

Thumbs Up!!!

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2018

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

March 2018

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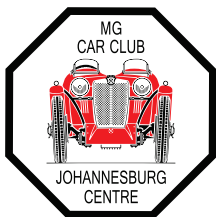
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MG CAR CLUB

Johannesburg Centre



PO BOX 52336 SAXONWOLD 2132 JOHANNESBURG

COMMITTEE

Chairman/Editor	Bruce Dixon	082 457 8338	brucedixon@absamail.co.za
Co-Editor	Jonathan Burke	083 788 2060	
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	Michael Trollope	072 976 5505	

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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

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

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

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From the Chair



I wish thank the 2017 committee members for their enthusiasm and support. Sadly, we have lost Rajesh, Shelly and Michael due to work commitments, but we now welcome Michael Trollope and Jonathan Burke to the 2018 committee. We are also pleased that Claudette Dutilleux has agreed to be coopted to the committee. We hope to liven up the club and have fun.

The laurels have to go to the Northern's Centre for their spectacular exhibition of 40 MGs at Brooklyn Mall celebrating their club's 40th birthday. It was a wonderful display with all the cars polished up for the occasion. A clever twist on the octagonal cake that was cut to mark the occasion, was that it had a flip side! The one side was for the 40th and the other side marked Trevor Beddy's 80th birthday!

I must also comment on the fabulous turn out at the February Piston Ring for British Car Day. Piston Ring has certainly found a formula for attracting the numbers and now it even has an entrance fee at the gate!

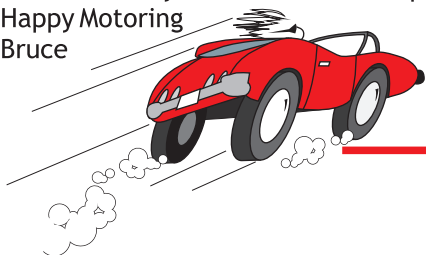
Our Johannesburg Centre continued with a fairly new tradition of having a picnic at Hogsville in February- this usually coincides with Valentine's Day. Hogsville, for those who don't know, has been owned for many years by club members Wilfred and Lindie Mole. The building is the original filling station that was on the road linking Pretoria and Krugersdorp and it is dated 1937. The name arose due to the wild bush pigs that were on the property way back then. This year we had a good turn out and unlike the last two years where MGAs predominated, this year we had 4 T Types and a range of As, Bs and modern TFs and Fs. For years MG convoys travelling on runs to the north have met up at the gates of Kyalami race track, but this has become a little problematic, so this time we met up in the parking area at the new Kyalami Corner shopping centre a little further along. For those organizing future events, please note that there are two parking areas and instructions should be clear on which one to use. I also have to stress that when going on the runs, use the run organiser's instructions. Generally these are well researched before-hand - Garmins can lead one astray!

The year ahead promises to be a very busy one, with a combined Angela's Picnic and Kimber Birthday run to Delta Park in April, the KZN Indaba in the first weekend in May. (Mid- May is also the Cape Centres Gathering for a limited number), our combined Show Day is in June. We will have need of some help from club members to organize all of these events. We have been invited to the Scottburgh Classic Car event in July. (www.scottburghclassicarshow.co.za). It now also appears that the Blood Hound land speed event will take place in August. That is a busy year ahead!

Tony, our Treasurer and membership secretary, keeps reminding me that many of our members have not yet paid their subscriptions and they need a gentle nudge. Our new committee member, Michael Trollope, has made a constructive suggestion that we list the names of all of those who have paid- that way members will see if their names are missing. We do have a diminishing membership and the remaining members have to keep the show on the road so to speak. Norman dropped an old Register with me going back 20 years and when we read the names it is clear that many of our members have relocated and sadly many have passed on.

I have created a WhatsApp group for the Johannesburg Centre delegates travelling to the KZN Indaba to plan a route through the Free State, avoiding the N2. WhasApp allows two way communications so please participate if you are on the group.

Happy Motoring
Bruce



A Great Meeting



Submitted by Kevin

NORTHERN'S SHOW AT BROOKLYN MALL A SPECTACULAR!



Manchester XPAG Tests The Problems with Modern Fuel

Introduction

In the previous article, I described how the SU carburettor measured the volume of air flowing into the engine and mixed this with a metered volume of finely atomised petrol droplets to give a precise Air to Fuel Ratio (AFR). Investigating how modern petrol affects the operation of the SU carburettor was one of the objectives of the Manchester XPAG tests, specifically to determine the optimum needle profile to use with modern fuels. It was this data that confirmed two of the predicted problems caused by modern fuel.

Air Fuel Ratio and Lambda

With non-ethanol blended petrol, the theoretical Air-to-Fuel Ratio (AFR) is 14.7:1 i.e. at a ratio of 14.7 gm of air for every gram of petrol, all the oxygen in the air will be used by burning hydrogen atoms to produce water (H₂O) and by burning carbon atoms to produce carbon dioxide (CO₂). This ratio is referred to as the stoichiometric mixture. However, cars normally run with an AFR of between 12.5:1 and 13.5:1, i.e. with a mixture that is richer than the ideal. This is because some of the carbon burns to form carbon monoxide (CO) using only one oxygen atom rather than the two, hence the need for more petrol.

Normally the term LAMBDA is used rather than AFR. This is the ratio of the AFR an engine is producing divided by the theoretical ideal. Numbers less than 1 correspond to a rich mixture and greater than 1 a weak mixture. Maximum power is produced with a Lambda of 0.95 or a slightly rich mixture.

