winter*



*Taking a break from "cars" -
 Carol, Jeanne, Judie & Jenny
 (3Js & 1C)*



*Long time mates - Rolf, Jacques &
 Tom*



*Alex, Stewart & Hentie
 discussing world affairs*



John, Stuart, Pierre & Pepe talking MG



*A picnic scene Richard Grover's super shiny Y-Type
 (& an imposter in the background)*



Peter & Paul creating havoc - Heather ducking for cover from the water spray



Boys will be boys - P&P in their element during the concours comique

There was a good turnout of participants for Concourse and Tops Only as well as club members from both Northern's and Joburg clubs, keen to admire the cars on show. Being the 'collector of signatures in the big book' for the Joburg club I found it encouraging to see how many members had made the effort to travel across the Jukskei River divide, some (who shall remain nameless) we have not seen for quite some time. Park benches under the trees provided the perfect stopping point for some of the Joburg ladies to have a rest and a natter, catching up on each other's news, which is very important in the life of an MG member.



Rajesh's TF. He worked through the night to get it there and it is magnificent.

Not seen for a while - Peter Steyn acting as the designated driver for Bob's show day winning TC



Bob Wilmot & his award winning "Car of the Day" MG TC



Our MC, Stephen (MGCC Northern Chairman)



"A" window with a view

The general public showed a great interest in the cars as they could wander freely along the rows admiring the classics, although they may not fully appreciate the hours of effort that go into getting the cars to Concours or Tops Only condition. There was a slightly different family who waddled around the field. Mommy & Daddy Duck with numerous ducklings in tow. They must have really liked it as they kept coming back for more.



A good attendance, even a family of ducks joined in



Judging & show day go together - sometimes getting down on your knees helps



Black Mamba (6 hour race Twin Cam) returns after a long absence lovingly restored by Bo



*Bo being
congratulated on
winning the d'etat
"special"
award*



*Hentie receiving 2nd prize for his MGB GT in the Tops
Only
competition*

Congratulations to the winners of the various categories; not easy being a judge or scrutineer as all the cars and owners deserve recognition. Thanks also go to the organising committee of the Northern Centre for their great organisation of a most enjoyable day.

Jenny Loader
30th June 2017



Concours d'elegance & comique winners



*Bob Wilmot
received two
awards; TC
concours winner
plus
"Car of the Day" - a
superb achievement*



*Robin Clark in a pensive
mood; most probably
relieved that
the show day judging
that he organised is
nearly over. Thanks
Robin.*

BLUE MGA'S NEXT ADVENTURE IN THE YEAR 2000

This time in the middle of the northern winter and mainly over Alpine mountain passes, the A was entered for the Historic Monte Carlo Rally. Well prepared and on Fredenstein winter tyres it was shipped to England. Shipping was easy now with the help of Doug Fear, son of MG Car Club member at the time. Doug's business was to ship furniture. The A was packed in a 40 foot container together with furniture destined for the UK. It was packed at Isando and shipped to their warehouse at Croydon, just outside London. I arrived ahead of the start of the event and picked the MGA up and headed for the flat of my navigator, Matthew de Morgan.

The format of the rally was exactly like it was before the modern Montes with special high speed stages. The historic style was with the so called liaison sections through built up areas and then the regularities. No modern electronic devices for distance measuring were permitted. The winter tyres could not have studs, but snow chains had to be fitted when required.

We bought all the required road maps and plotted the route according to the supplied route book on Matthew's kitchen table. The maps were so large for the small cockpit of the MGA that we decided to cut most away with the kitchen scissors so that we were left with strip maps. This would cost us dearly later on the rally.

The start was at the historic banked race track at Brooklands. It was January and cold and wet. We were waved off by the Union Jack and drove along part off the banked concrete track and headed for the tunnel train. Like the Montes of the period there were multiple starting points and day one was for the concentration run to Nancy in eastern France.



Now the whole field was together and real rally began. We headed south towards the mountains. We somehow managed to stay reasonably on route with a few wrong slots, but picked up penalties. The open sections helped us to get more or less on time again. As we travelled south we started to encounter icy roads and had to be careful. As we got closer to the French Alps, the snow began and the roads had packed snow. The snow tyres were good and chains were not yet needed.

