

# Thumbs Up!!!



1969



2018

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

June 2018

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# MG CAR CLUB

## Johannesburg Centre



PO BOX 52336 SAXONWOLD 2132 JOHANNESBURG

## COMMITTEE

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

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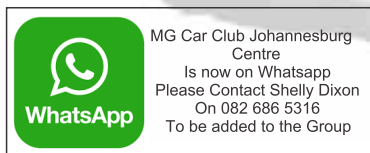
**A Natter and Noggin is normally held on the first Thursday of each month at 8pm**

The Old Edwardian Club, Houghton.

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

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

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



## MG WEBSITES

Our Website: [www.mgcc.co.za](http://www.mgcc.co.za)  
Our E-Mail: [mgccs@worldonline.co.za](mailto:mgccs@worldonline.co.za)  
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### INDEMNITY

*All members, their spouses, partners, participating family and friends are required to sign an indemnity form.*

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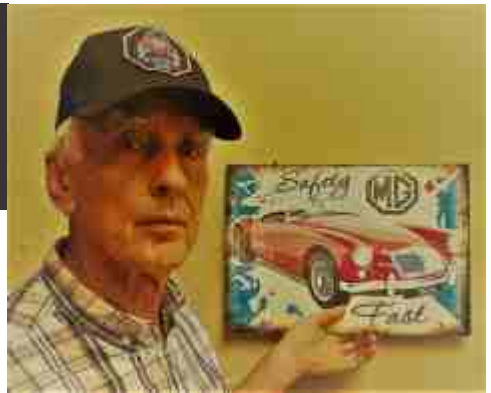
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# From the Chair



It has been an eventful month with more to come, going into June and July. The international visitors kept some of us busy, starting with a different Noggin held at The Factory in Norwood, the Indaba in KZN and the farewell dinner for the French at Moyo's Melrose Arch. Now that is history and the focus has to be on the organization of the combined centres' Show Day possibly early in September at Waterfall Park which is to be revamped over the next few months. The Northern's Centre have promised to bring 60 cars for display so we have to match that number. Norman, as the events co-ordinator, has been tasked with getting the 'show on the road' so to speak. He needs your support. If you have seen the glossy Waterfall magazine don't be confused. We were planning for 24th June but that has now changed

You are also going to have to brave the cold and get to the June Noggin. We have a guest speaker- Frank Schie- who is known to many of you, he is a friend of the club who has attended many of our events in the past. Frank is a geologist and an amateur paleontologist. He takes the doctoral paleontologists to the Karoo once a year. They have un-earthed (pun intended) some very interesting fossils predating homo-sapiens by millions of years. This promises to be a very interesting talk.

As a follow up, we are planning a run to the Vredefort Dome near Parys. Ideally we would like this to be an away run travelling down on Friday and back Sunday. Please let us know if you are interested- especially after Franks talk.

July also has some more fun in store for us. Peter Fielding has organized his Scottburgh Classic Car Show for the end of July. Proceeds go to charity and accommodation is at greatly reduced or discounted rates. For those who have attended previously, you will remember the show put on by the group called 6 plus one- they will be performing again.

Pepi has been elected as deputy vice Chairman of the National Body and with his enthusiasm we should see a revitalized MGCC. He is keen on improving the communications using Face Book etc and coordinating the annual calendar of events. There was an unfortunate clash this year with the Indaba being on the same weekend as the Knysna Simona Hill climb where many of the enthusiastic MG CC members did well.

Our May Sunday run took place on 13th May with a run to Suikerbosrand. Notwithstanding it being Mother's Day we had a good turn out with some 10 cars. A pleasant surprise was seeing John and Judy Fry, who have come out from the UK for the Indaba, join us and just to add to that surprise they came in a recent acquisition- a yellow R/B B but under the bonnet was the BIG surprise, it has been fitted with a super

charger and all the bells and whistles that one can imagine. For those who don't know John and Judy. They are still members of the Johannesburg Centre but relocated to the UK many years ago. They have made a point of attending Indabas and other events over the many years and in fact keep a car in SA for that purpose. You may recall that John was the first person to have personalized number plates on his many MGs before he left for the UK. He has a vast collection of MGs kept in UK, Canada and SA. John Meiring referred to the Fry's TC in his recent talk about Lady H.