Modern cars are fitted with lambda sensors, which work by measuring the levels of oxygen in the exhaust, enabling the fuel injection system to be continually adjusted as the engine is running. A similar lambda sensor was fitted to the test engine at Manchester and used to ensure the mixture was set at a lambda of 0.95 for every test by manually tuning the carburetors.

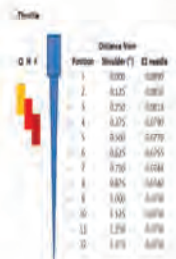
Standard needle profile

The height of the suction piston in the carburettor is a direct measure of the volume of air flowing into the engine and reflects both the throttle setting and engine rpm. The annulus between the tapered needle and the jet, at that height, determines the volume of fuel leaving the jet and hence the AFR. As more air flows through the carburettor the height of the suction piston increases, pulling the tapered needle out of the jet, increasing the size of the annulus, allowing more petrol to leave the jet. The profile of the tapered needle sets the AFR for the different piston heights.

Simplistically, the suction piston will float at the same height when the engine is running at 4000 rpm on half throttle and at 2000rpm on full throttle. In both cases, the position of the needle in the jet will be the same and so the carburettor will deliver the same AFR.

Needle profiles are identified by two or three letters. There is a reference booklet "SU Carburettor Needle Profile Charts" available from Burlen Fuel Systems that lists all the needles and their profiles.

The profile of a needle is defined by its diameter at 1/8" steps down from the shoulder. The standard needle for the twin 1 1/4" SU carburetors fitted to the TB, TC and TD is an ES needle and its measurements are shown in the diagram.



This also shows the approximate range of positions on the needle when running at quarter (Q), half (H) and full throttle (F) up to 3750 rpm.

It is interesting to see the maximum piston height is only around 0.6" at 3750 rpm, full throttle and that normal road driving typically uses only the first 5 or 6 positions.

Measurements at Manchester

To determine the optimum needle profile, a set of tests were run using different fuels, engine revs and throttle settings. For every test run, i.e. one fuel, one engine RPM and with one throttle setting, the carburetors were

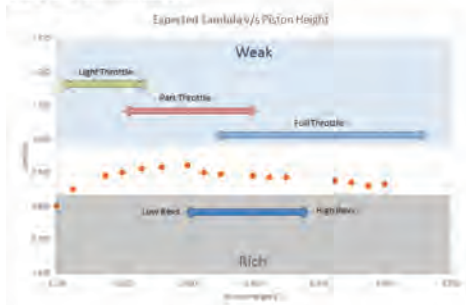


set to deliver a Lambda of 0.95 using jet adjusting nuts and the ignition timing was set to give maximum power. In other words, the engine was fully re-tuned for every test run.

An indicator and a scale were fitted to the top of the suction chamber of each carburettor and the faces of the Jet adjusting nut were engraved with 1 – 6 dots to determine how many flats it had been screwed down. The combination of these two measurements give the position on the needle, allowing the diameter of the needle necessary to deliver a lambda of 0.95 to be calculated.

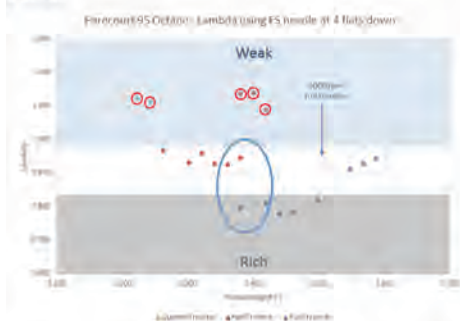
Running Lambda

The graph below shows an ideal plot of how Lambda would be expected to vary with carburettor piston height. Each dot represents an engine RPM / throttle setting that corresponds to that piston height. The white horizontal band is the ideal range for Lambda. Lambda values greater than 0.98 represent a weak mixture and less than 0.83 a rich mixture.



At light throttle / low revs the mixture is set rich (left hand side of the graph) to give a steady tick over and smooth slow running. It is set slightly rich at part throttle, normal running conditions, becoming richer at high revs / full throttle as the unburned fuel, helps protect the engine by cooling the valves.

Even though Lambda was set to 0.95 for each test at Manchester, it is possible to calculate what Lambda would have been delivered if the engine had **not** been re-tuned. The graph below shows this data with the jet adjusting nuts set at 4 flats down from fully closed, running with a standard ES needle and using the same brand of 95 octane petrol.



The first thing to notice is this graph looks very different from the ideal above. It shows two surprising features that go a long way to explaining the problems people experience when using modern fuel, weak running and slow combustion. However, despite these anomalies, overall, the data shows that the *ES* profile needle is a good choice for the XPAG engine.

Weak running

The five points circled in red (two green, quarter throttle and three red, half throttle), correspond to the carburettors delivering an exceptionally weak mixture. Indeed, had the carburettors not been re-tuned, the engine would not have started. Significantly, these 5 tests were run after the engine had been stopped for a few minutes to make adjustments.

These results clearly illustrate the FHBVC's fuel expert's prediction that it is possible for modern petrol to boil in the jet while the engine is running. The SU carburettor is a volumetric device, i.e. for a given volume of air entering the engine, it adds a fixed volume of petrol. When the petrol starts to boil, liquid and bubbles of vapour leave the jet which are less dense than just the liquid. As a result, a lower mass of petrol is delivered into the air stream resulting in a weak mixture.

