

Thumbs Up!!!



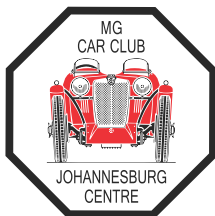
1973 MGB GT REBUILD
Derek Langsford
See article inside

THIS ISSUE:

THE FOURTH IN A SERIES TRIPS DONE BY MEMBERS IN MGS



1969



2017

OFFICIAL NEWSLETTER

MG CAR CLUB

JOHANNESBURG CENTRE

June 2017

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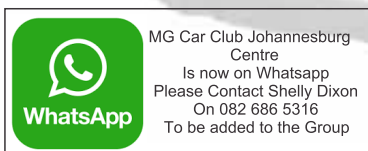
Chairman/Editor	Bruce Dixon	082 457 8338	brucedixon@absamail.co.za
Registers	Norman Ewing	083 654 5433	mgewing@polka.com
Secretary	Rajesh Thulsie	083 303 4304	Rajesht@openseive.co.za
Treasurer	Tony Maybank	011 678 9267	tony@mgcc.co.za
Events Coordinator	Shelly Dixon	082 686 5316	shellydixon28@gmail.com
Regalia	Michael Dixon	082 423 5127	michaeldixonbda@gmail.com
Youth Representative	Gavin Holt	082 822 0157	gavindholt@gmail.com
Registers	Tom Kirkland	082 445 6770	kirk1@lantic.net

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Remember to reference your deposit with your name and preferably state your Membership No.

A Natter and Noggin is normally held on the first Thursday of each month at 8pm
The Old Edwardian Club, Houghton.

For more details see Motoring Calendar in this issue of “Thumb's Up!
Club Runs are normally held on the second Sunday of each month.

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



MG WEBSITES

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Our E-Mail: mgccs@worldonline.co.za
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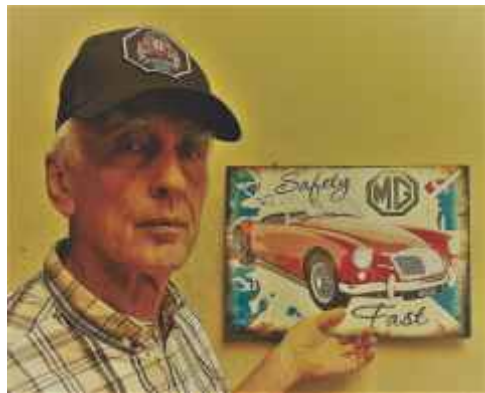
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From the Chair



The cold weather has arrived with a vengeance - the first snow is on the mountains-I am sitting in my study at 8 deg C writing this. The group who chose this past weekend for a trip to Fouriesburg and Sandstone Estate on the Lesotho border were lucky enough to see it up close. We have included a number of pictures elsewhere in the magazine. June is likely to be as interesting as and the last two months in terms of MG matters- an important time in the calendar with the Show Day hosted by the Northern Centre which takes place at the Pretoria Botanical Gardens on Sunday 25th. The Cape Centres will have their gathering on the same weekend.








Recent events which were attended by many of our members include the Knysna Hill Climb and the classic car race day in Welkom. Both of those events had very sad and tragic consequences with the fatality on the race track and the fire on the transporter carrying race cars back to Cape Town from the Hill Climb. These sad occurrences are a reminder of the dangers of our hobbies and they must all be taken as 'lessons learnt' to reduce the risks at all of our MG events.

We are now about half way through the year and we must be mindful of how we go forward with the club. The club commenced in '69 and the half century in 2019 is not far off. It has to be a year to be remembered and an events committee has to be put in place well in advance to make sure that it is marked with suitable celebrations. We are indeed blessed that many of the founders of the club are still with us and I believe that they should be involved in setting up the events to mark the momentous occasion.

In the shorter term, we have the next committee to put together for next year. The 3 Dixons (and Carol who had been the shadow member and voice of reason) on the committee will be stepping down and have to be replaced. They (that includes me) have had lots of fun but they also have other commitments. The standing committee is light on numbers so we are looking for at least 5 new members. No special skills are required other than a passion for MGs. I have seen that there are indeed many members who would be well placed to handle the job. Ideally we need a committee with a total of 10 members. We have a few months to start getting the enthusiasm up and there is nothing better than Show Day for that.

At the AGM a concern was voiced regarding the Youth Project financials. Tony has gone back over the records of the 8 years of the YP and has listed the items as follows and I can assure the members that nothing sinister has happened: What it does highlight is that racing is expensive and relies heavily on donations.

Income briefly:

-  CC Funding R 69 540 plus initial bank deposit of R 15 000= R 84540
-  Auction R17895
-  Glen Parker R19 000
-  WHAuction R1 000
-  Raffle R 18 250
-  40 Tour R 4010
-  Roger Pearce R 2000

There have also been many donations as well in kind and of cars, car bodies and time. The costs against this amount to R 156 000 details of which can be made available. Our auditor has relocated and we are currently negotiating with another. If any member cares to undertake this they will be welcome.

