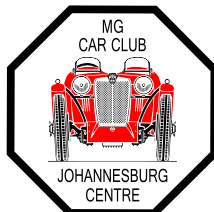


# Thumbs Up!!!



*Congratulations to Tom & Nick on being awarded  
honorary life membership*

**THIS ISSUE: THE FIRST IN A SERIES TRIPS DONE BY MG'S**



**1969**

**2017**

**OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE**

**March 2017**

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# MG CAR CLUB

## Johannesburg Centre



PO BOX 52336 SAXONWOLD 2132 JOHANNESBURG

## COMMITTEE

Chairman/co-editor	Bruce Dixon	082 457 8338	brucedixon@absamail.co.za
Co-editor	Norman Ewing	083 654 5433	mgewing@polka.com
Secretary	Rajesh Thulsi	083 303 4304	thulsi@telkom.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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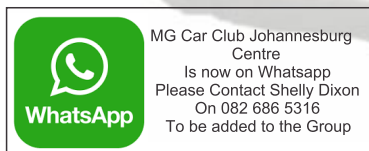
**A Natter and Noggin is normally held on the first Thursday of each month at 8pm**

The Old Edwardian Club, Houghton.

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

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

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



## **MG WEBSITES**

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

Our E-Mail: [mgccs@worldonline.co.za](mailto:mgccs@worldonline.co.za)

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### **INDEMNITY**

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

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# *From the Chair*



AGM is now behind us and we have assembled the new committee to take on the task of running the club for the next year. Our committee members give up their time to attend monthly meetings often traveling long distances at their own cost, not to mention other expenses such as stationary, telephone etc. I am not telling you this to put you off offering to serve in the future, but to ask you for some leeway when you are critical of the club and its performance. We had an abundance of critics at the AGM and deadly silence when we asked for nominations for new committee members. Elsewhere in this magazine we give clarity to the questions raised at the AGM. Those of you who have been members as long as I have will remember Norman auctioning items from his personal collection- photos, books, posters and prints that he had collected on his MG World travels to host functions at Old Johannians for MG visitors from overseas on their way to Indabas elsewhere in South Africa. These funds were last made use of for the Australians visit.

The Youth Project remains a problem which we are hoping to resolve amicably so that it complies with the club objectives and procedures as laid out in the constitution.

Thank you to Michael and Shelly for agreeing to be co-opted back onto the committee and a big thank you to PJ and Randall for their dedication while they served on the committee over the last number of years.

It is YOUR club, We need support, we need input for the Thumbs Up, we need help at the events, we need active participation on the monthly runs and we need ideas- ask yourself what have you done for your club and better still what are you going to do for it?

Our short term planning has highlighted events, Sunday Runs, and Talks at the monthly Natters and Noggins. These are detailed on the Forthcoming Events Page elsewhere in the magazine.

Our long term planning is for the next two years. The combined show day this year will be hosted by the Northerns Centre and next year - 2018-we have the KZN Indaba in the Drakensberg. The Natal Centre needs your support and early booking so they can plan ahead. At every Indaba there are those who leave it to the last minute and are hurt when told that it is fully booked- you snooze you lose! This centre has much bigger plans in store for 2019. We will be 50 years old- that is an achievement which calls for some serious celebration, a reunion, press covering, new regalia, etc.

There are still members who are not able to read the magazine on line. It is dead simple- this is how we do it: in your internet browser (Google, Yahoo, Firefox or whatever) type in [WWW.MGCC.co.za](http://WWW.MGCC.co.za). The MGCC web site comes up. Take your cursor down to MAGS and go across to the edition you want to read and click on it. The front page will come up. There is an icon in the right hand corner of that which allows you to enlarge to full screen size.

If you would like to print a copy choose the DOWNLOAD option, save to a file and then

print. Your printer should allow you to print selected pages. If you need help please call me

You will see that Shelly has been creating a Whats' App group- the times are a changing. You will need to have an android or Apple phone to receive them.

In this edition we have the first of a 12 part series covering Remarkable Journeys by our members in MGS. The first is Esra Martin/Clive Alexander trip to Red Square in Moscow to deliver a certificate to Mikhail Gorbachev- he has three others we plan to include. There will be Roger Pearces trips through Africa, to Australia, to Mexico, Nigel Stokes trip in a Midget down Africa, Normans trip in an A through Europe, Brian Wallace in the trans America trip in his TC. Thumbs Up has published many of these stories before but never in a series and they are so interesting that I am sure the new members and our international readership will enjoy them. If you have a story, or know of a story please submit it to us.

Bruce

---



*Please click on the link below to see Gert Jubileus' weekly steam report for your interest but if you do not wish to receive it please let me know.*

*[http://www.sandstone-states.com/images/pdf/feb2017/Steam\\_Report\\_20Feb2017.pdf](http://www.sandstone-states.com/images/pdf/feb2017/Steam_Report_20Feb2017.pdf)*

*We hope you enjoy reading it.*

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## **Getting-Old is a Hell Of A Thing!'**