We stayed at very nice hotels and the evenings were quite social .

Then we finally got into a serious snow storm high up in the Alps. Ahead several cars slipped off and landed in a ditch on the left and we were slipping and sliding and then came to a standstill. Another driver and his navigator were standing on the edge of the shear drop on the right. I got out and saw what happened to them. Their Humber skidded and fell over the edge. They were extremely fortunate that some trees prevented the car from going all the way down. These guys were lucky to be alive. They managed to get out and climb up to safety. I was standing next to them looking down at their poor Humber with the sunroof open. The owner remarked that for all the time he had this car, he could never get that sunroof to open.

The organiser's car caught up with us and instructed that we should fit snow chains, turn around and plot a route around the mountain to join the proper route again. We did what they told us. Only problem was that the parts of our maps that we needed were in the dust bin in London. It took us so long to find the overnight hotel that we only managed to arrive when all the others had finished dinner.

The MGA again performed faultlessly. The mountain passes were absolutely stunning and after about 3000km we finally reached the coast in brilliant sunshine.

Unfortunately, we did not finish at Monte Carlo, because bad blood developed between our British organisers and the Auto Club of Monte Carlo. We finished in stead at Cannes. My navigator had to get back to London for his work and flew back from Nice. I made my way back all the way to the Netherlands where our MG friend, Gerard de Groot arranged for return shipping of the MGA by motor ship from Rotterdam, carrying new cars for South Africa. Then I enjoyed some days with Betty and Gerard.

The final leg home for the MGA was still the ride up from Durban. Once again this MG gave me yet another great adventure.



TCs for Ever.....

An item on the club's committee meeting agenda is Correspondence. We table communications received and sent. Generally these are fairly mundane but I would like to share this with you. John Meiring has kept up correspondence with our Honourary Life Member Fred Gilchrist (will be 95 in August) now residing in the USA. John has shared our Thumbs Up with him and his recent email below refers.

Hi Esra

What a pleasure to hear from you and to recall old times. I have been in touch from time to time with the current MD of John Deere in sub-Sahara Africa and I took the liberty of forwarding your E Mail to him so that he would enjoy your comments on John Deere.

My son in California now has my TC #0465 and it is getting more use than when I had it and thoroughly enjoying it. I even managed to burden him with several hundred pounds of spare parts.

I'll be 95 in August but still sit up and take nourishment as required. Find a walker handy to steady a fading balance. A bit bothered by fading eyesight due to macular degeneration. Love my Kindle for its larger type and have read about 450 books on it so far.

Sold all of my cars but kept the memories. Gave up driving a few years ago so my wife, Helen, who is a spry youngster of only 90, does the driving. Hopefully I am attaching some pictures of some of the cars I have had and enjoyed.

My daughter and her husband retired here from the East Coast which is a comfort to me and Helen's daughter and family also in the area. We are living in Sequim in the state of Washington and are situated in the far NW corner of the state on the Strait of Juan De Fuca and are just 17 miles due south of Victoria B.C, Canada. Not too hot in the summer and not too cold in the winter.

Hope to hear from you again

All the best

Fred



"The TC is today, yesterday, and tomorrow. All things to all men whatever their age or station. To ride one is to recapture youth on the highways; to own one is to own youth forever."

There has to be some truth here!

In one of the mails it has been suggested that Castrol -R could be the Elexi-R to eternal youth or is it the MGTC? With Esra Martins, Stuart Cuninghame, Fred Gilcrest, Bob Baylis being great examples. Now you all know why I have acquired a TC!
(The photograph is of Fred Gilchrist's MGTC)

Submitted by Bruce

NrmanTalks!