Ed's note: FHBVC = Federation of Historic British Vehicle Clubs.

Weak running further increases the engine's temperature and under-bonnet temperatures, resulting in more fuel to boiling, until the mixture becomes so weak the engine splutters to a stop. This scenario is typical of stop-start driving in a queue of traffic.

There are two main ways the petrol in the carburettor can be heated, by radiation and convection from the hot exhaust manifold that sits just below the carburettors and by conduction through the inlet manifold from the cylinder head.

To measure the temperature of the petrol in the jet, sensors were fitted in the transfer pipe between the float chamber and jet of each carburettor (shown as xfer pipe on the graphs). Sensors were also fitted between the carburettors and inlet manifold, to measure the heat conducted from the engine, and to the inlet of each carburettor to measure the temperature of the inducted air.

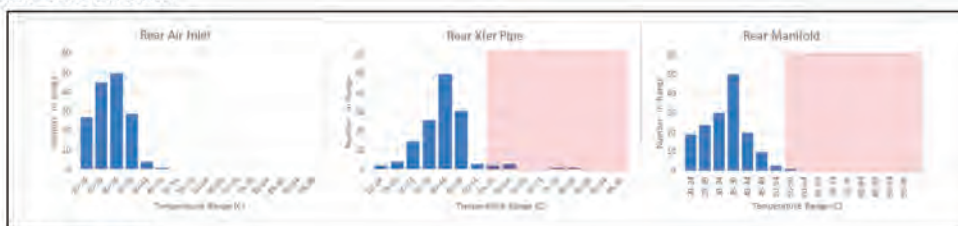
The histograms which follow, show the range of measured temperatures for all the tests. The red area corresponds to the temperature range where petrol vaporisation would potentially cause problems.

While these do not reflect the temperatures that may be reached in an enclosed engine bay, they do show some interesting features.

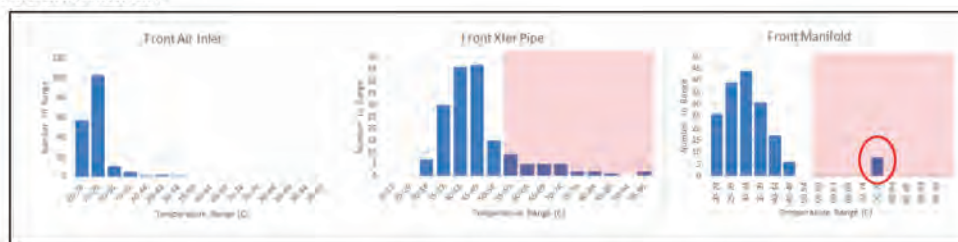
The test engine was mounted on the dynamometer with no restrictions to air flow and, other than the exhaust manifold, with no hot areas near the carburettors. Unexpectedly, the temperature of the air entering the front carburettor was noticeably lower than that entering the rear carburettor (left hand graphs).

Totally T-Type

Rear Carburettor



Front Carburettor



This was possibly caused by air heated by the exhaust pipe which ran underneath the rear of the engine. These lower temperatures are also reflected in the manifold / carburettor temperatures (right hand graphs), showing that when the engine is running, the temperature or the inducted air is the main factor affecting the temperature of the carburettor body, rather than heat conduction through the inlet manifold.

This finding suggests that where possible, the air inlet to the carburettors should be positioned to induct as cool air as possible, perhaps even adding ducting to direct cold air to the carburettors.

The exceptionally high front manifold reading, shown in the red circle, corresponds to the half throttle tests, mentioned above where the mixture would have been very weak. The high manifold temperature of the front carburettor was the cause of this problem.

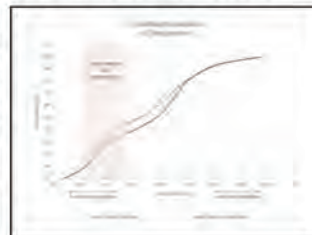
As only the front carburettor was affected and it is probable that when the engine had been stopped the inlet valve on either cylinders 1 or 2 was open. This allowed hot gasses into the inlet manifold raising the temperature of the front carburettor and causing the petrol to boil. This observation is consistent with the heat soak tests, reported in an earlier article, which showed heat from the inlet manifold was the main factor in increasing the temperature of the carburettors after the engine had been stopped.

When stopping a hot engine with the intention of restarting it a few minutes later (e.g. when filling up at a petrol station), it may be worth revving the engine and turning off the ignition while it was still revving. Keeping the throttle open as the engine runs down will allow cold air into the cylinders which may prevent this problem.

What is also significant is that the transfer pipe temperatures (middle graphs) were sufficiently high in some test runs to cause issues with vaporisation. However, other than the 5 weak running cases, highlighted above, weak running was not observed in any other tests. It is possible the fuel flow rate through the transfer pipe was sufficiently high that there was insufficient time for it to be heated before it reached the jet.

Furthermore, the temperatures in the front carburettor transfer pipe are noticeably higher than for the rear carburettor, demonstrating that, even in still air, there are measurable differences between the way heat is transferred from the exhaust manifold to the front and rear carburettors. While the reasons for this are not clear, it offers a possible explanation as to why some cars suffer from the hot restart problem and others do not.

Finally, there is an additional factor affecting this brand of 95 octane petrol, namely its volatility. Comparing the distillation curve for this fuel with that of a brand of super grade petrol shows the 95 octane petrol (blue line) is more volatile at typical under-bonnet temperatures.