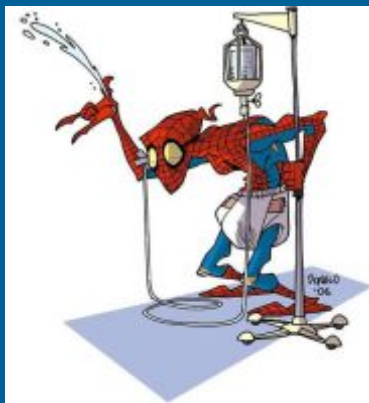
**Life is short . . . So Smile!**

**Do you wish to know the Endings of all the Fairy Tales?**

**If so, watch this space each month . . .**

**Submitted by Kevin**

**And Spider-Man is attached to  
different threads...**



# MG JHB POINTS - 2016



Gender	M
Com Y/N	N

Gender	F
Com Y/N	N

Surname	Name	Sum of Points	Position
Loader	Kevin	490	1
Erasmus	Hentle	235	2
Watt	Mike	230	3
Kelly	William	225	4
Spencer	Paul	200	5
Boshoff	Koos	195	6
De Groot	Rudi	190	7
Faul	Peter	190	8
MacKenzie	John	190	9
Smyth	Cliff	180	10
Buttress	John Garry	180	11
Norton	Rodney	175	12
Parker	Glen	165	13
Dewar	Alex	160	14
Knight	Peter Richard	160	15
Winterstein	Clive	145	16
Holt	Dave A	120	17
Langsford	Derek	120	18
Hain	Stuart Douglas	105	19
Schweizer	Rolf Peter	105	20
De Castro A	Jose Carlo (Joe)	105	21
Saffer	Doron	100	22
Watson K	Keith	100	23
Cunliff	Stewart	90	24
McLeod L	Les	90	25
Phillips G	Glyn	80	26
Clarke	Robin	80	27
Van Hell	Pierre	75	28
Grover	Richard	70	29
Wilnot	Bob	70	30
Brett	Michael	70	30
Martins	Esra	70	30

Surname	Name	Sum of Points
Loader	Jenny	365
Dixon	Carol	305
Erasmus	Jeanne	255
De Groot	Anneke	180
Norton	Jocelyn	175
Kelly	Wendy	155
Parker	Hilde	145
Winterstein	Tania Borges	135
De Castro A	Anita	125
Holt	Heather	110
Schweizer	Judith M J	105
Smyth	Wendy	100
Kirkland	Hyla	100
Hain	Margaret M	95
Ewing	Pat	85
Watt	Valerie	80
Buttress	Joanne	80
Cunliff	Thelma	60
Clarke	Liesel	50
Brown GE	Sandra	45
Cass I	Daphne	45
Van Hell	Amanda	45
Baylis NC	Tanya	40
Westwood	VI	40
Rutherford-Jones	Jill P	40
Watson K	Noel	40
Ryan	Suzette Bouwer	40
Woodhams	Janine	35
De Kock	Celia	25
Wear	Eleanor	25
Couling	Maureen	25
Legg	Patti	25

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See Banking Details on Committee Page	

# For those of you Lucky enough to have a little Irish blood in you



**A**n Irish priest is driving down to New York and gets stopped for speeding in Connecticut. The state trooper smells alcohol on the priest's breath and then sees an empty wine bottle on the floor of the car. He says, "Sir, have you been drinking?" "Just water," says the priest. The trooper says, "Then why do I smell wine?" The priest looks at the bottle and says, "Good Lord! He's done it

I went out drinking on St Patrick's Day, so I took a bus home...That may not be a big deal to you, but I've never driven a bus before.

l

## He must have been Irish



### Psychiatrist vs. Bartender.

Ever since he was a child, Gus had a fear of someone under his bed at night. So he went to a shrink and told him: "I've got problems. Every time I go to bed, I think there's somebody under it. I'm scared. I think I'm going crazy!"

"Just put yourself in my hands for one year," said the shrink. "Come talk to me three times a week and we should be able to get rid of those fears."

"How much do you charge?"

"One hundred fifty dollars per visit," replied the doctor.

Gus Aid that he would sleep on it and get back to the Shrink.

Six months later, the doctor met Gus on the street.

"Why didn't you come to see me about those fears you were having?" the Shrink asked.

"Well, \$150. a visit, three times a week for a year, is \$23,400.00. A bartender cured me for ten bucks. I was so happy to have saved all that money that I went and bought a new pick-up truck."

With a bit of an attitude, the affronted Shrink said, "Is that so? How, may I ask, did a bartender cure you?"

"He told me to cut the legs off the bed. Ain't nobody under there now!!"

It's always a good idea to get a second opinion.



# Midweek Run to the Institute of Electrical Engineers Museum.

Article by  
Cliff Smyth and photos from Hentie Erasmus and Bruce Dixon.

In March 2003, I was appointed Founding President of the Southern African Antique Wireless Association - AWA (Google them). The association arose out of the realization that many Radio Amateurs (Hams) were no longer coming up on the air, as technology had moved from the radio valve to transistorized transceivers with all the “bells and Whistles”. The perception arose that your owning and operating expensive equipment was now the norm.

However, in promoting the use of valve technology the AWA ensured that many Hams took out their old radio equipment, now buried under garage workbenches, restored them and hence came back up on the air.

Successive committees have furthered the aims and objects as laid down in our mission statement and to date we number over two hundred members. This incidentally is the biggest club/branch of the South African Radio League (Google them)

A number of members, two of whom you will know from the VVC, namely Past President Richard Dismore ZS6TF and our host today, Oliver (John) Gerondeanos ZS6OG, set about adding an antique amateur radio station to the Institutes museum. It uses the callsign ZS6IEE and obviously uses radio valve technology. Like our Youth Project, it too promotes the hobby to the youth, known as “Hammies”.

So much for the background. Today fourteen members of our club took to the road led by Norman, to visit the museum which houses not only old radios, but computers, telephones, electrical test equipment, electrical domestic and industrial fittings, switchgear, dictaphones and much more. Two of South Africa's many leading electrical industrialist's, namely Dr van der Bijl and Wadley are well represented in one or two of the many display cabinets i.e. a lot of world breaking technology started out in our country.

A few minutes were sneaked to take a look inside the old observatory which many



which many members had seen over the years. Unfortunately it has nothing to do with the Institute but the thought did go out that it would make for an interesting future visit.

Judging from the thanks both Oliver and I received, it was a very successful visit ending at our new member Craig's restaurant "The Factory" in Norwood for a delicious lunch.

In closing, let me confess that I arrived in a "plastic" rather than face the rain in my 2002 TF only to find that the others had come in their TD's, MGA's, GT's, etc. all running smoothly. To cap it all the rain held off.