Suikerbosrand has drives, cycle tracks and magnificent hiking trails. They also have a museum but with the picnic and the kicking of tyres very few of us managed to take part in the other activities. Tom and Hyla did a splendid job of researching the route beforehand and detailing instructions.



## Letter to the Editor

*Hi Bruce*

*Imagine my surprise when I read April's edition of Thumbs Up on line to see my reprinted article of June 1977 on a trip Judy and I took to South West Africa - in an MG !*

*The MG in question was a Tahiti blue 1975 rubber bumper Midget, which only had a 7 gallon tank. Petrol restrictions of the time were I recall pretty onerous - with garages being closed at night, no containers in the car allowed, and 50 mph speed restrictions. So no stress then!*

*We remember vividly the swirls of dust in the cars wake, dust that got everywhere, and which I never fully managed to get rid of even years later. And then the silencer snapping off in the middle of nowhere - but as luck would have it there was a blacksmiths shop further down the road, the owner refusing to take any money for welding, so we left him a six pack.*

*The Etosha Pan scenery was astounding - but I shudder sometimes thinking about how wise we were going through a game park in a soft top, even if entry was only R1!*

*Something I omitted from my report at the time - as I thought it unwise to comment on - was SA was fighting a war in Angola and there did appear to be a lot of heavy vehicles moving about after curfew time in the Etosha. Logical on reflection as the Angolan Border was not far away. Then one afternoon we were parked up near a water hole watching some elephants, when a army green left hand drive Land Rover 110 pulled up next to us full of young lads. Suddenly a window slid open, and a voice said "Hi Judy & John". It was only a member of the MGCC from Krugersdorp! I was just so shocked at this I remember blurting out "Hi, are you on business or pleasure?" to which the reply was they had a day off from army duties, and were sightseeing. I did not like to ask why the LR was LHD! But hey! happy days and petrol for the round trip was only R130.*

*Compiling Thumbs Up in 1977 was somewhat laborious I recall - my scrawl had to be typed up by someone who could use a typewriter onto a Gestetener form, and then an evening was spent getting covered in ink roneoing same. Following which Judy would assemble and staple up that months edition on the dining room floor, then address the envelopes, even forsaking the new (to SA) black and white television service!*

*Can't believe this was 41 years ago, so thanks Bruce for reprinting the article and the happy memories it has bought back.*

*Regards to all Judy & John Fry ( Membership number 29 ) .*

# TECHNICAL

*Both Norman and Kevin have recently spoke about the difficulty in finding tyres for various cars including the Modern ZR and TF. As it happened this article came up which I share with you*

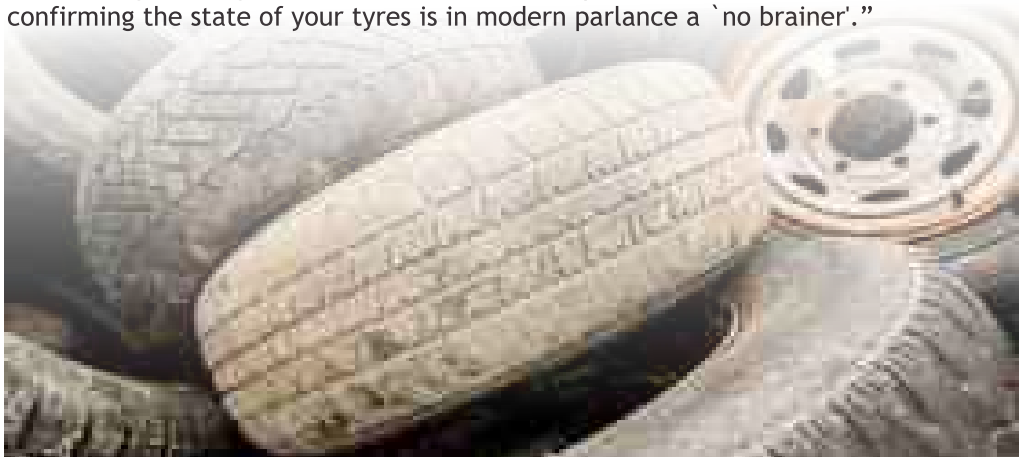
## **“OLD TYRES”** - Article found on Face Book

This is a matter that I have raised before and it never ceases to amaze me just how many classic car owners still are running their cars on old tyres. That is to say more than 10 yrs in age. Indeed in Classic Car Buyer (April 18 2018) an article entitled ‘Old tyres under investigation’ mention was made of a Department for Transport study that is underway into the safety of older tyres.