A GREAT CAPE CENTRE

The plan was for the Wheelers, Ewings and Alex Dewar to meet at Kroonstad for the trip South, and we duly booked in at the Barracks at Colesburg. After coffee in Kroonstad we headed off with the 1500 MGA of Alex proving an absolute star. The Loaders had been keen to join us but mechanical problems meant that they sadly had to fly. The MGA never missed a beat and bowled along at 120 the whole way - Syd Enver would have been ever so proud. Arriving early in Colesburg shattered me by driving past BOTH petrol stations - meaning he was running on fumes, but on checking at fill up next morning he still had ten litres - admittedly he filled up in Kroonstad! Off we merry three went - Alex with Mollie his GPS which he couldn't see properly so he took the scenic route via Meiringspoort and Beaufort West! Where again we stopped for coffee - we had been royally fed at the Barracks Hotel. The evening meal breakfast being superb as was Meiringspoort!

On came the rain at Oudtshoorn and an idiot in a Hino truck sitting a metre behind my bumper causing us some concern, as it was all white lines - but that meant I couldn't see the corners, I put a German car between the truck and me as a buffer. As always it is the multitude of friends you see over 46 years that make these events, and just to see Joan Parker - Andrea and Roger Levi, Lucille and Bill Tenover, Di and Bruce Henderson et al, was MaGic.

On the Saturday, Keith Gunter came to see me, bringing along the most incredible Club Register, as well as his K3 notes, that he has kept up to date since the day he met in in 1968. He was the reason Philippe Douchet became such a close friend because I knew, thanks to Keith, that the K3 in what was then Czechoslovakia had belonged to Zednik Pohl and was K3026! The Eyston cars with dinners - runs to TOTI's at Rheendal for lunch - a visit to the Farmers Market at Sedgfield on a washed out driving test - (at Rheendal the Loaders proved to be our croquet champions!) The guy really flew!

As always the fancy dress dinner stole the show and the theme of Beauty and the Beast produced some amazing costumes. Staggering actually!!

We had a meeting to confirm future dates and I took the opportunity to express my concern at the dismay closing out other centres have had on club relationships. It was firmly pointed out that it is what it says - a Cape Centres and not an Indaba and that because they had to stop at seventy entries there were a good few locals unable to join and still on a waiting list. I did feel that the Uzzels at least should have considered in view of the fact that they lived and not only sponsored events in the Cape but because of their enthusiasm - and that was noted.

The highlight of the entire event for me was when Robin Dunstan handed me a large box labeled "MG in Transit" from Terry Estment . It was a model I had asked him to build for me eight years ago - UTTERLY UTTERLY beautiful of the single seater body on K3015, the W.M. Smith car, now sadly made into three - yes three other K3's by separating two bodies - chassis, engine and new body. Sad! But that model will be loved and cared for forever - when I phoned to thank Terry then staying with family in East London he told me they were flying to London on Thursday half an hour after us!!! How about that for coincidence , so we will meet on the other side.

Philippe phoned last night to say the wiring is ready for the JZ and Bernard will bring that in the control boxes to Silverstone as he will be in a rally in Italy. Malcolm Gammons has given us an MGF to drive up to Scotland for sister Sandra's 75th and as there is no dinner at Silverstone this year we have been invited to "Something Special".

It all sounds truly MaGical and we cannot wait.

Octagonally
Norman

P.S. We came home flat out all the way as we needed time to sort out the house, Morris and the packing- sadly Alex had car trouble but after another overnight all got home safely, Thanks to Dave

Great Weekend had by all



People say that drinking milk
makes you stronger.

Drink 5 glasses of milk and try
to move a wall.

Can't?

Now drink 5 glasses of wine.
The wall moves all by itself!

IN WINE
THERE IS WISDOM,
IN BEER
THERE IS FREEDOM,
IN WATER
THERE IS BACTERIA.

THE BACK NINE

You know ... time has a way of moving quickly and catching you unaware of the passing years. It seems just yesterday that I was young, just married and embarking on my new life with my mate. Yet in a way, it seems like eons ago, and I wonder where all the years went. I know that I lived them all. I have glimpses of how it was back then and of all my hopes and dreams.

But, here it is... the back nine of my life and it catches me by surprise...How did I get here so fast? Where did the years go and where did my youth go?

I remember well seeing older people through the years and thinking that those older people were years away from me and that I was only on the first hole and the back nine was so far off that I could not fathom it or imagine fully what it would be like.

But, here it is...my friends are retired and getting grey...they move slower and I see an older person now. Some are in better and some worse shape than me...but, I see the great change....Not like the ones that I remember who were young and vibrant...but, like me, their age is beginning to show and we are now those older folks that we used to see and never thought we'd become.