For those wishing to visit the museum, Oliver is in attendance every Thursday morning from 09h00 to 12h00 and looks forward to showing and briefing you on the hundreds of items on display. Should you go, you will get to meet old timers from Eskom, SAR&H, etc. who hang out there and help to keep everything in ship shape or should I say "sparking".

### **Clifford John Smyth - ZS6BOX**

Founding President of the Antique Wireless Association of Southern Africa  
Member of South African Radio League since 1960.

Past Councillor SARL & Member of West Rand Amateur Radio Club

Recipient Jack Twine Award 1983

Registrar SA Collins Amateur Radio Equipment User Group

Co-Founder of "The Old Geysers Net" 2011



# MG TC HISTORY QUEST

I am delighted to say that Jacob Kat's daughter, Ingrid, has come up trumps. She has sent me some photos and also found some documents that she will let me have.

The photos show my car very clearly. It is easily identifiable by the one-off indicator mountings. Interestingly they show that the reg no was TP 188-354 before being changed to DND 787T sometime between 1980 and 1983.

Ingrid says the car featured in a 1973 film in Afrikaans, Die Sersant en die Tiger Moth / The Sargent and the Tiger Moth. Both car and aeroplane were owned by Jacob Kat. I am trying to trace a copy, which was also released on video in the 1980s. Do you think you or the club can help here? It would be great if someone could burn me a DVD!

Amongst the photos is another car, reg no TP 235-435, which looks like it's doing a blindfold gymkhana. I have asked Ingrid if she knows who is driving but so far no response. So I attach this photo so you can see if any of your members recognise it - maybe publish it in Thumbs Up?

I am extremely grateful for the efforts by your club, and by you in particular, to trace the history following the photo on the cover of Thumbs Up and the letter on p16, Feb 2016 issue. I shall have enough material to write an illustrated article for Thumbs Up telling the history in the next few weeks. Thank you very much!

Best wishes,  
Roger



# THE MGA THAT LOVES ADVENTURE

Firstly, a short history about how this MGA came to live with me. Norman Ewing got to hear about a totally dismantled 1600 that was lying in a backyard. He called me about it and the next morning I was there with a farm truck. I paid the Italian man his asking price of R1600.00 for the heap of metal that looked like scrap. We loaded everything and then back on the farm it became clear that the process of rebuilding would take time, probably years. Eventually it was done, and this MGA became my absolute favourite MG. It provided to me with so much fun and excitement on local trips, regularity rallies, even racing at Zwartkops and of course the Amsterdam to Moscow rally. And later, the Mille Millas in Uruguay, the Historic Monte Carlo and the Winter Challenge to Barcelona. The bond that I have with this MGA grew stronger after each adventure, and now, each time I drive it.

I read somewhere about the Amsterdam/Moscow event and wanted to give it a go. The late Clive Alexander got to hear about my plans and expressed his wish to be the navigator. He proved to be great fun as a travelling companion and also, he possessed incredible ingenuity and the ability to solve the mechanical problems that we experienced.

The MGA was shipped to Rotterdam but our own travel arrangements were not that simple. Remember, it was 1991 and visas for the Soviet Union and the other east block countries were difficult to obtain. Our travel agent, a lady of Polish origin, had good contacts and succeeded with all of it.

Clive and I arrived at Amsterdam and immediately made our way to the Rotterdam container depot to pick up the MGA. We found it with a puncture and flat tyre before even moving one meter. We fitted the spare and went to spend a few lovely days with Betty and Gerhard de Groot.

With the puncture repaired and the MGA fully loaded we made our way to the starting point in Amsterdam. On the rear carrier were our two tents. It was camping everywhere except Russia, where we stayed at Intourist Hotels. Clive's tent was small and barely accommodated him. Mine resembled an igloo and I had an inflatable mattress and also electric lighting from the car battery. I was quite comfortable.

More than 100 classic cars participated. We teamed up with an MG group. There was another MGA, a TC and a Y type. We stuck together throughout the whole rally.

The cars were flagged off by the Soviet ambassador to the Netherlands accompanied by the lovely sounds from one of those colourful Dutch street organs. Now the 8000km trip began and heading east. The route would take us through Germany and Poland to Russia and Moscow. The return route would be more south and would be through the Ukraine, Hungary, Austria and Germany back to Amsterdam.

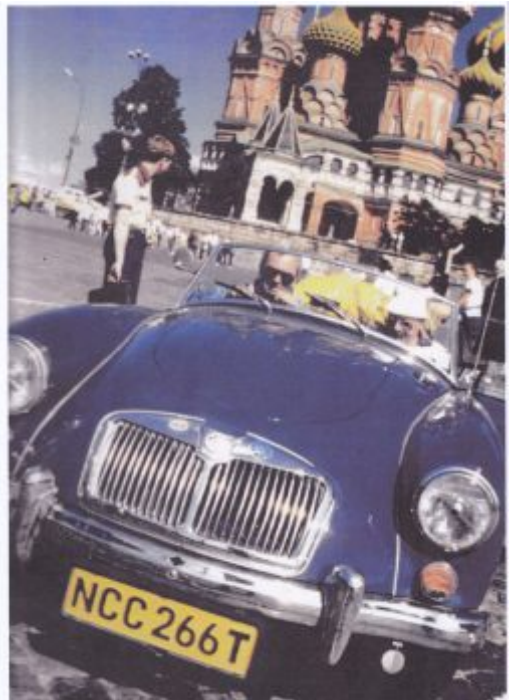
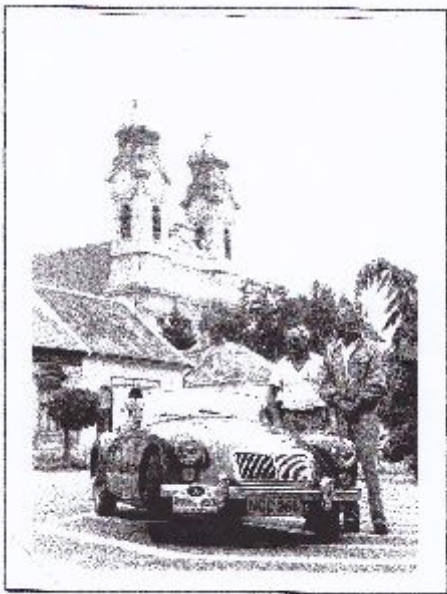
The first night stop was in Germany. Alas, on day one we could not even reach that stop. The MGA was loaded onto the sweep vehicle of the Wegenwacht, the Dutch equivalent of the AA and taken to the camp site. It was quite embarrassing. However, we had a new coil, that was the problem and the A was running sweetly again.