Too often folk seem to take the view that their tyres are perfectly okay because they have excellent tread. That may be the case but as Ben Field from Vintage Tyres states in the article - ‘we are, as a country, obsessed with tread depth as the key factor that decides if a tyre is safe or scrap’. This is only part of the story as rubber suffers from the effects of sunlight, loads carried and time spent in indoor and outdoor storage. Considering that the majority of us do a very low mileage there is a tendency to often gloss over the state of the tyre and inner tube.

This is foolhardy and the date codes on your tyres need to be checked. The view in the trade, which is common sense in my view, is that any tyre over ten years old should be changed. It is possible that as a result of their survey DfT may include tyre date checks within the MOT and perhaps your insurers, whilst mindful that cars over 40 years old no longer require a MOT, may insist that they are aware of the date of your tyres.

Considering the large amounts of cash that we spend on our classics then confirming the state of your tyres is in modern parlance a ‘no brainer’.”



# KZN INDABA

## Chairman's Report: Norman's report for 2018:

These Indabas seem to flash past at an ever increasing pace. Those who missed the Indaba organised by the Northern's team, really missed something special.

I believe that I did the right thing when I declined Roger Lewis and others proposal that I should become National President. Tony Craddock was exactly the right person to be President - his incredible contribution to the National Body for so many years as National Treasurer, as well as his service to his own centre was truly appreciated by his members who gave the announcement a standing ovation.

I was also thrilled that Philip Roux has taken on the job of National Secretary, as his youthful attitude is exactly what this body needs, and as Cape Town chairman he has grown in stature.

Well done! I am equally pleased that the enthusiast I groomed as my successor to the position of Johannesburg Centre chairman all those years ago, Pepi Gaspari, is now chairman of the Northern Centre, and I welcome him to this council.

The thinking when the national gatherings were originally created, was that they should be held every two years to allow members to plan and save to participate. As I explained to Simon Bosch back in 1975 - these events would one day become equally expensive and would cause members to choose between attending a National Indaba to a Cape Centres because of cost - and this is now happening to the detriment of the National events. Long ago when Wilderness was used for an Indaba, the entire hotel at Wilderness was taken over. This is no longer possible today, as block bookings by tour operators means that such hotels must now be "shared", thus creating less beds to be readily available, as was the case in 2017. As Bruce Henderson correctly pointed out, these events were created for Cape Centre members who had to have priority when booking. Sadly there were many members inland still keen to attend these events and this caused much unhappiness when because of lack of space, those who used to attend were not permitted to do so.

I think this will eventually cause the demise of the National Indabas.

Norman Ewing (Chairman) (JHB) Brian Woodhams (MGCC-UK)

Philip Roux (Secretary) (CT) Mike Johnson (CT)

Steve Eden (Treasurer) (NC) Chris Swale (KZN)

Bruce Dixon (JHB) Chris Brown (KZN)

Pepi Gaspari (NC)

The tragic clash of events is another that has to be avoided, and I urge centre committees to ensure no clash of dates when organizing an Indaba. In the early days the Indabas were always held closest to the founding of the Mother Club on the 12th October in 1930. This was moved after many years to enable weather patterns to be taken into account for each area - something that also didn't work as those who attended Maritzburg 82 and Port Alfred will well remember. The Aussie NatMeets are held yearly on the Easter Weekend, so everyone knows and plans accordingly - and it seems to work well. The 2017 Cape Centres was a well organised, laid back event, full of laughter and joy and great camaraderie - and we were heartbroken on hearing how those who had put so much into creating enjoyment for others were to lose their homes and cars in such a devastating fire. Words simply cannot describe their loss and I am desperately sorry that they are not with us now.

Pat and I raced home from Wilderness to pack and fly to the UK, where thanks to the loan of an MG from Ron and Valery Gammons we were able to visit my sister in Scotland, meet the Scots, collect J2 spares from Shrewsbury, attend Silverstone where we met many of the Brits and Europeans who had attended our Indabas, and a very special dinner laid on by the Gammons with all the MG top brass. MaGical! Cost and age of the UK membership is definitely having its effect, and the sea of grey hair that will be gone in another ten years or so, will probably see the end of our era.