And so...now I enter into this new season of my life unprepared for all the aches and pains and the loss of strength and ability to go and do things that I wish I had done but never did!! But, at least I know, that though I'm on the back nine, and I'm not sure how long it will last...this I know, that when it's over on this earth...it's over. A new adventure will begin! Yes, I have regrets. There are things I wish I hadn't done...things I should have done, but indeed, there are many things I'm happy to have done. It's all in a lifetime.

So, if you're not on the back nine yet...let me remind you, that it will be here faster than you think. So, whatever you would like to accomplish in your life please do it quickly! Don't put things off too long!! Life goes by quickly. So, do what you can today, as you can never be sure whether you're on the back nine or not!

You have no promise that you will see all the seasons of your life....so, live for today and say all the things that you want your loved ones to remember...and hope that they appreciate and love you for all the things that you have done for them in all the years past!!

"Life" is a gift to you. The way you live your life is your gift to those who come after. Make it a fantastic one. LIVE IT WELL! ENJOY TODAY! DO SOMETHING FUN! BE HAPPY ! HAVE A GREAT DAY Remember "It is health that is real wealth and not pieces of gold and silver. LIVE HAPPY IN 2017!"

LASTLY, CONSIDER THIS:

- ~Your kids are becoming you.....but your grandchildren are perfect!
- ~Going out is good.. Coming home is better!
- ~You forget names.... But it's OK because some people forgot they even knew you!!!
- ~You realize you're never going to be really good at anything like golf.
- ~The things you used to care to do, you aren't as interested in anymore, but you really don't care that you aren't as interested.
- ~You sleep better on a lounge chair with the TV 'ON' than in bed. It's called "pre-sleep".
- ~You miss the days when everything worked with just an "ON" and "OFF" switch..
- ~You tend to use more 4 letter words ... "what?"..."when?"... ???
- ~You notice everything they sell in stores is "sleeveless"!!!!
- ~What used to be freckles are now liver spots.
- ~Everybody whispers.
- ~You have 3 sizes of clothes in your closet.... 2 of which you will never wear.

~~~But Old is good in some things: Old Songs, Old movies, and best of all, OLD FRIENDS!!

Stay well, "OLD FRIEND!" Send this on to other "Old Friends!" and let them laugh in AGREEMENT!!! It's Not What You Gather, But What You Scatter That Tells What Kind Of Life You Have Lived.

TODAY IS THE OLDEST YOU'VE EVER BEEN; YET THE YOUNGEST YOU'LL EVER BE, SO ENJOY THIS DAY WHILE IT LASTS

*Submitted by Kevin*

# MG E-Motion EV

## sports car for production in 2020

*MG looks to return to its sports car roots with the E-Motion, a swoopy electric coupé concept that's headed for production in 2020, priced from below £30k*



The MG E-Motion concept is on course to make production in 2020 as an electric sports car that could rival the Tesla Model S. MG UK's sales and marketing boss Matthew Cheyne expects the E-Motion to make production around 2020, priced from less than £30,000. Following the release of images in the build up to the show, Cheyne said feedback had been good so the car was highly likely to get the green light.

The E-Motion features eye-catching butterfly doors and has a four seat layout inside. It uses advanced connectivity systems and touchscreen infotainment for both the front and rear passengers.

Using an all-electric powertrain that has been developed in house, the concept is claimed to be capable of 0-62mph in less than 4.0sec. It has a range of over 310 miles. The E-Motion shares the same front styling treatment as MG's upcoming ZS small SUV, but appears almost Aston Martin-like in profile, with vertical taillights and an uncluttered rear design.

The E-Motion's front grille appears to take inspiration from Mercedes-Benz' 'Diamond' grille, with patterns of dots in place of traditional mesh, while the front of the car isn't dissimilar to Mazda's design language. A motif incorporated into the headlight cluster appears to mimic the MG Icon concept of 2012, though, which in turn paid tribute to the MG B.

A sports car is a far cry from the mass-market friendly MG GS SUV and MG 3 supermini currently on sale from MG, which is a SAIC-owned company, but brand spokesman emphasised that MG's market was ready for such a product. It would be the first all-electric MG model to be produced since the EV concept of 2014.

Speaking at MG's Shanghai research and development centre, the brand's product planning boss Zhang Liang said MG would put the car into production if reactions to its reveal at the Shanghai motor show are positive.