The rally then proceeded to Bremen and Berlin. From there the route took us to Gdansk and down to Warsaw. This was a wonderful visit. Especially when all the cars gathered on Victory Square where Wech Walesa liberated his country from communism. We were grandly entertained with fine eats and drinks by the city authorities in the City Hall on the square.



After lunch, we headed for the Soviet border. There we found long lines of vehicles waiting to pass through. But, we were waved on and got through relatively quickly. I found it amazing that all those people who could have been waiting for days, showed no animosity towards us because of our privileged passing through. All went well with the MGA up to just before Minsk. The car suddenly had no traction. The engine ran perfectly but the A came to a standstill. It revved up in gear, but could not move. We discovered that the splines on the hub and inside the right rear wheel were gone. Both surfaces were as smooth as a baby's bum. We were only a hundred meters from our overnight hotel. Across the road there was a car repair shop. Clive immediately devised a solution. I opened a job card with the repair shop, but nothing happened. Eventually they closed for the day. Two young mechanics in black overalls walked over to us. Clive showed them the hub and the wheel and explained his plan to them in English. Of course, there was no common language of communication possible, but straight common sense prevailed. Clive wanted to drive the wheel by utilising the nuts on the brake drum. His plan was to weld something like large nuts inside the wheel so that they could lock around at least two brake drum nuts. The Russians understood and measured with a Vernier exactly where they should weld the nuts in order to lock around the nuts on the drum. The knock on was also worn, and they made a thin spacer to deal with that. We fitted the wheel and the knock on and hammered it very tight. Now we had drive again on the rear wheels. We gave the two mechanics 20 dollars each. They were over the moon with that. This was probably equivalent to their monthly salary. We drove around and repeatedly hammered the knock on tighter.

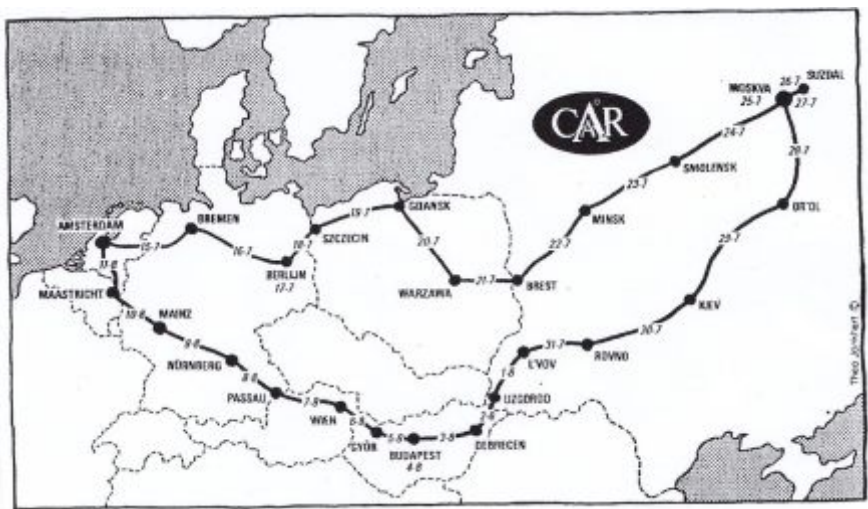




The next day we continued to Smolensk and Moscow with no problems. We checked in at our hotel alongside the Moscow ring road. We had a lot of rain during the past days and opened up the next morning to dry the interior of our car.

We arrived on July 25 and had time to look around until the 28th. At night most of us were in the hotel bar for a good time. Also, there were always some attractive Russian girls. They would join us at our tables and we treated them on some Russian champagne. That was as far as it went, but Clive had other ideas. One night he told me that he is going with the girl at our table to her apartment. I tried to warn him not to make waves here in Russia. He would not listen and left with her. Finally I went to bed. We shared a room and I was waiting anxiously for his return. It became very late and my concern was growing by the minute. Eventually, very late, there was a loud knock on the door. I opened up and Clive entered with another man. It was his taxi driver. He asked me to pay the man because he had no money left. I was so happy to see Clive that I paid the man immediately. Then told Clive to go and sleep, and that he could tell me in the morning if it was worth while.

Norman gave me a beautifully printed certificate and greetings from South Africa for Michael Gorbachef. The printing style was exactly like the MG logo with the M and the G in the special octagonal way. We drove to Red Square and noticed a lot of Russian military types emerging from the Kremlin gates and getting into their typical Russian cars. Gorbachef was on vacation at the Black Sea and these types were conspiring against him. This became clear later. Well, I took the certificate to the guards at the Kremlin gate and attempted to request them to arrange for Gorbachef to receive this into his hands. All that I got from them were blank stares. But, they took it from me nevertheless. Little did we know then that all hell would break loose there a few days later when the old guard threw Gorbachef out and later Yeltsin would throw them out again. But when that happened, we were far away from there.