At the 75°C to 80°C temperatures of the front carburettor, 45% of 95 octane fuel would have vaporized, compared with only 35% of the super grade fuel. This certainly would have made the weak running problem worse.

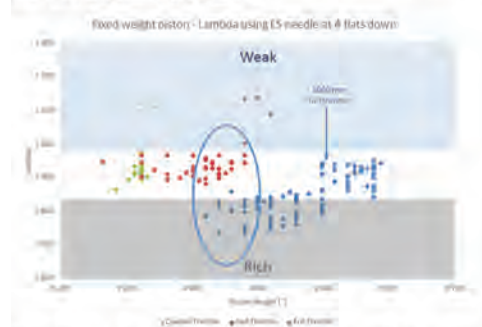
As the Manchester tests were run in March, it is possible this 95 octane petrol was "winter grade" which is why it was more volatile.

Slow combustion

Slow combustion is something David Heath and I postulated as a problem with modern petrol after running various tests using our TA and TC cars. Anomalies in the carburettor test data and other test data support this view. However, while I refer to the problem as "slow combustion", modern petrol does not **actually** burn more slowly than classic petrol, this is an apparent effect caused by cyclic variability discussed in previous articles.

The four points in the blue circle, on the above graph, show the carburettors delivering **different** Lambda values for the **same** piston height. Simplistically, this is not possible as the volume of fuel is determined by the needle diameter at that piston height, i.e. same piston height, same volume of air, same volume of fuel, hence the Lambda values should be the same.

This effect can be seen more clearly on the data from all the test runs (below) in the region, highlighted by the blue oval. At piston heights between 0.3" to 0.4", the full throttle tests (blue dots) consistently show a richer mixture than the half throttle tests (red dots).



The Suck, Squeeze, Bang and Blow article helps to understand this. The airflow through the carburettor is not constant, it is pulsed as each cylinder undergoes its "suck" cycle. With a single carburettor, there are two "sucks" per rev, and one "suck" per rev with a twin carburettor engine. The gasses in the inlet manifold and inertia of the suction piston normally act to smooth out this rapidly pulsing airflow, allowing the carburettor to function as expected. However, readers will remember "valve overlap" where the inlet valve starts to open in advance of top dead centre during the final phases of the exhaust stroke.

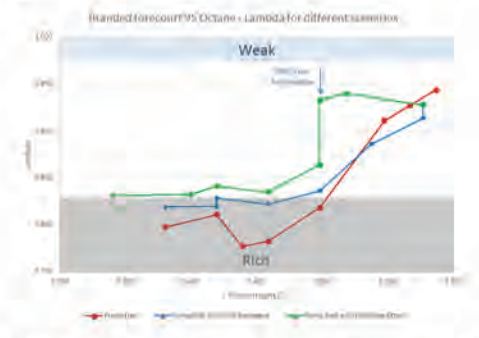
If the charge of fuel burned "slowly", the pressure in the cylinder will be high when the inlet valve opens resulting in a pressure pulse entering the inlet manifold. This pressure pulse causes the suction piston to drop so that it is too low when the

next induction cycle starts. This, in turn, causes the carburettor to deliver a richer mixture. The data clearly shows this effect for the full throttle tests below 3000rpm. Indeed, during some of the full throttle, lower rpm tests, the suction piston could be seen to be vibrating around a point rather than floating at a fixed height.

As engine revs increase so does the turbulence, improving mixing, which in turn reduces the magnitude of the cyclic variability and size of the back-pressure pulse. This is why the mixture can be seen to be returning to normal as piston height (engine revs) increases, ultimately, delivering the correct Lambda of around 0.95 above 3000 rpm, full throttle.

These tests support the "modern fuel burns more slowly" comment made by many classic car owners, however, this problem only occurs in the XPAG on high throttle settings below 3000rpm.

Supporting evidence for the slow combustion hypothesis comes from the other test runs with the same branded 95 octane fuel. In one set of test runs a nebulizer was fitted into the inlet manifold, in another set, 10% kerosene was added to the petrol. The graph below shows the full throttle data for these tests where each dot represents one test run.



What can be seen is that, below 3000rpm, the enrichment caused by slow combustion is significantly reduced by the nebulizer (green line) and by the addition of kerosene (blue line) compared to the tests with the 95 octane petrol alone (red line).

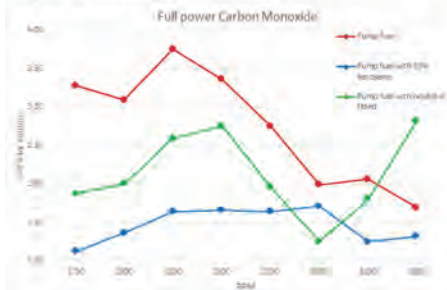
The main effect of the nebulizer is to atomise the petrol and improve its dispersion before entering the engine, in much the same way as fuel injection systems. Better atomisation reduces cyclic variability, the number of late combustion cycles, the magnitude of the back-pressure pulses and their effect on the carburettor. Ultimately, reducing the enrichment of the mixture below 3000 rpm. The addition of kerosene appears to have a similar effect.