So what of the future... especially in this country.

Only months ago the Northern Centre, filled with the flush of youth, put on first a superb show of 40 MGs at the Brooklyn Mall, followed a short while later by a wonderful get together to celebrate their 40th Anniversary. It was outstanding, and to see again Rob and Eve Breebart, Heyns and Ann Stead, Gareth McConkey and Billy ten Oever all up from Cape Town (Lucille was too ill to travel and Janis was unable to attend) joined by Sandy and Cathy Sharp and Freddie and Betty Geater (the late Peter Noeth was not forgotten) being celebrated for their efforts to form an official centre all those years ago. Something that would not have happened without the help of the then General Secretary Gordon Cobban who was also remembered. With more MG members retired and living at the coast than inland, there will have to be more thought given to more accessible Indabas. The combined show day events of the previous forty years have enabled the Johannesburg and Northern Centres to stay fairly strong... but with the gradual loss of cars and members this will probably one day become one large centre. As a direct result of concerns for the safety of the Johannesburg Youth programme members, plus the lack of meaningful insurance cover and in the light of some serious accidents involving older members, the Johannesburg committee decided to no longer be involved in the youth racing programme and requested the letters MG to be removed from the title.

That this is still a world wide MotorinG family was brought home with the passing of Dick Knudson who had such an impact on so many of the members that he met here, and in the USA.

And I know I was not alone in being thrilled when Brian Hogg and Joan Parker were made honorary members for their enormous contributions to the Cape Town Centre. I honestly thought that this had happened years ago.

Being struck down with something I picked up on the plane on the way home, plus double pneumonia had me fighting for my life for the first time ever. With a 65% loss of lung function, it was pretty scary, but thanks to the best nurse in the world, and really quick response at Donny Gordon, after six months I was back to normal. I was grateful for all the visits, messages and phone calls to stay strong and I have! The first person who marched into my ward was 95 year old Stewart Cunninghame, who stood at the foot of my bed demanding to know "Just what the hell is the matter with you?"... Pretty daunting, followed by Robin Clarke, who had brutal surgery only months before. To all those who wished me well - my grateful thanks.

I congratulate the Northern Centre on their Fortieth Anniversary and next year, for the Johannesburg Golden Jubilee we plan to repeat the clubs first away run to Hazyview and Mount Andersen in 1969, inviting Ron and Valery Gammons, our VIP guests 25 years ago, Keith and Ella Burton, Nan Howie and Ruth Bezer to be our guests. This year we welcome friends from France led by my good friend Philippe Douchet who so very kindly lent millions of rands worth of MGs to the South African group that I took to Le Touquet via Switzerland in 2016.

John and Judy Fry and Brian Woodhams are also happily with us - but sadly Betty Bleeker who has not missed an Indaba since 1982 and Gerhard de Groot who was our first European contact on our trip in 1970 are not going to be with us, and I have sent greetings.

I became National Chairman back in 1978, and although I have tried on two previous occasions to resign, I am prepared to stand for one more term if needed. I am still the custodian of the Nuffield Trophy and will hand this over when agreed with John Day and Ron Gammons to my successor or the new custodian.

I propose that the George Tuck Trophy for the member who has done the most for MG in South Africa should be presented to Trevor Beddy for his efforts in promoting the MG Car Club in the way he has.

I thank you all for your support and for the way in which you have all endeavoured to "Maintain the Breed"

*Octagonally, Norman Ewing National Chairman*



# KZN INDABA

Submitted by Bruce - photos by Rodney, Shelly, Kevin and Carol

*Wikionary tells us that the Nguni (Zulu is an Nguni language) word Indaba is a tribal conference held by Nguni leaders. Never was a name more apt that to have our MG Tribes Indaba in the heart of rural KZN at the base of the Drakensberg.*

The National Indaba was indeed a gathering of the tribe and much conferencing took place, but now back to the beginning. After much communication on What's App ( the modern version of the Zulu drums!) the Johannesburg Clan registered and planned the trip. Some of the clan elected to travel a day or two earlier and some elected to travel via the 'Fast' route. Rodney, using his experience of travelling through the Free State, gave us directions for what we termed the 'Scenic' route.