JAGUAR SIMOLA HILL CLIMB 2017

This year was the second time that I have been lucky enough to attend the Jaguar Simola Hillclimb. The event is always hosted over the first weekend in May, and has become a landmark on the South African Motorsport Calendar.

The event runs from Friday morning through to Sunday, with the Friday devoted to classic cars. While the hill climb specials which take part on the Saturday and Sunday certainly are impressive, it is the classics which capture my attention.

There were several MG's and MG friends competing in the event this year. Heyns Stead was taking the Les Miller special, Spider, up the hill. Roger Lewis was competing in Hedgehog, Rodney Green taking up his stunning MGB, and Mervyn Corbishley taking up an MGA. Anton Rolino was also taking up his MGB GT V8. Unfortunately Chris Champion's MGA Twin Cam was not race-ready, but he was able to compete in an Austin Healey 3000 which had been kindly lent to him. Nigel Stokes elected to take the Jaguar Mk2 up the hill this year, rather than Growler, and it was nice to see a Classic Jag at the event.



The cars were all exceptionally very well prepared and turned out. As with the regional and national circuit racing cars, the quality of the cars is generally high and owners take great pride in presenting them well.

This year I attended the event with my father, Richard Grover, as well as a great number of club members who were at the event as spectators. It was also very special to spend time with Angus Macleod, who raced the Les Miller Special “Spider” in period, and to be joined by Stuart Grieg who had made the trek down to Knysna solo in his Midget, inspiring all of us to drive our cars more. All in all the company on the side of the hill was exceptionally good, regularly running into friends who had made the pilgrimage from around the country.

The MG's did well, with all of them completing their allotted runs successfully. Friends involved in the Peri-Peri racing team were well pleased with the team's performance, with numerous podium positions being awarded. A 1,2,3 was attained in class # which was a great achievement.

Naturally, there were some cars which were “faster than most”, and these make for a remarkable spectacle going up the hill. GT40 replica, Shelby Daytona, Porsche 911, BMW CSL, and of course the remarkable Chevron B19's of Franco Scribante and another B19 driven by Peter Jenkins.

The MG's did well in their classes, and although none of them managed class honours, Roger Lewis, Anton Rollino and Rodney Green all came second in their classes - which means that of the eight classes three of them had MG's in second place.

The spirit associated with the Hillclimb really is remarkable, and it leaves you wondering for weeks afterwards what you could do to get a car onto the hill next year.



WE MADE IT

SEPTEMBER 2006



On Saturday 9 September, 33 cars headed by Roger and Lorraine Pearce and including the MG of Rudi and Anneke de Groot, the Volvo's of Roy and Janet Jones, Noel and Donna Macintosh from Australia and Vince Warren Hansen and Marge Dutton representing the V V C.

Our first day took us 720 kms through Martins Drift into Botswana including our first border post experience – not one you would like to repeat. We arrived in Francistown late afternoon for a relaxing evening around the beautiful gardens of the Cresta Marang Hotel. Next morning saw us off early for another 565 km of patches of very bad roads (looking for potholes on this trip took priority to sightseeing). Some of us were fortunate enough to have a big tusker cross right in front of them as they approached the Kazangula Ferry to cross the Zambezi into Zambia.

As only one ferry was working which took 1 large double cab truck (there were about 200 trucks waiting in the queue) and 4/6 cars for each trip – this took about 3 hours of hot boring waiting – apart from the entertainment of all the money changers who made quite a killing out of some of our party. Unfortunately this delayed our arrival at the African Queen – and our sunset cruise almost turned into a moonlight flit. Everyone enjoyed the Zambezi Sun and the wonderful views of the Falls which we managed to fit in next morning.

Next day provided lots of bumps and potholes over a 485 km drive to Lusaka – here we were greeted by the local enthusiasts who escorted us to the Hotel and provided us with tea and scones. We were able to get a good night's sleep here as Tuesday was just a short 72km drive to Chisamba for our overnight stop. The Ibis Gardens was delightful and we were able to swim and relax while the men tinkered with their cars. If anyone has a pair of socks that does not belong to them, please contact Roy – they were lost in the laundry mix-up. A good quiz was organized for the evening and the VOLVO team came out tops. (The De Groot's were also in our team).

Our 505 km on day 5 was full of great expectations – we had a 25km drive down an untarred road near Kalonje to Mutinondo Game Camp. Here most of us (Rudi, Anneke, Marge and Vince who by the luck of the draw had the Executive Chalets) had to pitch tents – hence our cars were utterly overloaded for the trip with tents, mattresses, sleeping bags and pillows. No room for the kitchen sink. What a wonderful experience – some of us swam in the cold river pool – I understand there is a photo of Rudi which is censored - others saw the sunset from the top of the ridge, certainly a recommended stop-over. A real Wilderness experience.

Next day we headed for Mbeya and were able to spend an hour at SHIWA NGANDU - which is 12km off the Great North Road. This house is owned by the Stewart Gore-Browne Trust who founded the Brooklands Race Track in England in 1907. The family still live in this wonderful Stately Home with its own Chapel and the Tower at the entrance to the Estate houses the original Brooklands Clock. Unfortunately time was very limited as we had a 583 km drive to Mbeya that day, including yet another border crossing into Tanzania.