When I originally tested adding kerosene to petrol with my car on a rolling road, all present

Totally T-Type

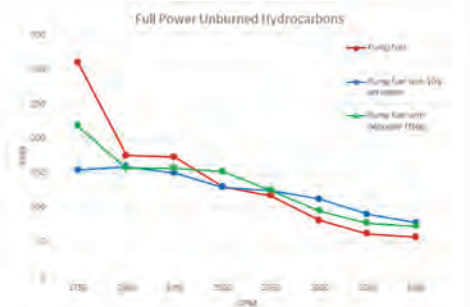
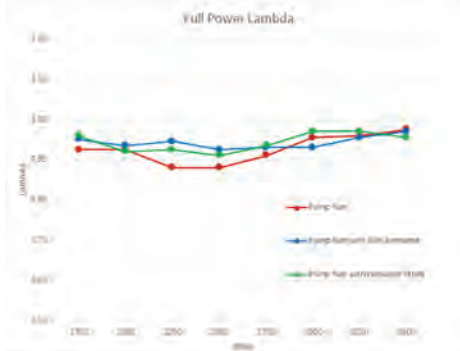
commented on how much smoother the engine sounded. This I attributed to a reduction in the magnitude of the cyclic variability, something now demonstrated by these tests.

Other evidence comes from the carbon monoxide emissions. In Suck, Squeeze, Bang and Blow, I described how high levels of carbon monoxide in the exhaust are an indicator of poor combustion. As the engine was fully re-tuned for every test, the levels of carbon monoxide are not an indicator of a poor state of tune and only reflect what is happening in the combustion process. High levels of carbon monoxide are the result of poor mixing where pockets of rich mixture do not burn properly. The graph below shows the carbon monoxide emissions for these same tests. On this graph the lower the levels of carbon monoxide, the better the engine is running.



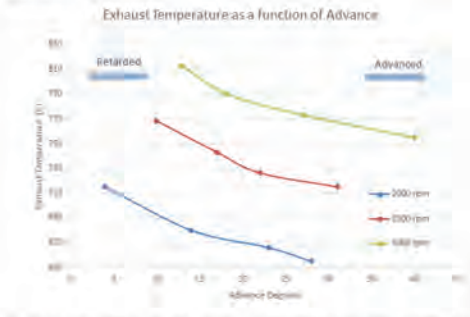
Again, below 3000rpm, the results are striking. The test run with the 95 octane petrol (red line) produced almost twice the level of carbon monoxide as that produced by the tests run with the same fuel but with the nebulizer and added kerosene (green and blue lines). Interestingly, this data suggests the combustion is more complete with kerosene than with the improved mixing produced by the nebulizer. I do not have an explanation for this.

Above 3000 rpm full throttle, where slow burning does not appear to affect the engine, the nebulizer and addition of kerosene have a lesser effect.



As the engine was re-tuned for each test, the differences previously highlighted are not due to changes in mixture as is shown by the virtually identical values of Lambda and unburned hydrocarbon data for these tests (the two previous graphs). Hence, the differences in carbon monoxide can only be the result of changes in the combustion process.

The final supporting evidence comes from large reduction in exhaust temperatures as the ignition is advanced, reported in an earlier article. Advancing the ignition timing reduces the number of cycles that occur late and the volume of fuel burning in the exhaust.



Although there is no data covering throttle settings between half open and fully open, it can be assumed that as the throttle is opened the magnitude of this slow combustion problem will increase until it reaches the level shown by the full throttle tests.

The negative effects of slow combustion are to increase exhaust, cylinder head, exhaust manifold temperatures and ultimately the under bonnet temperature; all factors which contribute to the hot restart problem. Additionally, hot inlet and exhaust valves can cause pre-ignition or pinking seen in some engines. Unfortunately, slow combustion occurs in the rev range between 1750 to 3000 rpm at part to full throttle, conditions typical of normal road driving.

Conclusion

This data from the Manchester XPAG tests clearly demonstrates two problems with modern fuel that

ultimately lead to the hot restart and "overheating" problems that many classic owners suffer from.

The transfer pipe temperature graphs show that the petrol in the carburettor can become sufficiently hot that modern petrol, which vaporises at lower temperatures than classic petrol, is susceptible to boiling - the cause of the weak running effect. Operating "so close to the edge" means that even a small temperature increase can have a disastrous effect, for example, when driving in slow moving traffic.

When an engine stops, the tests also show that hot gasses leaking back into the carburettors from open inlet valves can make matters worse and are probably a significant factor that contribute to the hot restart problem.

The second problem, slow combustion, compounds matters, particularly at normal road driving speeds, by increasing cylinder head and exhaust temperatures and ultimately the under-bonnet temperatures.

But all is not doom and gloom, the tests have also suggested ways in which these problems can be mitigated. Wait for the next article!

Paul Ireland

SEEKING DETAILS OF PREVIOUS OWNERS OF YOUR CAR FROM DVLA

Mention was made in the editorial of the October 2017 Issue concerning the problems I encountered in trying to get DVLA to agree to releasing details of previous owners of my PB. I had applied on Form V888 *Request by an individual for information about a vehicle* enclosing the £5 fee, only to receive a refusal on the grounds that the reason I gave for wanting the information (to have a historical record of the ownership of my 80+ year old car from new) did not meet the "reasonable cause" criteria that allows DVLA to release the information.

"Reasonable cause" criteria include tracing the registered keeper of an abandoned vehicle, or one parked on private land, or details of ownership for court proceedings, or road traffic accidents.

After a Google search, I came up with a DVLA posting under the heading *Giving people information from our vehicle record* which stated that it was indeed possible to obtain the required information on previous owners and there was no reference to "reasonable cause".