*Submitted by Randall*





## ***Farewell Red Car.... it's been a great ride for which we are eternally grateful***

Many MG members will remember the Australian & UK visitors that stayed in Johannesburg during the 2012 Cape to Cairo & beyond MG adventure.

We received the following email message from Sue & Ken Slater today (19th June 2017):

“Knowing that you have always followed Red Car I thought I'd let that we are currently in the UK and three weeks ago we were hit from behind and Red Car is a "write off". I have posted pictures etc on my blog: [susieslater](https://susieslater.blog/) . Sadly it was Green Car who hit us but we are thankful no one was hurt and it was a pure accident. Ken and I are sad that Red Car won't come home but very philosophical. We are thankful for seven years of wonderful driving around the world and meeting great people like yourselves through Red Car MGBGT. Do take care and we hope our paths will cross once more. We are currently driving an Audi so it is now a road trip not an adventure! Safety Fast.

God bless and love  
Sue and Ken”

Please click to Sue's blog on <https://susieslater.blog/> to read about their latest British Isles tour & the fate of Red Car MGB GT.

Farewell Red Car,



# QUOTES FOR THE MONTH

It is not always possible to be the best, but it is always possible to improve your own performance.

Oh yes. It's not when you brake but when you take them off that counts. Most people don't understand that.

Cornering is like bringing a woman to a climax. Both you and the car must work together. You start to enter the area of excitement at the corner, you set up a pace which is right for the car and after you've told it it is coming along with you, you guide it along at a rhythm which has by now become natural. Only after you've cleared the corner you can both take pleasure in knowing it's gone well.



For a quick lap at the Nurburgring, you've probably experienced more in seven minutes...than most people have experienced in all their life in the way of fear, in the way of tension, in the way of animosity towards machinery and to a racetrack.

In my sport, the quick are too often listed among the dead

When I was racing, we were more used to seeing some horrific accidents. For example, Michael Schumacher is a great world champion, but I haven't seen a weekend where he doesn't go off the circuit. At every race he always has a spin or runs through the gravel trap. He usually doesn't hit anything, but nevertheless it is an error that could not have been made in the days I raced.

Sometimes you need to ease off in order to go faster

Juan Fangio was the great man of racing, whilst Stirling Moss was the epitome of a racing driver.

From the five years, 1968-73, if you were an F1 driver at that time, there was a very likely chance that you would have died.

It takes leadership to improve safety. And I started off the movement in my time, but the person who has done more over the past 20 to 30 years and who has led it is Professor Sid Watkins.

The years I raced in were fantastic. There was so much change in the cars. We went from treaded tyres to no wings right through to slicks to enormous wings.

Good luck in most cases comes through the misfortune of others.

There is no doubt that Formula 1 has the best risk management of any sport and any industry in the world.

**JACKIE STEWART**

# Technical Tyre Talk

We had a very informative talk by Guthrie Blain of Bridgestone at the June Noggin. I saw the need for arranging such a talk having seen a tyre fail on our return from our Christmas holiday in the Cape. I mentioned this at the AGM when I suggested that we get a tyre expert to talk to us. The failure in question was a Venter Trailer tyre. Trailer tyres are notorious for this especially in the hot Karoo. I have experienced similar tyre failures and seen many. In this case it was clearly caused by an old tyre, overloaded and travelling at high speed on a very hot road surface - a recipe for disaster. A lot is expected of these little old tyres with a high peripheral speeds (small circumference rotating much faster than the big 4 x 4 towing it)

Guthrie's technical talk, which I am summarizing from memory, started off by mentioning that on most cars the total area (4 tyres) of rubber touching the road surface is about the size of an A4 sheet. We expect a lot from that especially with hard cornering and braking.