Well – Mbeya turned out to be the most disappointing of all our stops. The road to the Hotel was incredibly bad – bent the jack point on Roy's car and was probably the cause of a few punctures for others. The Hotel had a power cut just after we arrived – causing Roy to walk into a half opened door on his way to fetch a torch – the cut on his head caused him to be called Gorbachov for the next week until the scab fell off. That was his story – Janet was under suspicion as a husband basher for quite a while.

Day 7 took us 637 km down the escarpment to Morogoro through the Mikumi National Park. Here we saw lots of game and the most beautiful forests of Baobab trees and the lovely flat topped Acacias. At the bottom of the hill Steve Pickering's Porsche lost its sump – he obviously didn't avoid all the terrible potholes which really needed a lot of manoeuvring. This evening was spent at Morogoro where we were split into two Hotels. Birthday celebrations were in order that night for Joan Stokes who was with hubby Nigel in their MGB.

Saturday we had a 220km run into Dar Es Salaam and here the engine of one of the Volkswagens decided enough was enough. This had to be containerized for the return journey, but fortunately the occupants found themselves a lift for the rest of the tour. After putting all our luggage and goods into a Hotel Room, and our cars in the Car Park for two days we flew off to Zanzibar to the Paradise Beach Hotel. Unfortunately Vincent had to take the ferry back first thing next day to try and organize a new Passport as he had left his wallet with all his money, passport and Marge's airticket back to Johannesburg in the plane.

Zanzibar was fun – the Hotel was wonderful – sun shone all day Saturday and Sunday – some of us went snorkeling, others sailed out in dhows, and a group went down to swim with the dolphins. We all enjoyed the rest and our luxurious surroundings. On Monday we visited Stone Town for a few hours, and then caught the Hydrofoil back to Dar Es Salaam. This turned out to be a horrific experience – the crossing was very rough and many of the folk on the boat were seasick. Not fun. Evening spent at the Moevenpick in Dar where we collected our cars and belongings ready for the early start next morning.

No time for breakfast (at least for most of us) – a long 670 km drive to Arusha where we stayed at the Ngurdoto Mountain Lodge and were able to relax for the evening – yet another quiz - Volvo only made it in 2nd place this time, but fortunately weren't last as the losers had to clean the winners' cars. (Fortunately it rained so this didn't take place – whose side were the Gods on).

Now we head for the Ngorongoro Crater – well – this should never have happened in a modern car let alone old cars. It would appear that the only vehicles using the (dare we call it a road) were 4 x 4s and delivery trucks. Very fortunately everyone made it to the view-site where steam poured out of one of the Jags as a hose had come adrift. We then had to carry on a further 20 – 30 kms on the most incredibly terrible road to our Hotels. Of course the Crater is amazing, being one of the Wonders of the World. We had two game drives, and arriving back from the first afternoon expedition, were amazed to see Vince and Marge who had driven all the way from Dar in one day after waiting for new papers. We saw big herds of buffalo, zebra and wildebeest, in the Crater, plus more hyaenas than we'd ever seen together. Baby lions amused us by hiding under some of the vehicles while their mothers were attempting to chew bumpers to get them to come out. I hear that some groups saw many elephants, but we only managed two lone ones.

The drive down the crater caused many worries over the damage to cars – punctures, and strange noises from the rear. However, we all made it to Nairobi a further 484 kms where we breathed a sigh of relief and took over the Norfolk Hotel and Car Park opposite. I think we all overdid the cocktail party provided by Schweppes and Alfa – the sponsors of the Concours. Here we were joined by the bike contingent who had flown up from Jhb to exhibit next day. Saturday saw a very generous Nairobi garages swamped with our cars up on hoists being cleaned, inspected and tinkered with. Seven of our members had entered the Concours and their cars needed to be thoroughly cleaned – a terrific effort after all the miles of travel and the conditions we went through.

The Concours on Sunday was very well organized, and we were proud to announce that Peter and Anne Aneck-Hahn came first in their class, plus they received the award for best outside East African entrant. Roy's Volvo came third in class which was a great thrill after a year's complete rebuild. The two Porsche's from our group came first and second in their class, and the Alfa gained a third in his class. Congratulations to Peter Posniak on obtaining a 1st, 2nd and 3rd for his bikes and an overall 3rd. Dorian Radue also achieved a 3rd in class and a meritorious award – well done. South Africa was placed second overall in the bike category which is quite an achievement, and it was good to see John and Barbara in the Messerschmitt.