This led us from the Block House via Sasolburg, Heilbron (with a stop at OJs for coffee!), Petrus Steyn, Reitz and Little Switzerland and down the brand new resurfaced Oliviershoek pass, topping up with fuel at Little Switzerland as suggested by the organizers. This worked well until Little Switzerland ran out of petrol! I have often used this pass and always think of the early trekkers dismantling their wagons and taking them over the Drakensberg piece by piece, carrying the parts and rolling the big heavy

wheels one by one. We think we have achieved something when we manage to drive an MG down the mountain on a smooth tar road

We arrived at Drakensville, an ATKV resort, with ample time for registering and settling in. Drakensville Resort was first built to house the people involved with the construction of the dam and the pump storage scheme. Apparently it has changed hands a few times and it is now a very well- run resort. I know it is difficult to find and book a resort that can handle our tribes' numbers with accommodation, dining, exhibition space etc. Not only was this one located centrally, it also left very little not provided.



A run was organized taking us through rural KZN along a contour road (with pot holes) ending up at a wine estate for lunch. There was a 'treasure' hunt on the way and some interesting rural scenes and of course a wonderful view of our World Heritage site looking up to the

Amphitheatre. The wine estate had a grassed parking area with ample space for all the MGs and a great photo opportunity and a really great meal served under the trees

The Gala Dinner was a formal occasion with elegantly draped tables and the food was served as a buffet.. The KZN Club excelled themselves by putting on a group of their members singing golden oldies followed by theatrical 'Dinner for One' The dress theme was Black and White with some really innovatively dressed members. My favourite was the Priest and the Nun who blessed the MGCC.

The Northern's members came en masse as spotty dogs and no one thought of coming as a Zulu warriors (impi) with a praise singer which could have been more appropriate. The printing of everything from serviette rings, wine bottles to programmes and a selection of regalia was done incredibly well- all well branded..

The real conference of the MG elders - Indaba- was the council meeting (Zulu word for meeting) would be imbizo) of the National MGCC chaired by Norman and at which, among other things, Pepi was elected as Vice Chairman- not yet grey and a little less elder member promises us that we will be brought into the modern world with improved communication and attractions for the younger generation to maintain the breed.



*Bruce seeking forgiveness for his sins*



*Thanks to the KZN Indaba committee for a marvellous Indaba*



George & Margaret enjoying time with their son (Robert) & granddaughter



On your marks, get set go - rocker box racing underway



Part of the garden scene at the Cathedral Peak Wine Estate



Congrats to Henie (racing Glen Parker's special) for 1st prize & Nigel 2nd



Science experiment - Hentie confirming that water is lighter than brake fluid, helped by Michael & Paul



Good to see Peter & Val Fielding (Jhb members from many years ago)



Rodney admiring Richard Grover's Y-Type (restored by Bob Wilmot)



Carol giving the royal wave



*Winners of the driving tests*



*The Rocker Box Racing champions*



*Driving tests - Ed & Jane Hillary taking part in their TC*



*Driving tests - Brian Woodhams & William having fun*



*Show day - Rod Herman walking amongst the cars*



*The dancing girls, Jenny, Margaret & Anita*



*Jeanne looking gorgeous*



*Congratulations to Richard Grover on winning 3 awards with his Y-Type (originally restored by Bob Wilmot)*

*Tranquillity - Peter McNaught Davis' Midget enjoying the mountain view & air*





*Dinner for One - a superb performance of this classic*



*Dinner for One - James the butler negotiating the tiger's head*



*Three wise men - Nigel Stokes, John Mack & John Fry - wonder what they're thinking?*



*Some of the MG Jhb ladies having a ball*



*Paul & Peter on their way to winning the Concours Commique competition*



*Friday evening entertainment - Lawrence & Jill Sysum singing their hearts out*



*Drakensberg scenery*



*The only reminder of the Thursday afternoon tour of the Eskom peaking power station - no photos allowed once inside*



*The Friday drive through rural KZN - beware of the speed humps (very often with no warning signs)*



*Greeted by a tasty finger buffet at the Cathedral Peak Wine Estate*



*Mgs heading off into the distance during the Friday fun run / treasure hunt*

*The Berg in the background, chapel, TC, Drakensville cat & MG sign - all ingredients to an enjoyable Indaba*