The MGA ran beautifully when we left Moscow. When entering the Ukraine, we ran into fuel shortages. The Soviets were punishing the Ukraine for threatening to break away. Most petrol stations were dry, but we pushed on and could buy some at black market prices. We had just enough petrol to reach our hotel in Kiev. That afternoon on the way, we experienced a strange feeling when driving past Chernobyl, where that horrible nuclear accident happened.

At the hotel we were told not to worry, because they have plenty of petrol. The next morning we had to pay at the hotel reception for petrol and once again at inflated prices. In the back yard of the hotel inside a garden shed was a petrol pump. We filled up and headed for Uzshgorod, the final stop in the Soviet Union. The hotel was a top luxury place, but had no water. The toilet had not been flushed for days. People brushed their teeth in the parking lot the next morning using Russian champagne.

We then headed for Hungary. Suddenly it felt so good to be back in the West. On the way to Budapest via Debrecen we passed the Ungaro Ring, their Grand Prix circuit. We suddenly had brake problems with the MGA. The brake pads were down to the metal. At Budapest, we camped at a very nice sports complex. The telephone communication was good and I could call Gerhard de Groot in Holland to courier new brake pads to Győr where we would be two days later. The pads would be delivered to the organisers' hotel.

We enjoyed our stay at that very beautiful city. At Győr, Wil de Hek, the chief organiser, when handing to me our parcel with the pads, complimented us for taking care of our problems ourselves and not like some of the other participants who made their problems the problem of the organisers.

From Győr the MGA once again in good shape, we made for Austria and beautiful Vienna for our night stop. Then, without any drama, we drove through Germany to Maastricht. We spent a few hours there and enjoyed the so called "decadence" of the West at the numerous side walk cafes.

Now, at last, ahead is only the final leg back to Amsterdam and the finish.





## VALENTINE'S DAY RUN TO HOGSVILLE.

*Pictures by Kevin*

Sunday the thirteenth of February was bright and sunny as we all set out for the Valentines Run picnic at Hogsville. We assembled at the entrance to Kyalami much to the dissatisfaction of the security guards at the gate before driving to Hogsville. We will have to find another place to congregate next year! The turnout was good with 17 cars- members and some guests

According to Wilfred Mole, the owner, the property was the original site of a filling station on the old main road between Krugersdorp and Pretoria. There were feral pigs on the property and these terrified any motorist who tried to get out of his car! His research inspired Wilfred to name it Hogsville.

The venue has proved to provide a perfect photo opportunity. Bob Wilmot's bright red TC with the old filling station in the background was photographed by many of us. Bob has photos of a number of his cars taken at that spot - his J2 (the concourse winner) and his MGA. Wilfred proudly displayed his recently revamped white TC and treated us to a drive past of a 1906 International Harvester single cylinder motor car with tiller steering and 30 inch wooden spoked wheels - it has a single acetylene gas headlight. He also displayed a two pre-war Fords

The theme for the day was red and white and many dressed accordingly. Hentie and Jeanne were quite chuffed to be chosen as the most appropriately dressed couple. Tedious sticking of white hearts onto red MG golf shirts certainly paid off!



*The Valentine couple of the day, Hentie & Jeanne*



*A friendly wave from Joanne & friend*

*Arrival at Hogsville  
(It was John Buttress' highlight seeing this vehicle driven behind); Wolf's collection of Fords spans over 100 years from a 1915 Model T to a 2016 Ranger*



*Rendezvous & drivers' briefing scene at Kyalami*





*Bob pulls out in his TC to lead the convoy from Kyalami to Hogsville*

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There were feral pigs on the property and these terrified any motorist who tried to get out of his car! His research

inspired Wilfred to name it Hogsville.

Wilfred and his lovely wife, Lyndie, were thanked for our use of their beautiful grounds and for officiating with the judging. Bruce presented them with membership cards which entitle them

to a years of free membership of the Johannesburg Centre's MG Car Club. They also received red caps with the logo embroidered on them and "Valentines Day - Hogsville" on the back of the caps

Shelly has posted pictures on Face Book and amazingly there has been some 800 hits from all over the world

A truly relaxing day; filled with friendship and fun. Let's keep it that way!

Submitted by Jeanne Erasmus



*The garage scene with Wolf's TC (which Tom helped restore) parked out front*



*Tom sharing the finer points of the TC restoration with Bob*



*Michael & Shelly, with a 1907 International Harvester in view*



*Wolf, Glen & Hentie in discussion (Ford Models B & A parked behind); Wolf's collection of Fords spans over 100 years from a 1915 Model T to a 2016 Ranger*



*A TC technical meeting*



*Rod & Joe discussing world affairs*

## History The Morris Garage

The company's name supposedly originated from the initials of Morris Garages, W R Morris's (Lord Nuffield's) original retail sales and service business in Longwall Street, Oxford, when the business's manager, Cecil Kimber, began promoting sales by producing his own versions. Kimber had joined the company as its sales manager in 1921. He was promoted to general manager in 1922, a position he held until 1941, when he fell out with Lord Nuffield over procuring wartime work. Kimber died in 1945 in a railway accident. The site of the garages was redeveloped in 1980, retaining the original frontage, and is now used as student accommodation by New College.

Debate remains as to when the MG Car Company started, although the first cars bore both Morris and MG badges, in addition to reference to MG with the octagon badge appears in an Oxford newspaper from November 1923, the MG Octagon was registered as a trademark by Morris Garages on the 1 May 1924, with its 90th anniversary being widely celebrated in 2014. Others[who?] dispute this and believe that MG only properly began trading in 1925. The explanation may lie in the distinction between the MG business and the company of that name which may have come to own it later.