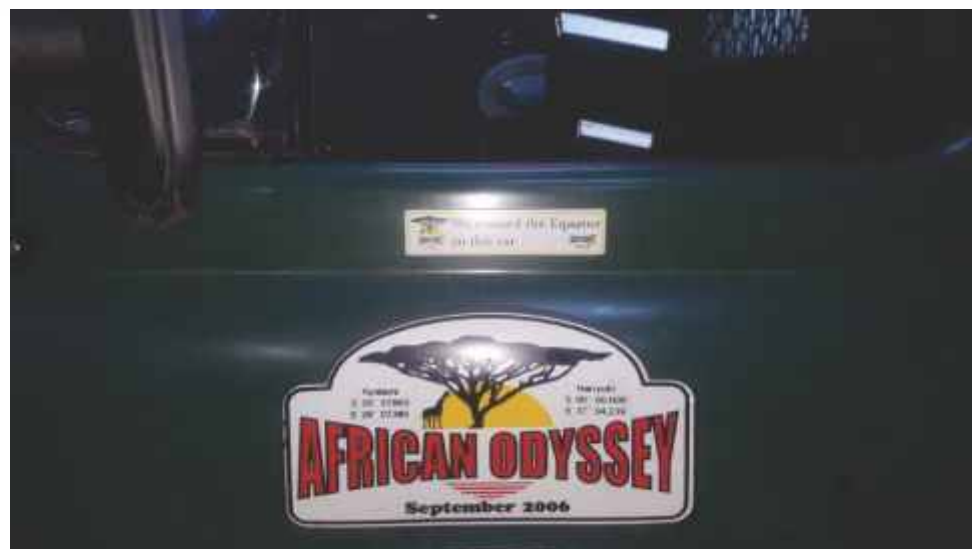
Monday saw us travelling 230kms up to the Equator where a very happy group lined up their cars for photo shoots. This must be the largest group of vehicles ever to cross the Equator together. The night was spent at the Mount Kenya Safari Lodge where the official finish of the event was celebrated with a Bush Dinner – we all received our finisher's medals and Crossing the Equator certificates.

After that – each went his own way. Some of us have left cars in Nairobi and will travel up in February to drive down via Malawi and Chobe, others drove straight back and will be arriving within a couple of weeks. Three vehicles were shipped back and their occupants flew back. We were very pleased we had taken the decision to fly home and have another holiday bringing our cars back to South Africa – this will be another super adventure.

The African Odyssey turned out to be an experience which will stay with us for many years. We all had a wonderful time – the kameraderie was outstanding, and lots of new friends were made. Our grateful thanks to Roger for coming up with this idea and for all the organizing that went into this event. I don't think any one of us would have driven this distance, suffered these roads, and had the guts to even think of such a trip had it not been for him and the suggestion of his wife Lorraine that it was about time she had the opportunity to visit some of the exciting places he had been to on his many trips.

LOOKING FORWARD TO FEBRUARY and yet another adventure.

JANET AND ANNEKE



Race report 29 April Historic Tour Phakisa

Submitted by William Kelly



The Devil made Jimmy do it....

Friday 28 April, 6 am saw us up and at it. Loading Jimmy onto the trailer, Rikus and I set off for the legendary Phakisa race circuit for Round Two of Pursuit and an opportunity to add tales of awe and wonder to our meagre stock of racing folklore.

We arrived all in good time for the first practise at 10:30 - but it took an hour to get through scrutineering as there was quite a queue of folk in their cars. Jimmy passed despite a dodgy kill switch and we just made practise at 10:30. Rikus took Jimmy out first to see the lay of the land, neither of us having driven Phakisa before. Jimmy was running well. I then went out for Round 2 - and neither of us were entirely sure of our times. We think Rikus got around a 3:00. Sounded great!

We also noticed that 'Cheese' was present - this being a yellow 1275 GTS mini that had been in the same shop as Jimmy recently. We know 'Cheese' had just had straight cut gears fitted and the motor is super hot, so Cheese, naturally, although clearly out of our fighting weight was still our closest competitor. Timing him we noted that he was posting sub 2:40's, which wasn't exactly encouraging at that point in time.

Still as things progressed I took Jimmy out and if I do say so myself by the end of the day managed to set a reasonable time around the 2:34's or so. This I must admit was on discovery via WhatsApp and c/o Steven Britz (of the MG Youth Project) that actually you can take the two corners at the end of the straight flat out (thanks Stevie!). Jimmy is still on skinny road tyres so he tends to not corner particularly well but the handling is at least predictable and he's pretty forgiving of driver error.

We left the track after practice to go back to our guest house where we met up with some fellow racers (one of which was driving a really quick red MGB GT) and learned from them of a serious crash in the Lotus Challenge series. Sean Allen had had a big off running into the back of someone on the main straight, and with the Lotus 7's effectively being open wheel racers a tyre touch can be disastrous at over 200 km/hr. This tragically proved to be the case as we learned the next morning early that he had been killed.

No-one wants this kind of news, and despite it being the first fatality in many years at a race meeting of this nature, it serves to drive home that racing can be extremely dangerous.

Whilst open wheel racing has never been a thing for me (purely because all the serious accidents I've seen have seem to have come from open wheels touching) I must admit that my enthusiasm for horse power was been diminished somewhat.

On Saturday, I did qualifying for Pursuit. As it happens I discovered that Jimmy could take the two corners leading into the main straight flat out too which was happy news and that shaved a coupla seconds off - and we managed to set a time of around 2:30 as our time for the race. Rikus set a time a bit slower than that but he is after all still learning the car and how he handles, and of course has never raced before. But finally, this was to be his first race under the belt!