Armed with this information, I wrote again to DVLA and asked for the information to which I was entitled and a book of first class stamps (value £7.80) in recompense for the time and trouble they had caused me. I received a reply from DVLA stating that there had been a change in policy following a recent data protection review and my request did not meet "reasonable cause" criteria.

I then wrote to my MP (by then, the DVLA posting, previously mentioned, had been removed). I said that I would pay a reasonable fee if the DVLA would agree to write to former owners on my behalf. I quipped that they would not need to write to the first owner because, even if he acquired the car from new at the tender age of 20, he would now be 101!

Back came the reply, stating that *The DVLA's review concluded that the release of personal information for vehicle research purposes did not meet the necessary reasonable cause criteria. In these circumstances there is no lawful provision that would allow the Agency to override the rights of privacy of the vehicle's previous keeper. This change ensures that the DVLA is fully compliant with the current Data Protection Act and the new General Data Protection Regulation that comes into effect in May 2018.*

In response to my offer to pay a reasonable fee, the response was *The Agency would need to process their personal data to achieve this outcome and again we would struggle to demonstrate any necessity for doing so. On a more mundane level, DVLA would simply not be able to commit resources to this task for everyone in Mr James' position, bearing in mind the Agency's other functions.*

My reaction to the 'reasonable fee' response is that the left hand of the DVLA appears not to know what the right hand is doing. I am aware that DVLA has recently agreed to forward a letter to a previous keeper of a Triple-M car for historical purposes, so it was apparently OK to override the rights of the previous keeper in this instance? I shall ask the respondent to my MP how he squares this particular circle.

I am also aware of some correspondence which is being exchanged with DVLA by an 18/80 owning friend. Some extracts from his latest letter follow:

As you state, just cause is not defined in Law, but enshrined in the DVLA's own interpretation of 'reasonable cause'.

I would interpret 'reasonable cause' to include present vehicle owners who have a right to ascertain the historical record of an asset they own, namely a motor vehicle.

With reference to disclosure under the 1998 Data Protection Act, you have stated that it would be unlawful for you to disclose details of previous owners. I cannot understand how the DVLA can now claim that it is barred from disclosure, as the 1998 Act has not materially altered and you have been providing this 'disclosure service' to registered keepers for many years in return for a fee and until quite recently. If the law is as you claim, then the DVLA has been acting unlawfully and each and every previous disclosure will be evidence of this.

Watch this space!

Totally T-Type

<http://ttypes.org/ttt2/>

TRADITIONAL OUTING



All welcome, even MG owners with E-Types



Dave & Erica on their 1st MG outing - welcome



Last to arrive, George & Margaret, who took the scenic route



Maria, Sergio, Michael & Mary-Anne checking out the venue



Len filling up for R10.00



MGB GTs adding character to the garage



The missing cell phone is finally found in George's pocket (traced by the ring tone)



Good to see Hyla & Tom attending the event

TO HOGGSVILLE



Some of the cars at the event



Norman & Pat returning from their shepherding run... some folk got lost on route



Sergio & Maria (new members) looking happy with life



The picnic area



Len & Claudia (daughter) in matching outfits purely by luck



Memories from yesteryear



Maria, Carol & Pat enjoying a chat in the garage

Norman Talks!

Way back in 1974, I announced at a Noggin, that I was going to take my family to see the Victoria Falls, to try to track down the missing K3MG Magnette K3031, once owned by the Dutch driver Hans Herkuleans somewhere in Rhodesia. Anyone care to join us I asked?

The late Bernt Jacobsen and Ronnie Reynolds raised their hands with much enthusiasm, and hey ho we were off to what is now the Zimbabwe Ruins. We headed to Bulawayo to enquire from the local BMC dealer if he knew of such a car. Yes he did. He owned it! He invited us home once he had made really sure that I hadn't come to buy it. He was amazed that I knew about it and I explained that our chairman, Keith Burton had a whole list of K3s.

A very happy afternoon was spent talking, eating and drinking, and photographing the engineless car, and its tiny six cylinder block with a hole the size of a cricket ball. I thus became a bit of an MG star for confirming the existence of another K3! Job done. Now it was family time as promised at the start of the trip.

We headed for our base at Vic Falls, the Azambezi River Lodge that was before it was burnt down in the bush war. It was largest thatch building in Africa, We played squash at Elephant Hills some days and loved it so much we decided to go one evening for dinner. I led the way with the ZB's lousy headlights. Climbing up the hill to the casino our path was blocked by a huge log. I flung the door open and scrambled out to pull it aside and it shot off into the undergrowth at a pace that left me speechless. I was told at the casino that being so close to the river there was a lot of night time foraging by crocs. Yeh right! That was our last night drive.

We now moved on. On our way home for a night at the Wankie Sun. We could all only afford bed and breakfast...so, off we went to Roberts Camp for dindins. As we left with Bernt in front in the open MGB a huge elephant crossed his path. Being non reflective Bernt did not see it. I flashed lights and hooted as the elephant stopped as did Bernt who stated crossly, thinking that I was telling him he was wrong, that he was going the right way.

I could only point and shout elephant! He nearly turned the B over as he tried to spin back out of its way. We headed back to Bulawayo. A farewell to the Glasbys then home, The picture is what brought this all back. A baby elephant in the middle of nowhere, and there we were feeding it.... and no one, NO ONE, SAID WHERE IS MUMMY? .