MG NB Magnette Airline coupé

The first cars which were rebodied Morris models used coachwork from Carbodies of Coventry and were built in premises in Alfred Lane, Oxford. Demand soon caused a move to larger premises in Bainton Road in September 1925, sharing space with the Morris radiator works. Continuing expansion meant another move in 1927 to a separate factory in Edmund Road, Cowley, Oxford, near the main Morris factory and for the first time it was possible to include a production line. In 1928, the company had become large enough to warrant an identity separate from the original Morris Garages and the M.G. Car Company Limited was established in March of that year, and in October for the first time a stand was taken at the London Motor Show. Space again soon ran out and a search for a permanent home led to the lease of part an old leather factory in Abingdon, Oxfordshire in 1929, gradually taking over more space until production ended there in 1980. The MG Car Club was founded in 1930 for owners and enthusiasts of MG cars.



Morris's 1910 building on his site in  
Longwall Street, Oxford  
Enamelled badge on an early MG car.



Morris's 1910 building on his site in  
Longwall Street, Oxford  
Enamelled badge on an early MG car.

# NrmanTalks!

Boy that was some AGM- and I really feel that Bruce and Tony were given an unfairly rough ride by, as usual those not fully aware of all the facts. Yes we are now in an era of 'alternative facts' but those baying for blood did not give Bruce and Tony a chance. I was most impressed at the way PJ displayed such strength of character, rose to his feet, strode to the front and explained to us all how he had pleaded with William to do things correctly or as he so eloquently put it- "it would come back to bite William in the bum" And it has!

Tony has only added to the confusion with his description of the special fund. This fund was established by me after the 1982 world MG Trek for the purpose of Hosting overseas MG visitors whilst here. It is a purely Johannesburg Centre fund and has NEVER been used to assist anyone to visit. THAT is done by the National Body when Indaba Committee decide to invite an overseas celebrity as part of THEIR Indaba, when the National Body pays for one airline ticket for the VIP so invited

## THE SPECIAL FUND

In 1982 when we returned from the World Trek I proposed that we host visitors who were coming later for the Maritzburg Indaba to a function. I was horrified when it was suggested that people who had gone on the overseas tour should pay for it, as they were the ones who had "benefited" from the hospitality of MG members abroad. I was shattered at this small-mindedness! As members from all over South Africa had come on these tours there was no way I could ask them to contribute to a Johannesburg only fund. And there was no way I could afford to pay for all that, so I went home and went through my collection of MG memorabilia deciding I would raise the funds by auctioning what I could at Noggins and Dinners. I am no auctioneer and although we raised a large amount. It was nowhere near the value of the objects. Some years later I made the mistake collecting Pat from a heart congress and taking her to Silverstone. There in the largest MG Memorabilia stall she saw what objects that I had just given away were worth. She was not happy! So when I stood down as chairman and discovered that the Special Fund been lumped in with everything else - I too was not happy. When the Aussies came the Chairman approached Tony Cradock for money to host the visitors from the National Funds- he was a member of the Johannesburg Centre when that happened.

For the record it is amazing that those who should have shouted the loudest to have the National Body Constitution changed- are the very ones who have not bothered to abide by the Johannesburg Constitution.

But then we live in the era of alternative facts. The National Body Constitution has been changed to satisfaction of all seven centres but not those who requested it.

The National Body has on many occasions NOT had to pay for some airfares which I was able to negotiate against seats on planes.

In 1986 SAA paid- or gave us tickets for Phil and Alma Hill, Derek and Vanessa, Henry and Winnie Stone, Les and Elaine Miller, George and Susan Tuck, two years before Pan Am ,

thanks to Malcolm Horner, brought out Dick Knudsen. When we tried to give back sponsorship money unused from the '86 Indaba from Makro they told us to keep it and it was agreed to buy a ticket for '88 in Cape Town for Henry and Winnie Stone after a phone around. SATOUR, when I discovered they would bring people prepared to write advertorials about South Africa (SAA advertising was banned in Europe and USA) paid for Martin and Allison Wise to come to promote the '88 Cape Town Indaba. Brian Moylan, Don Hayter, Mike Allison and Peter Thornley were brought out and paid for by the National Body as was Roy of" Bridget the Midget fame" for Knysna. At the Northerns request we brought Hilda Clarke up for the Indaba as the widow of the late president Ralph Clarke The National Body is responsible for getting the President and his good lady to Indabas now and in the future.

Finally- after Clarens a rumor was circulated that the Ewing's yellow TF which was loaned to the WISES for the event had a service before the event paid for with money from the National Body. As luck would have it, some weeks ago the bill and receipt came to light. At Bruce's request I had photo copies made and certified which show that this service was indeed paid for by Credit Card 8044 - Pat Ewing!- MY wife paid. This is available on request.

Octagonally **Nozman**

PS Don and Mary Hayter returned to two subsequent Indabas paying the full cost for themselves. Don's love for SAMG members shows in his book.







2017

## The 104th Durban to Johannesburg Motorcycle Rally "The DJ Run"

Promoted by:

The Vintage and Veteran Club Southern African  
Veteran and Vintage Association  
The Vintage and Veteran Club

A Reliability and Regularity Trial over a total distance of approximately 700km.

Starting at 06h00 on Friday 10th March 2017, from the Oxford Village Shopping Centre, Old Main Road Hillcrest with an overnight stop at Newcastle. Re-starting from Newcastle at 06h00 on Saturday 11th March 2017 and finishing at about 15h00 on Saturday 11th March 2017 at the Classic Motor Cycle Club corner of Power and Refinery Roads in Germiston.