In the first heat, I had the amazing experience of having someone start in front of me - admittedly only by one second, and yes, it was Cheese! Somehow, I had managed to set a slightly better time than him in qualifying and so I finally had someone to pursue. I can't explain how awesome that is.

Off we went on our 8 lap derby and it became quickly apparent that overtaking Cheese was not going to be easy. Naturally, sheer talent allowed me to catch him in the corners but sheer horsepower allowed him to leave me in his dust every corner thereafter.

As other cars started to catch up with us it became harder and harder to keep him close but eventually somewhere on lap 6 or so I managed finally, in one corner with much cursing, sliding and heaven knows what else, to pass him on the entrance to the front straight and for about 4 seconds before he simply powered past me again it was absolute bliss. My first pass in an actual race with someone to actually race against!

It goes without saying that as soon as Jimmy get some proper semi slick tyres on, Cheese is history! All other conditions being equal of course.

So that was Race 1 of 2 - Jimmy ran perfectly I must say. When the results came out it turns out I had broken out of my time - I did a 2:26.8 (from an allowable 2:28.2) so that was that - 1.4 seconds is just too much and so it was a bit fat zero points on the scoreboard for Will. So much for talent.

As it happens Cheese also broke out and registered a zero (I was quite pleased about that).

All Rikus had to do then was to get on the track (the new disqualification time is based on the old fastest lap time) and he'd score points in his first race. The time came to line up for the grid, and of course, Jimmy turned over but absolutely refused to start!

It's simply unbelievable. Not once, not once had he failed to start on the first turn. He had performed flawlessly for two days of practice, qualifying and a complete race. He was even started after the race to check.

We had fuelled the car prop-vol, there was spark, the fuel pump was working and we were jumping around like mad things. There is no worse feeling. But the race started and 20 minutes later as it was finishing we had located the source of the issue - one of the carbs had a stuck air intake thingymajig - jammed wide open - and there was no way it would start.

I can only say the Devil made him do it. We'd done practice, qualifying and racing without missing a single beat, only for Jimmy to scupper Rikus's first chance of mixing it up on the track. I have to say that Rikus took it reasonably well because when it happened to me I was quite cross and frankly irritable for days.

Still, for consolation we had entered the Enduro - a two-hour race - because at the time we had figured what the hell and why not? Turns out the fastest machines of the day all entered the same race - and the prospect of being lapped, EVERY lap, was not an appealing one, especially so when there was no-one else within even 20 seconds of our times. So, when Jimmy happily jammed the carb open for Rikus again on the formation lap, Rikus and I retired gracefully, loaded him onto the trailer and came home.

So it wasn't the greatest weekend but certainly not the worst either. We remembered to take our camp chairs this time which was good and represents progress. And our list of Stuff You Will Need now includes a pair of long starter cables to plug into the starter machine which ships with these incredibly useless short things, a drip mat, some duct tape to hold the transponder onto the car, a squirter bottle for some fuel, the same for water for the radiator, some extra oil (which we put in to make us feel better) and, oh yes, a new car...

Just kidding. Whilst Jimmy is in deep trouble for misbehaving, in time we'll forgive him and withdraw the threat of a match down the fuel chute...

For now it's time for a carb strip and clean and hopefully that'll be the issue sorted out once and for all. Rikus, it is agreed, gets the first race next time at Red Star 3 June, so we'll see what happens there. Hopefully he can finally get this thing done. Our tales of track time are in pitifully short supply, but out litany of racing driver excuses is piling up faster than Zuma's scandals. S



WHEN YOU CAN SMELL PETROL - YOU HAVE A LEAK

Submitted by Bruce

REPLACING RUBBER FUEL LINES

After the A tour when I turned on the ignition in our A fuel spewed all over the floor of the garage. The hose that had taken us to Cape Aghulas and back had failed. It was a rubber fuel pipe with a nylon webbing and the webbing was acting like a shower rose! I wrote about this back then but I have since come across other MGs with failed hoses. The same petrol attack seems to have taken place on the rubber 'O' rings on these modern fuel pumps and I believe the HIF carbs on the rubber bumper B's have also started to show signs of decay. This problem is not only happening here and the following article has been taken out of Safety Fast - April edition

From Safety Fast

“We have heard that a leading MG specialist recently received a badly burnt MG for repair where it would appear that a rubber fuel line had failed, resulting in considerable fire damage totaling thousands of pounds. Tony Lake says “ this is a serious issue. I've replace my fuel lines twice since I bought the car in 2001 and 2003 I just didn't like the feel or look of the rubber fuel hose, quite hard and showing signs of cracks. By then the car was 26 years old, so I decided to fit high pressure lines supplied by Webcon (Weber UK). I replaced them again in 2011 with Gates Barricade, a very high-quality fuel hose suitable for all ethanol fuel blends, It's such a simple job on the MGB and V8. I would say anybody running an older car who doesn't know the maintenance history would be well advised to replace their tubing with ethanol-resistant fuel hose or have it done by a good service specialist. The old adage applies: if you can smell fuel then you've got a leak”