This is a copy of a letter written to David Knowles who is writing a book on Syd Enever.

Hi David, In 1980 on the Tour of Britain organized by Jack Armstrong we arrived at the Abingdon Sports Club to camp and to visit the works. When I asked if we would see Syd Enever there were just shaking heads all round. No one had thought to invite him at all. Brian Hogg then Cape Town chairman, who had raced with Roger Enever, knew where Syd lived and offered to take the four of us to Westminster Way...and we set off in the two borrowed V8s with Pat and Annie.

Syd was astounded that MG owners from the other side of the globe, would beat a path to his door, just to thank him for the years of joy his cars had given us. He invited us in and went to get the scrap book, but when Ivy went off to make tea, Pat intervened, and said we had invited Dutch friends to join us a little for lunch at the Boundary House and please wouldn't they join us ..and bring the scrap book!!! I could have kissed her and I did.

Off we went, quickly inviting extra camping friends to join us. Gerhard and Helga Maier with their ND and more South Africans. We were told rather bluntly we couldn't have lunch at Boundary House as his regulars came first. I took the landlord aside and explained also rather bluntly, that the reason the town existed and therefore the reason he actually had regulars was thanks to the little grey haired man at the far table who was responsible for the town's most important products. Did he know who he was? He did not...but quickly changed his tune when he was told that Syd was the designer of the MGB and he then produced huge plates of sandwiches. When he apologized that there were no beer mats he took me upstairs to where he had some old Boundary House Christmas cards, which he gave me to have signed by all those who came, I gave him the first one. Rodney and Jocelyn came to the Boundary House.- I am sure they will remember.

Then it was time for the scrap book. Syd did not remember meeting me at the factory in 1970 (10 years earlier) on our world tour but when I described my MGA 'Midgy' he remembered that and knew exactly who I was and how impressed he was with my touring additions to our car. We all signed a card for him, I am sure those Christmas cards are treasured now!



I have a glorious photo taken at the camp site with John, Jack and me begging for help to get international recognition for the MG Car Club in South Africa in order to get a petrol permit for club events...it worked. Sadly Syd is not in the picture



Technical article Hydrogen Train Alstom.Alstoms hydrogen-train cordia first successful run at 80 kmh

Alstom today successfully performed the first test run at 80 km/h of the world's only fuel cell passenger train Coradia iLint on its own test track in Salzgitter, Lower Saxony (Germany). An extensive test campaign will be conducted in Germany and Czech Republic in the coming months before the Coradia iLint performs its first passenger test runs on the Buxtehude-Bremervörde-Bremerhaven-Cuxhaven (Germany) route beginning of 2018.

The four-week test runs currently undergoing in Salzgitter aim at confirming the stability of the energy supply system based on coordinated interaction between the drive, the fuel cell and the battery of the vehicle. The braking power is also being tested to check the interface between the pneumatic and the electric brake.

The Coradia iLint is the first low floor passenger train worldwide powered by a hydrogen fuel cell, which produces electrical power for the traction. This zero-emission train is silent and only emits steam and condensed water. Coradia iLint is special for its combination of different innovative elements: a clean energy conversion, flexible energy storage in batteries, and a smart management of the traction power and available energy. Based on Alstom's flagship Coradia Lint diesel train, Coradia iLint is particularly suited for operation on non-electrified networks. It enables sustainable train operation while maintaining high train performance.

"This test run is a significant milestone in environmental protection and technical innovation. With the Coradia iLint and its fuel cell technology, Alstom is the first railway manufacturer to offer a zero-emission alternative for mass transit trains. Today our new traction system, so far successfully proved on the test ring, is used on a train for the first time - a major step towards cleaner mobility in Europe", said Didier Pflieger, Vice President of Alstom Germany and Austria.

Submitted by Michael Trollope

The dynamic tests are performed at Salzgitter plant at 80 km/h and in Velim (Czech Republic) at up to 140 km/h, the maximum speed of the Coradia iLint. For the purpose of the tests, a mobile filling station has been erected in Salzgitter to pump gaseous hydrogen into the pressure tank of the Coradia iLint. The hydrogen used for the test runs is the by-product of an industrial process, which is reasonably reused as a waste product. In the long term, Alstom aims to support the hydrogen production from wind energy.

The vehicle has already successfully completed the static commissioning process. All electrical and pneumatic functions of the trains have been tested and verified at standstill. TÜV Süd has certified the safety of the battery, the pressure tank system and the fuel cell for the coming test phases.

The Coradia iLint was designed by Alstom teams in Germany at Salzgitter's site, centre of excellence for regional trains and in France notably in Tarbes, centre of excellence for traction systems and Ornans for the motors. This project benefits from the support of the German ministry of Transport and Digital infrastructure. Alstom has already signed letters of intent for 60 trains with the German states of Lower Saxony, North Rhine-Westphalia, Baden-Württemberg and the Hessian transport association 'Rhein-Main-Verkehrsverbund'.

Puzzle Problem...



A little silver-haired lady calls her neighbour and says, "Please come over here and help me. I have a killer jigsaw puzzle, and I can't figure out how to get started."

Her neighbour asks, "What is it supposed to be when it's finished?"

The little silver haired lady says, "According to the picture on the box, it's a rooster."

Her neighbour decides to go over and help with the puzzle. She lets him in and shows him where she has the puzzle spread all over the table.

He studies the pieces for a moment, then looks at the box, then turns to her and says, "First of all, no matter what we do, we're not going to be able to assemble these pieces into anything resembling a rooster."