**Let's go and support the bikers coming in**



## QUESTIONS RAISED AT THE AGM

**One of the members asked our treasurer to clarify point 1.2 – special fund-of the financial report and subsequently emailed detailed questions which are clarified below :**

QUESTION	RESPONSE
How exactly is the money obtained “appropriation” of revenue from specific transactions	Tony has researched 11 years of records and responds as follows: the record reflects that in 2006 balance was R 16 285,00 2009 R 55,00 a cap was presented 2012 R 4578,00 was spent entertaining Australians on the Cape to Cairo at carvers, a gift to Vittorio R 203,00 ex regalia R 6865 received from Clarence Indaba Current balance is R 18 314,00
Where is the money kept	MGCC bank account
Why is it not reflected in the financials	It is in the bank account
Where does the fund stand at the moment in monetary value	As per the balance sheet R 18 314,00
If not in the bank account where is the money	As above
Who authorizes payment from this account, are there two- where are the financials of this account?	The committee usually 10 members-same two signatories as all payments. There are three authorized signatories and two required for all transactions. There has been no movement of this fund in 4 years
Which committee authorizes expenditure on this account	MGCC Johannesburg Centre committee with same two authorized signatories. Note that the signatories change from time to time with the election of new office bearers. In the year 2016 the signatories were PJ, Tony and William until William handed to Bruce during the year. The delay was of the banks making
Please give details of expenditure during the last few years and under whose instructions	See above- no movement in 4 years- no instructions
If in our account then does every branch (centre) contribute the same to “assist” overseas MG personalities?	Other centre are autonomous and make their own decisions

# Seenagers

I just discovered my age group! I am a Seenager. (Senior teenager.)  
I have everything that I wanted as a teenager, only 50-60 years later.

I don't have to go to school or work

I get an allowance every month.

I have my own pad.

I don't have a curfew.

I have a driver's license and my own car.

I have ID that gets me into bars and the wine store.

The people I hang around with are not scared of getting pregnant, they  
aren't scared of anything, they have been blessed to live this long, why be  
scared?

And I don't have acne.

Life is Good! Also, you will feel much more intelligent after reading this, if  
you are a Seenager.

Brains of older people are slow because they know so much.

People do not decline mentally with age, it just takes them longer to recall  
facts because they have more information in their brains.

Scientists believe this also makes you hard of hearing as it puts pressure on  
your inner ear.

Also, older people often go to another room to get something and when  
they get there, they stand there wondering what they came for.

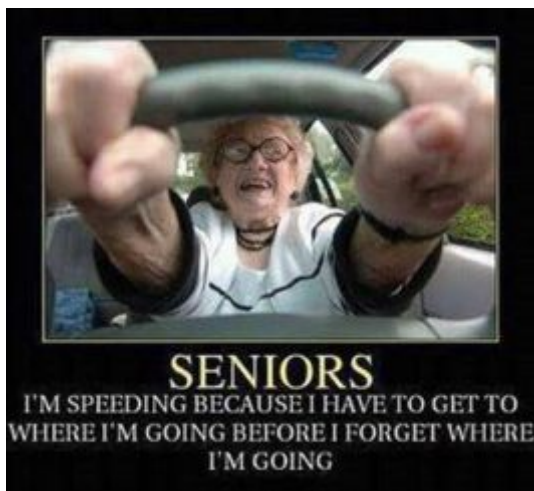
It is NOT a memory problem, it is nature's way of making older people do  
more exercise.

SO THERE!!

I have more friends I should send this to, but right now I can't remember  
their names.

So, please forward this to your friends; they may be my friends, too.

*Submitted By Randall*



# TECHNICAL

## Detonation and my Turbo







As a youngster I recall my dad having a Pontiac motor car probably late 1940 ish and when travelling uphill in top gear this engine used to make a strange pinging noise, dad immediately changed down to second gear and the pinging stopped. Some time later I saw him fitting a spacer between the manifold and the carb, this spacer had a small pipe drilled into it and dad hooked up this to a bottle of methylated spirits mixed with water. How cool is that the car will run on water, no said he its to stop the pinging sound and it did.

You see the octane rating of fuel those days was very low probably only around the 80 level but the meths /water solution sucked into the manifold increased the octane level and improved the quality of the fuel.

Back to that pinging noise also known as pinking, knock and detonation, whatever you call it it is a destroyer of engines and must be eliminated ASAP.

Detonation is defined as the uncontrolled burning of the fuel in the combustion chamber. When the spark plug is fired on the compression stroke the fuel burns at a consistent rate from that point, detonation occurs when the unburnt fuel in the chamber spontaneously explodes due to heat build up this causes a shock wave that impinges on the piston and cylinder wall of the engine. Pressures and temperature at this point are several times higher than under a normal combustion process.

So what causes this abnormal situation, Corky Bell in his book "Maximum Boost" gives the following and I quote:

-  Octane level of the fuel, the higher the octane rating the greater the resistance to detonation
-  Too high a compression ratio, my car is a USA import with dished pistons so I assumed it was a low compression engine
-  Too high a boost pressure, I am only running a maximum of 8 psi so unlikely cause.
-  Ignition timing, incorrect timing means that the fuel is being ignited too early in the compression stroke
-  Fuel /air ratio is too lean, a lean mixture will result in higher temperatures, the vaporised fuel absorbs less heat and thus results in a higher temperature
-  Exhaust back pressure, a restricted exhaust means that hot gasses cannot escape fast enough and these gasses result in an increase in temperature in the combustion chamber



# TRADING POST

*Cars for sale*

Urgently looking for 2 Y-Type Trafficator units, in reasonable working condition.

Contact Tom Kirkland. 082 4456 770.

## GARAGE DOOR ART



## *I'm too old for this...*

When I bought my Blackberry, I thought about the 30-year business I ran with 1800 employees, all without a cell phone that plays music, takes videos, pictures and communicates with Facebook and Twitter.

I signed up under duress for Twitter and Facebook, so my seven kids, their spouses, my 13 grand kids and 2 great grand kids could communicate with me in the modern way. I figured I could handle something as simple as Twitter with only 140 characters of space.

My phone was beeping every three minutes with the details of everything except the bowel movements of the entire next generation.

I am not ready to live like this. I keep my cell phone in the garage in my golf bag.