MAY GETAWAY

FOURIESBURG & SANDSTONE

In spite of all the bad weather forecasts, we set off on our trip to Fouriesburg on Friday 12th May and met up with other members of our group at the Total Petro Port just before Heidelberg. This was the spot that was used at the start of the A tour. Not really ideal as the contingent from the east Rand have to double back. A better assembly point is the filling station at Villiers. We started off with the Grovers in their TF and 4 MGAs and it was starting to be reminiscent of the A tour. Sadly Michael had some blow- by and he made a quick decision to return the A to Benoni and swop cars. A minor problem was encountered by Craig McLeary (or is it McGyver?) with a broken accelerator cable which he spliced onto a bit of wire. They caught up with us at the newly renovated Tanda Tau restaurant just before Warden for lunch, where the Grovers were waiting for us. The advice we had was to travel to Warden and then on the Bethlehem as the alternative routes through Reitz etc have pot holes the size of 18 wheeler trucks. As we approached Bethlehem, we could see dark clouds and further along the direct road to Fouriesburg, there was a very dark and ominous curtain of cloud coming over the mountains. There was no chance of overheating of the cars. The Cass's in their MGB GT V8, who had had to leave JHB a bit later and our invited guests- the Shies in their Porsche, caught up with us in Bethlehem.



Craig, Judy, Shelly, Michael



Seun



Esra the Farmer



Snow on the mountains



Amazing views of the mountain kingdom



Steam tractor



Some of the group



There was some rain en route, but we arrived at the familiar Fouriesburg Country Inn in fairly dry conditions where we were greeted with a glass of cherry liquor and log fires. Once unpacked, we sat in the pub surrounded by memorabilia of the steam trains which we were going to visit at the Sandstone Estate the next day.

Surprisingly, Saturday morning was clear and following a farm house breakfast and lots of coffee, we set off for the estate some 30K towards the Lesotho boarder. The sun was shining through the clouds onto the escarpment which was covered in a blanket of brilliant white snow. We could have been in Switzerland. We drove into the estate past grazing Springbok and lines of farm implements. We were greeted with coffee and rusks and we met up with Meakins and Tuckers - friends of the Grovers, who stay in Clarens. There we met Seun, our walking tour guide. Seun with his leather hat and long beard looks the very epitome of an old school Free State farmer and he turned out to be a walking encyclopedia of the history of every steam engine, farm machine, tractor and military exhibit. There are a number of different barns. We started off in the Military museum that has an array of exhibits just too vast to cover in this short article, but it includes the Russian Starlin Organ captured in the Angolan war, many WW2 armored cars and more recent machines of war apparently on loan from the military. This was followed with a walk through the tractor Hospice, the combined harvester exhibits and lastly the rail way exhibits. Every one of us was interested in some particular aspect. The farmer in Esra came out again when marveling at the combine harvesters and tractors. For those of you who don't know Esra was guided in the purchase of his MGTC 41 years ago by Fred Gilchrist- an Honorary member of this club- who was at that time the CEO of John Deere now 94 years old and living in the USA. Following the walking tour, we enjoyed a lunch of hearty farm house soup and delicious home- made brown bread, rolls, pudding and more coffee in the canteen, with a roaring log fire.



BSA car that was altered to run on tracks

After lunch we embarked on a trip in a military vehicle - a Caspar- to Grootdraai. Grootdraai is where the farm's railway makes a sweeping turn back through the fields, this is the most spectacular panoramic view of the escarpment. One can see the Caledon River which is the border of Lesotho and all the way up to the snowcapped mountains. We are told that there are frequent raids from the Basutos who come, no doubt in desperation, to raid the fields and graze their cattle. Sadly it is a war zone and the police have to patrol the boarder often under gun fire.

Our return trip on Sunday was in rain all the way back. MGAs have very poor windscreen wipers and the interface of the soft top and the wind screen leaks. A strip of duct tape is essential. One event that could only be witnessed in the Free State that I have to tell you about is the that, can you imagine, we were overtaken by a bakkie towing a trailer with a tractor loaded onto it and that was at high speed and if I recall over a solid line in the pouring rain!! Craig and Judy stayed an extra two nights in Clarens and returned topless, the weather having cleared.

At the end of the day, what makes these Memorable Getaways so good, is the fellowship and common interest in the marque.



Parking for MGs only!



Our transport for the afternoon.- no problem with farm roads



NrmanTalks!

THE BLACK ANGEL

Many, many years ago my apprentice Costa Captenopolis, tried to explain his belief that there were angels - not in heaven, but down on earth. He maintained that everyone at some stage when in desperate need would be helped by a total stranger who would just appear.

There were times when I gave this serious thought in the following years.

I kept "Midgy" in Bobby Olthoff's Syferfontain hangar and one day, after it had been broken into, said, he would be happier if I took it home. That Sunday, I borrowed a trailer and after the event at Esra's farm, set off for Syferfontein. I managed to slide open the door with great difficulty and after what seemed like an hour managed to get "Midgy" lined up behind the trailer, but there was no way I could get it on without help. From out of nowhere a guy in a microlight who had been soaring above me, watching my efforts, landed and virtually on his own shoved "Midgy" onto the trailer. As quickly as he arrived he departed. I did not even get a chance to thank him or get his name. Eerie!