*Preparations underway for the tops only*



*Northern Centre's YMCA team*

# Suikerbosrand Nature Reserve Run

Pictures by Kevin and Carol

*When this event was planned some months ago, nobody realised that it fell on Mother's Day. Consequently we had a total of only 10 MG's out on the run. The weather started off rather chilly, but later warmed up. A suitable picnic spot was selected and all enjoyed socialising with each other under the shade of the Fynbos.*

Only 2 MG's met at the East Rand venue, being Hyla and I, and Alex in his MGB. We slowly proceeded, wondering if there would be any Johannesburg members waiting at Suikerbosrand. As it happened, the signpost showing the R550 to Lenasia was nowhere to be seen. We then ended up back on the old Johannesburg road going back to Joburg where we turned left onto the R550 again. This did give us a little excitement along the way.

After waiting another 45 minutes, Bruce drove into the Parking area, with seven MGs following him having passed Kevin at the entrance behind his Nikon, as usual, he and Jenny had arrived before us. With them, John and Judy Fry, visiting from the UK, in their newly acquired MGB R/B and Carol's sister, Robyn (a TC owner!). A lot of chatting took place, particularly about the recent KZN Indaba. Later the Picnic Baskets

appeared and a general swapping of each other's goodies took place. What a variety! With all the chatting there was little time for any of the Suikerbosrand activities which include drives, hikes and cycle tracks.

To end off the event most of the group opted to take the short Scenic Route through the Reserve. Some very steep gradients and views

of the Witwatersrand were encountered in the distance, but unfortunately not much game was to be seen.



We hope that all the Mothers who stayed at home, hoping that their families would be calling to wish them "A Happy Mother's Day" also enjoyed their day at home. To those who participated in the run, Hyla and I, enjoyed your company, Thank you for being with us!

**Submitted by Tom Kirkland**

**An extract from their website below:**

*"Open grassland, wooded gorge, acacia woodland, marshland and rare Bankenveld grassland are all part of the reserve's dense vegetation. A network of 66km of hiking trails has been established, which include a short, 4km interpretive trail (the Cheetah Trail) and a 17km day visitor trail. There is also a 60km motor vehicle tourist route, which is also suitable for cyclists.*

*The geology of the region consists of two systems, the Ventersdorp and the Witwatersrand. The Ventersdorp system consists of igneous rock, called basalt, which formed millions of years ago from molten rock. The Witwatersrand system is mainly sedimentary sandstone deposited in horizontal layers."*



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VEHICLE MAKE: ..... MODEL ..... YEAR .....

**Payment :** Cost per vehicle entering is R200. (All proceeds go to CHOC)

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Brits, Branch Code : 1876-4600  
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**Please email your entry form with the proof of payment to**  
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**Please indicate below if you will be attending the Showing of the movie**  
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**R100 pp which includes a Burger and a beer or cold drink and entry to the**  
**movie.**

**YES/NO - Number of people: .....**

# NMG Norman Talks!

## French Leave!

My very good friend Philippe Douchet has a phrase that chills me to the bone when he says "Change of Plan."

For months I involved myself in plans to bring a fairly large Swiss and French group out for the Indaba and a fortnight thereafter to a game park and then down to the Cape. Slowly the group got smaller due to the cost of airfares and leave time. Eventually there were only six - until Philippe had a change of plan and then only 5 would travel together as he had meetings in Paris and Zurich. So either he cancelled or he sent the team out earlier with him coming later and that is what happened. Hotel bookings were changed again and again as were transport arrangements but finally the five arrived.

Thanks to Joe and Anita De Castro who have supported every one of my incoming MG tours always organized through Bea Arena we collected Roland Spitz, Simone Peter, Andre Frick, Sylvie Liguette and Frederique Prolang and with Andre now at the wheel of their Avis Minibus and me pointing the way we set off for the De Castros home to freshen up and have morning coffee. Then it was off to the Fire and Ice in Melrose to park their transport and off we went in our ZR and the De Castro's Chevy to Sandton Square for photos with 'Madiba' before heading for Boundary House and one of Pat's great meals for all 13 of us! A night to remember and Roland drew an incredible TC in my scrapbook- a work of art!



Early next day the Decastro's Arrived to help transport Le French Team to Lesedi and Union Buildings with a lunch stop at French Toast for good measure.