The many slides used in his talk showed us how the different types of tyre are constructed. What was interesting was that the compounds used are Natural Rubber, Carbon Black, Butyl Rubber and oils. Apparently Bridgestone controls 80% of the forests producing Natural Rubber. Carbon Black is what makes the tyres black and protects them for UV. The different types of tyre referred to as cross ply and radial differ in the way the webbing or bands are laced. The very high speed rated tyres have additional bands that hold the tyre together by reducing the expansion of the tyre by centrifugal force.

A relatively new innovation in Tyre Technology is the Run Flat tyre. This tyre requires a slightly different wheel rim design and only Bridgestone is making them. We were told that the process is a very tightly kept secret and that there are 3 factories in the world producing them. One of these is in Brits. The factory has very tight security and only Bridgestone Japanese workers are employed there. These tyres are hugely expensive as some of you may have learnt and have the advantage that you don't land up having to fit a spare on the side of the road in some dark and dangerous place. They can get you home. Another advantage is that you don't need a spare wheel or even a Marie Biscuit in the boot.

I think the big wake-up call from the expert was that tyre pressures are critical. Tyre pressures should be checked once a week and **ONLY WHILE THE TYRE IS COLD**. Over inflation is as bad as under inflation. Max pressures, max speeds and max loads are very important. An under inflated tyre will wear on the sides of the treads and the additional flexing of the side walls when the tyre is underinflated causes heat. The rubber changes state at high temperature and disintegrates like the Venter Trailer tyre mentioned above. Conversely an over inflated tyre will wear on the centre of the tread and if it exceeds the max pressure is likely to cause a blow-out. An under inflated tubeless tyre often comes away from the rim and instantly releases the pressure. Alignment also plays an important role in road handling, and life of the tyre

MG owners often keep tyres going for many years and old tyres can develop cracks as the volatiles or oils dissipate. The cracks can result in a catastrophic failure - like the Venter trailer. The rubber also tends to get harder as it ages.

Guthrie's talk included an insight into the markings on tyres. Generally the markings are in accordance with the Department Of Transport (DOT) The American standard. These markings cover the size (width, diameter and profile) the manufacture date, load and speed rating of the tyre.

At the end of the talk all of us were treated to a bag full of goodies by Bridgestone's local tyre and alignment shop - Super Quick. The cap and gloves will come in very useful.

I have asked Guthrie to let us have a written article but unfortunately he is out of the country right now.



Norman is back home having been hospitalized for tests. The Club wishes him a speedy recovery




Ray Kirkland has just undergone another major operation last Tuesday, (his 20th in 18 months). Hopefully, his 22nd op will be the last. He would appreciate a call, his cell No is 082 551 1699.

Good morning Chris & congrats on celebrating your 70th b/day. Hope that you & Jenny are enjoying life in Howick next to your family. Greetings from Jenny & Kevin & the rest of the Jhb MG community tel. 0825724346

Thanks so much for your wishes. We are enjoying Howick but missing our Jhb friends. Best wishes. Chris and Jenny 06 Jun 2017



**MGCC CENTRE**  
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*For serious notifications*



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On 082 686 5316  
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## TRADING POST

Stephen Grover is looking for hens teeth! He is after a gear box for a B V8

Michael Dixon is in search of a Twin Cam engine ( rarer than hens teeth!)



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

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## ***Forthcoming Runs, Noggins and Events.***

### **July Natter and Noggin**

Old Ed's - 6 July 2017

Mid Year Social - Surprise movie

### **July Run - Irene Dairy Farm**

Sunday 9 July 2017

Brunch at Irene Dairy Farm - Nellmapius Rd, Irene, Centurion

JHB Members - Meet at Old Eds at 8.00am

East Rand Members - Meet at Craftsman Auto (Dave Wheeler) - 8.00am

[www.irenefarm.co.za](http://www.irenefarm.co.za)

### ***WE NEED THE NUMBERS TO BOOK BEFOREHAND***

*Please use the WhatsApp group to confirm if you'll be attending*

*Note: If you don't have WhatsApp please ask a friend to send through your booking.*

### **August Natter and Noggin**

Old Ed's - 3 August 2017

TBA

### **August Run**

Sunday 13 August 2017

Lunch in the South - details to follow

Venue recommended by Joe and Anita

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






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