The kids bought me a GPS for my last birthday because they say I get lost every now and then going over to the grocery store or library. I keep that in a box under my tool bench with the Bluetooth [it's red] phone I am supposed to use when I drive. I wore it once and was standing in line at Barnes and Noble talking to my wife and everyone in the nearest 50 yards was glaring at me. I had to take my hearing aid out to use it, and I got a little loud.

I mean, the GPS looked pretty smart on my dash board, but the lady inside that gadget was the most annoying, rudest person I had run into in a long time. Every 10 minutes, she would sarcastically say, "Re-calc-u-lating." You would think that she could be nicer. It was like she could barely tolerate me. She would let go with a deep sigh and then tell me to make a U-turn at the next light. Then, if I made a right turn instead. Well, it was not a good relationship...

When I get really lost now, I call my wife and tell her the name of the cross streets and while she is starting to develop the same tone as Gypsy, the GPS lady, at least she loves me.

To be perfectly frank, I am still trying to learn how to use the cordless phones in our house. We have had them for 4 years, but I still haven't figured out how I lose three phones all at once and have to run around digging under chair cushions, checking bathrooms, and the dirty laundry baskets when the phone rings.

The world is just getting too complex for me.

They even mess me up every time I go to the grocery store. You would think they could settle on something themselves, but this sudden "Paper or Plastic?" Every time I check out, just knocks me for a loop. I bought some of those cloth reusable bags to avoid looking confused, but I never remember to take them with me.

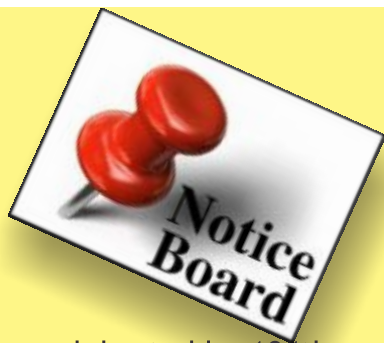
Now I toss it back to them.

When they ask me, "Paper or plastic?" I just say, "Doesn't matter to me. I am bi-sacksual." Then it's their turn to stare at me with a blank look.

I was recently asked if I tweet. I answered, No, but I do fart a lot."

P.S. I know some of you are not over 55. I sent it to you to allow you to forward it to those who are. I figured your sense of humor could handle it....

We senior citizens don't need any more gadgets. The TV remote and the garage door remote are about all we can handle



Agnes Chisham celebrated her 104th birthday - she is Daphne Greig's Mother Stuart Greig's Grandmother and Stuart Heins' aunt- a real MG person .

Jenny and Kevin Loader have become Grand Parents - Jenny is on the UK to meet the new arrival.


Sadly Veronica Lawson widow of the late Roger Lawson passed away.

Congratulations to Jeanne and Hentie for winning the Valentines prize for the most appropriately dressed couple-

Robin Clark is looking well after surgery



**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**  
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 To be added to the Group

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

# **We are still No1**



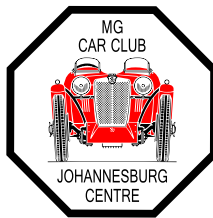
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## ***Forthcoming Runs, Noggins and Events.***

### **March Natter and Noggin**

Old Ed's - 2 March 2017

Kevin loader to speak and present on Disruptive Technologies. The impact of technological advancement on modern motoring will be shared. 19h30 for 20h00 at Old Ed's.

### **March Run**

Sunday, 12 March 2017.

Run to the Rand airport. A visit to the SAA museum with a guided tour. The organiser of this run is Cliff. Lunch thereafter at the Harvard restaurant on site for your account. Meet at Old Ed's at 10h00 and proceed to the Rand Airport.

### **Early April Run**

2 April 2017

Angela's Picnic at Delta Park. Get there early to avoid the traffic. No fires allowed. Carry a picnic basket.

### **April Natter and Noggin**

Old Ed's - 6 April 2017

2016 Prize Giving

### **April Run**

Sunday, 16 April 2017.

Kimber's birthday and Peter Knight's birthday. Run to Bob Wilmot's home.

### **May Natter and Noggin**

Old Ed's - 4 April 2017

Derek Langsford to do a presentation on the restoration of his MGBGT. This will be interesting and inspiring to all and especially those that are busy with similar projects. Old Ed's 19h30 for 20h00.



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# Why men shouldn't write advice columns

Dear John,

I hope you can help me. The other day, I set off for work, leaving my husband in the house watching TV. My car stalled, and then it broke down about a mile down the road, and I had to walk back to get my husband's help. When I got home, I couldn't believe my eyes. He was in our bedroom with the neighbor's daughter!

I am 32, my husband is 34 and the neighbor's daughter is 19. We have been married for 10 years. When I confronted him, he broke down and admitted they had been having an affair for the past six months. He won't go to counseling, and I'm afraid I am a wreck and need advice urgently. Can you please help?

Sincerely, Sheila

Dear Sheila,

A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the vacuum pipes and hoses on the intake manifold and also check all grounding wires. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the injectors.

I hope this helps,  
John

— Forwarded by Steve Sanderson,  
Gilbert, S.C.

You won't see the watermark on [BQAG.COM](http://BQAG.COM)

## THOUGHTS FOR THE MONTH

"One who fears failure limits his activities. Failure is only the opportunity to more intelligently begin again."

"Coming together is a beginning. Keeping together is progress. Working together is success."

"You can do anything if you have enthusiasm. Enthusiasm is the yeast that makes your hopes rise to the stars."

"Obstacles are those frightful things you see when you take your eyes off your goal."

"Anybody can do anything that he imagines."

"An idealist is a person who helps other people to be prosperous."

"You can't build a reputation on what you are going to do."

"The man who will use his skill and constructive imagination to see how much he can give for a dollar, instead of how little he can give for a dollar, is bound to succeed."



**HENRY FORD**

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



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