Those who missed the evening at Craig and Judy's Factory in Norwood missed an MG Treat- a truly wonderful vibe. At sparrows next morning Andre followed me through the traffic to the Decastro's who took them over for a run to the Indaba in on the 'fast' route with the Hermans and Scheyzers-magic!

Anita had excelled herself getting the MG rides for the entire team- John Mac being instructed to behave himself with Frederique and all the team getting MG rides! Thanks to all who took a visitor in their MG.

On Friday we collected a thinner looking Philippe at ORT and off we went with numerous coffee stops the second being at Little Switzerland where the SA group had a fondue in 2001.

A laid back, relaxed fun filled time, with the finale being the story of the Nuffield Cup recovery from Rhodesia and saw us posing with Alan and Denise and The Cup before Tony Craddock (our National President) handed it to the Kwa-Zulu Natal Club for a Job Well Done!

Then - it was FLAT OUT to the Pilanesberg.

I had repeatedly said that we should leave not a minute later than 8 am and despite cajoling and wringing of hands we only left Drakensville at 08h30 with the first pee-stop just beyond Harrismith- I was beside myself! I explained, yet again, that it was either food and coffee or the night drive in the reserve but not both. We flew past the Craddocks in their little red ZR only to have them pass us at the first and then again at the second pee-stop. I then refused to stop until the other side of Hartebeestpoort Dam and we really made good time. I reluctantly stopped to fill the minibus at the Wimpy for "coffee". To my horror when I went to the minibus the passengers had scattered like sugar out of a bag- Andre to buy Avos, Sylwie to look at wire ducks, Roland to take photos. I nearly when nuts and like Jonty Rhodes caught them and stewarded them into their bus. Off we went at breakneck speed to Ivory Tree - a game lodge that I had never been to- arriving just twelve minutes before the cut-off for the night drive. Mission accomplished!!! Thank the Lord.

Boy was it worth it- that nail biting ride- for we were to see on the first drive 17 rhino, scores of giraffe, zebra and impala of all descriptions and as we approached the campo the guide switched off the lights and engine and commanded us to sit very still and out of the gloom padded the largest bull I have seen in years coming right up to the open sided jeep it brushed past. Nobody moved before we all let out a collective sigh of relief. Nobody spoke until we reached camp. A great start! We came home a day earlier with the French missing the lions that they saw but we were warmer that we had been on the early morning and evening game drives with the game viewing vehicles windscreen down.

The final club farewell was at Moyo's, now only a fraction of it once was- over-priced and mediocre food seated in the wrong place twice causing some to have frozen backs - never again!.

Next morning Pat and I returned to the Fire and Ice to lead the group to ORT via Bob Wilmot's home. Bob and Maureen still away at the coast. After the ooohs and aaahs and 'coffee' they were on their way to the last leg of their holiday - The Cape.

Fair thee well dear MG friends and Happy Landings



*Octagonally Norman*



## ERRATUM

The photographs of Angel's Picnic in the May Thumbs Up were submitted by Derek Langsford

The photographs of Red Car Day were submitted by Roger Bull, Kevin Loader and Carol Dixon



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



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



## *Rosina Jacoba Westaway Farewell Rosa*

It was a truly sad ending to the Indaba for young Dave Westaway being informed as he was packing up to return home that his wife Rosa had passed away in her sleep in the early hours of Sunday morning. His pals were there for support and not only followed him home but also attended the memorial service to support a shattered Dave on a really tough day.

We join with members of the Northern's Centre in sending Dave, Jay and Margret our love and support.

Norman



Highlighted at the service not known to many of us was Rosa's ability to hand raise enormous prize winning hens as well as her love for animals

# MG X-Motion Concept Unveiled in Beijing

April 25, 2018 Staff Highlights, MG, New Cars 0



This morning in Beijing, the MG X-motion concept car premiered at the Beijing Auto Show. The X-motion follows the MG brand design philosophy of Emotional Dynamism that was showcased in the brand's first fully electric sports car concept, the MG E-motion.

The 'X' in the product name X-motion represents the endless possibilities of how people can relate to the design. Whether that is through its stunningly eye-catching appearance, inspiring performance thanks to its sporting genes, or through an appreciation of its multi-dimensional intelligent technology.