On Monday a chain of events would give me a similar eerie feeling. I broke my tooth - went to get it fixed then popped past Joe to pick up a wheel that Carlo had had repaired for me.

So it was after 4 as I made my way down Sylvia Pass. I always stop at the bottom and edge out as the cops stand out of sight of the Stop Sign.

The cop stopped me anyway, looked at the car, at me, and then went to the passenger side. "Your licence is two months out of date" he said. I laughed - it was not possible - "not funny" was his response. I stopped laughing. "Get out and have a look" he said. I walked around and could not believe my eyes. He then asked for my drivers licence, which was also two months out of date. I was flabbergasted - the yellow car is in Pat's name and only days before I had tried to pay for the ZR in Sarah's name. Two months, three months earlier - Ducky, the yellow car, was in the panel beaters. I sat there dumbfounded - having been told that the car licence would cost a thousand and then out of date drivers licence fifteen hundred!

"Are you okay Madala?" he asked "Are you a pensioner?" I could only nod. With that he got into his police car and before he left said "This is a serious warning". That had to be an Angel - no suggestion of a bribe, and both were paid the following day.

So I believe Costa - oh, and when last did you check the expiry on your car and drivers licence?

Octagonally

Norman

1973 MGB GT REBUILD

Derek Langsford

On 26 December 2010 I took delivery of my 1973 MGB GT. Excitement prevailed as I drove it home. This is when I realized what I had actually purchased. It creaked and bounced and made some funny noises but pulled strong until I had to brake hard the first time, pulling to one side with a screech of tyres.

I drove it on and off around the neighbourhood to get a feel of things. Put it up on the ramps to do some inspection to find the front suspension in a sorry state, all rubbers were shot. At first I thought of doing a running rebuild starting with the front end and then progressing rearward as needed. Work started on 1 October 2011.



The right spring was broken so new springs were fitted. At this point I decided to follow my original dream and do a total strip down and rebuild. My brother made a rotisserie so that I could turn the car over to make my life easier. What I understand as a nut and bolt rebuild, everything was stripped to bare metal, cleaned refurbished, nuts and bolts plated some parts sandblasted and all parts repainted. Even the body was stripped to bare metal, sandblasted and rust cut out and new metal welded in.



While the body was being done, I resorted to redoing all the other bits, cleaning, repairing and in a lot of cases replacing with new parts. This car had been abused a bit so it took a lot more work and money to get it back to a presentable state. A totally new interior was needed as the seats were split and patched in places. Health issues held me up somewhat and I managed to get it finished and on the road on 8 April 2017. A few minor problems to sort out and hopefully I will be able to have it at show day on 25 June.



Although I am not a mechanic by trade I have thoroughly enjoyed the whole process, learned an enormous amount and made some wonderful friends as well. After all the blood, sweat and plenty tears I will now be able to enjoy the fruits of my labour. Thank you to all those who helped me along the way, you know who you are. Just too many to mention.



It was a brighter red when I got it but I reverted back to the original factory Damask Red.

At the May Noggin Derek Langsford gave an inspiring talk on his six & a half year journey to totally restore his MGB GT. Derek mixed humour with the stories of perseverance that the restoration took, a process that would not have been possible without his family's full support. Wally came up with some innovative solutions to help Derek during the renovation, like building a cage on which the entire chassis could be turned through 360 degrees making the work dramatically easier. Ivy put her dream of a kitchen renovation on hold so that Derek could live out his classic car passion, hence the car is now called the "Rooi Kombuis".



ON THE LIGHTER SIDE...

The generation of today are so allergic to everything, future wars will be fought by throwing bags of peanuts and cat hair at each other.



TECHNICAL

Submitted by Randall

Can't open your MGA bonnet



I recently joined the Yahoo twin cam group to link up with other owners of these cars to learn about their experiences with their cars. Stuck bonnets seem to be a global problem with MGA's.

Here are three tips that I found on the group site that are very useful and it's about that A bonnet that won't release, as happened recently at Angela's Picnic to one of our members.

This occurs when the bonnet latch lever travels past its mating hook and latches onto the U shaped latch panel, this is very frustrating and without a proper solution this will result in damage to the paintwork and or grille slats. Fortunately in the above case someone came up with a long thin rod that did the trick.

Two of the solutions required mods to the way the grille is fixed to the body whilst not very complex still requires some effort to undo the three bottom fixings to remove the grille.

The third option seemed to be the simplest and isn't that always the case where the solution is right in your face but you can't see it because well, it's just too simple.

We now know from the above case that a long slim rod does the trick and we have one in our boot, yes the boot stay rod, apparently its long enough and has the correct curvature to pass through the grille slats to reach the offending latch and flick it over.

So just make sure you have a pair of pliers in your tool roll to remove the split pin that holds the rod in place, oh and I am assuming your boot lid doesn't have the same problem with opening. That however does not have a simple solution.