Crowned as the MG Range Captain the concept has been designed to be the largest model in MG's growing product portfolio. With a bold, dominant design, the X-motion has a muscular appearance that conveys a sense of fluid motion. The X-motion is also a world-leader in the field of mainstream SUV design as it utilizes exceptionally sensual surface and shadow shoulder, to add a sense of movement to the overall form.



Other design features to highlight include the stellar field grille that frames the iconic MG badge and distinctive hurricane aluminum alloy wheels. MG has also employed a custom LED design to create the hunter eye headlight and light field taillight that are a statement in the MG design language.



Incorporating advanced technology that has been developed by parent company SAIC, the X-motion will include full connectivity. Driven by a commitment to innovative transformation, the car will also feature an electric powertrain, interconnection, intelligence and information sharing.



Daniel Gregorious, Head of Sales and Marketing at MG Motor UK, said:

*We're very excited to see X-motion unveiled in Beijing. This is further evidence of the emergence of MG as a serious player in the global market with advanced tech and stunning design. We're yet to decide whether X-motion will come to the UK, but we can already see that MG's design language and value-for-money approach are finding favour with British buyers who are choosing MG in ever-growing numbers.*

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**Sunday, 08 July 2018**  
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Ten Garden, Bear Garden & a wide  
variety of food available on the field.

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Entrance: R40pp for Visitors, R20 for  
Pensioners & Scholars from 09h00.

Exhibitors R5 voluntary donation per  
car from 07h30. All proceeds to charity.

## Set your sights on 2020

### An MG Indaba not to be missed!



**OUDTSHOORN : 2020**

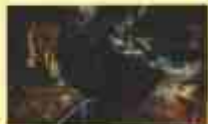
**Thursday 3rd to Sunday 6th Sept**

The **MG Car Club - Cape Town Centre** invites you to join us for the 2020 Indaba.  
Costs : Single R4250 / Couple R7500 (these are estimates subject to finalisation)

If you are interested in attending the Indaba, please drop the  
organisers an email : [indaba2020@gmail.com](mailto:indaba2020@gmail.com)

Entries for the Indaba will open on September 1st, 2018.

Entry forms will be available on the website: [www.mgcc-ct.co.za/indaba2020](http://www.mgcc-ct.co.za/indaba2020)



# TRADING POST



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### MG TC

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*Please call to make a time to come and see. Open to all offers.*

*Tel: John Leishman 076 377 6366*

**This MaGnificent 1980 MGB R/B is  
available complete with minilites etc .  
Call Gill Marguerite on 082 688 0733**



44 years of an Edwardian MG [built 1936 in King Edward 8th reign] - it is time to find a younger custodian of the elegant MG SA Tickford Coupe which lives in McGregor.

Extensive work history available. Formerly owned by the late Phil Howie and driven up Munro Drive by Phil Hill - see "Norman Talks" December 2017

R680k to the "right home" Keith Poole - k-mpoole@lando.co.za or 023 625 1306

# TRADING POST



## Cars for sale



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1982 MGB Roadster for sale. Unrestored original car. Black in colour . Engine previously Overhauled. Licenced and registered.  
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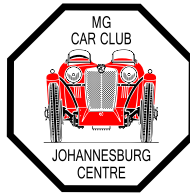
32 THE AUTOCAR. ADVERTISEMENTS. JUNE 26TH, 1936.

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

### ***June Noggin-7th June***

Frank Schie - Geologist and Palaeontologist is our guest speaker. Frank is a petrol head and a friend of the club although he doesn't own an MG yet!- he has those German cars with engines in the boot! Finding 2.6 billion year old fossils buried in solid rock takes some special skills. It is fascinating to learn how the rock is protected, X-rayed and chipped way to reveal the remarkable history.



SHOW DAY that was planned for 24th June has been postponed until the revamped Waterfall Park is available- most probably first week in September

### ***June Run - 10 June***

Drive to Hartebeesport Dam to have lunch at a venue to be announced. We need numbers so we can book at the restaurant. Meet at the Total filling station cor. Witkoppen and William Nichol at 10h00. More details to follow via SMS and WhatsApp

### ***July Noggin - 5 July***

Presentation on Insurance of classic cars. Presenter to be confirmed

### ***July Run- Weekend of 13/14/15 July***

An away run to Parys and a visit to the Vredefort Dome (a National Heritage Site). Details to follow.



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