**"GENTLEMEN,
START YOUR
ENGINES"**

SOME REAL CLANGERS FROM NASCAR

"If the lion didn't bite the tamer every once in a while, it wouldn't be exciting."

"Driving a race car is like dancing with a chainsaw."

"Auto racing, bull fighting, and mountain climbing are the only real sports ... all others are games." - Ernest Hemingway

"If you don't cheat, you look like an idiot; if you cheat and don't get caught, you look like a hero; if you cheat and get caught, you look like a dope. Put me where I belong."

"I feel like I got a pile of cattle chasing my ass, and I'm pedaling as hard as I can to stay in front of 'em. I'm looking behind me driving like hell."

"The winner ain't the one with the fastest car; it's the one who refuses to lose."

"Finishing races is important, but racing is more important."

"I've got to win every race."

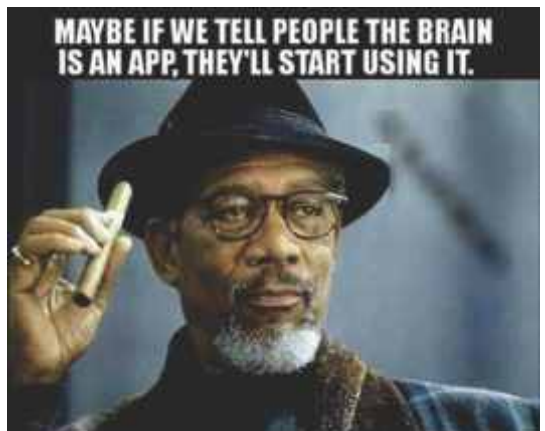
"Two of my favorite things are my steering wheel and my Remington rifle."

"Why did I take up racing? I was too lazy to work and too chicken to steal."

"The crashes people remember, but drivers remember the near misses."

"When you start thinking too much about wrecks and high speeds, it's time to quit."

"Our fans would never waste good beer by pouring it on us,"
comparing NASCAR fans



Show day - Northerns' and Johannesburg Centre

Dear club members,

The combined centres show day will take place on Sunday 25 June 2017 at the Pretoria Botanical gardens in Cussonia street in Pretoria. A map is attached. The gates will open at 08h00. An entry fee of R50.00 per car includes entry to garden, usually R33 per person, as well as the event dash plaque and programme.

While the concourse is the main event, the gardens also provides a great venue and destination for a Sunday run and a social gathering of MG enthusiasts

The concourse event is important in maintaining the breed. I do not believe it critical to enter only with the aim of winning but participation also allows one to benchmark your car. An opportunity to take notes on the best of the best provides information and motivation to hit the "to-do" list with vigour again.

Briefly, the D'état entrants will have cars judged on condition, cleanliness, functionality and originality. The "tops" entrants will be scored on condition and cleanliness only. General regulations as they appear on the Northerns Centre website are attached and form the guidelines for such competitions. Supplementary regulations pertaining to the event on the 25th June have also been issued and should be available on the club websites.

Club members are encouraged to participate by bringing their cars along for judging. Entry forms appear on both club websites and need to be forwarded to Robin Clarke by 15 June 2017 at rjc@mweb.co.za. Late entries may be accepted at the discretion of the chief judge.

Those members that have cars "in mid-build" or laid up can also participate in the event by volunteering as marshals and assistants to the judges. Anyone willing to assist can contact Robin Clarke for marshalling and admin assistance at rjc@mweb.co.za, and Dave Westaway for judging duties at dave@shelhurst.co.za

ON THE LIGHTER SIDE...





NEWS FROM MG UK - MAY 17

We're delighted to unveil our all-new MG XS.

Launching mid 2017, an all-new compact SUV will join the MG model line-up. Available with two petrol engine derivatives and the choice of automatic or manual transmission, the MG XS will have specification levels guaranteed to impress. With prices to be announced, you can be assured that it will be in line with the MG affordable family pricing structure, so you won't be left short to enjoy life's other pleasures.


Nick Parrot has had a knee replaced on the 8th and is recuperating well.

Randall Everson is doing a work up for a knee replacement





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

MaGnificent New Members

2218 Wilfred & Lyndie Mole MGA
Carswald, Midrand

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

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

Forthcoming Runs, Noggins and Events.

June Natter and Noggin

Old Ed's - 1 June 2017

What will be a very interesting talk by Guthrie Blain from Bridgestone on the choice of tyres for your MG and other interesting technical aspects of tyres

June Run - Show Day

Sunday 25 June 2017

Hosted at Pretoria Botanical Gardens. Gates will open at 8:30am. And concours cars need to be in position by 9:30am sharp, for judging. D'Etat cars to be entered 6 weeks prior. Tops only entries welcome on the day. Entry Fee to be confirmed, but likely a R20 donation per car.

July Natter and Noggin

Old Ed's - 6 July 2017

Mid Year Social

July Run - Irene Diary Farm

Sunday 16 July 2017

Breakfast run to this working farm to have a buffet Breakfast

August Natter and Noggin

Old Ed's -3 August 2017

TBA

August Run

Sunday 13 August 2017

TBA

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



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