He takes her hand and says, "Secondly, I want you to relax. Let's have a nice cup of tea, and then..." he said with a deep sigh

See the following page

And for those with a little Irish Blood in em



Five Englishmen in an Audi Quattro arrived at an Irish border checkpoint. Paddy the officer stops them and tells them: "It is illegal to put 5 people in a Quattro, Quattro means four"

"Quattro is just the name of the automobile," the Englishmen retorts disbelievingly. "Look at the papers: this car is designed to carry five persons."

"You can't pull that one on me," replies Paddy "Quattro means four.

You have five people in your car and you are therefore breaking the law."

The Englishmen reply angrily, "You idiot! Call your supervisor over, we want to speak to someone with more intelligence!"

"Sorry," responds Paddy, "Murphy is busy with 2 guys in a Fiat Uno



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(The following is an actual advertisement in an Irish newspaper)

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Never driven hard
Original tyres
Original brakes
Original fuel and oil
Only 1 driver
Owner wishing to sell due to
employment lay-off



...Puzzle Problem



**"Let's put all the Corn
Flakes back in the
box."**



Tom Remembers

I was at the Rand Easter Show, sitting on the Grandstand listening to the Military Band. "Great Music." The music stopped and on came the MG Car Club Motor Parade. I was not too impressed at the time, I would rather have listened to more of that music. Then, during the procession of MGs, I noticed this little Y-Type (not knowing what it was then) It had 4 rather large occupants, and seemed not to have had much power and was Belching clouds of blue smoke from the exhaust, however it looked good in its dark grey and silver paint job. I would never had dreamt then that it would end up belong to me and still being mine all these years later.

This Y-Type also belonged to several folk in the Bronkhorstspuit, Bapsfontein and Benoni area. Each had done some work on it over a period. 31 Years ago I was renovating kitchens on plots around Benoni and someone suggested I could call on the way home to see his collection of cars. That afternoon I called in and had a look around. This Y-Type had the motor done up, and it was being re-installed at the time. It looked very smart newly sprayed, new upholstery. It was never my intention to buy another car at that time but since it was an MG, that made a difference. Now, you did not know my wife Martie! If it had been a TC or similar, that would certainly be a NO - NO. Her complexion would suffer due to being in the sun. And her hair would have been blown about by the wind. This chap saw my interest in this Y-Type.

It was not Registered, so I would have to get it Roadworthy. I then said that was fine, but I would like to see the Motor running. So 3 days later it sounded great. So he trailered it to my house the next day. He insisted that I join the MG Car Club, which we did. 8 months later it passed the test first go. That enabled us to attend the '86 Indaba with the Y-Type. Martie was thrilled with the car and we attended many rallies, driving tests, and several car Show weekends at Klerksdorp and Potch, among others. The Tusker Tour was the longest event we did.



Pic supplied by Kevin

On one occasion, we were stopped by the traffic police going to Potchefstroom after stopping at a 4 way stop. I got rather annoyed, but he would not tell me what I was being ticketed for. I grabbed the Ticket and shoved it into my pocket. Once I reached Potch, I took it out to see what I had done wrong. SURPRISE! It was a Certificate of Congratulations for owning 'A Very Neat and Spotless Vehicle'- he was obviously an MG nut. It was just too far back to render my sincere apologies for my bad manners at the time.

Yes, talking of the '86 Indaba, my T-Type did the mountain passes and faired very well with the steep gradients that day. That must have been quite a strenuous trip, out on its first Official Event.

Submitted by Tom

Memories of the Piston Ring Meet

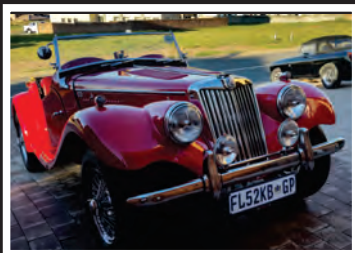


Mostly MG members and Bruce's son Gregory who has recently acquired a Jaguar. Good to see Ruby polished up and running again- well done Jocelyn.

Submitted by Kevin

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*" Rudi is making progress after a spell in
hospital We wish Rudi and Anneke well"*



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Forthcoming Runs, Noggins and Events.

March Noggin- Thursday 1. Awards Night.

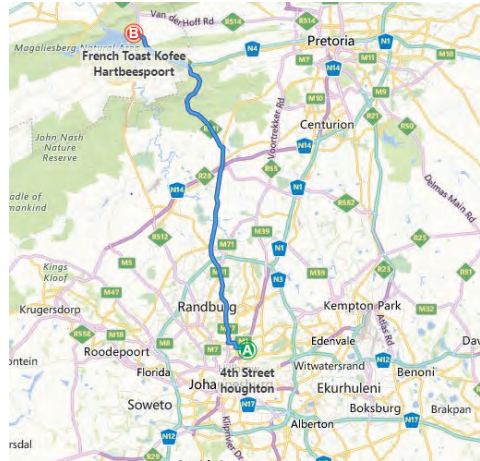
March Run- Sunday 10 -French Toast Koffie Kafee Hartbeespoort, An early buffet - R160,00pp. (A la Carte also available) We can meet at -09h30 Old Eds to leave at 10h00 and meet up with the Sandton contingent meet at Total Garage cor. of Witkoppen and William Nichol (to be confirmed) at 10h30 to get to French Toast by 11h30 See map attached

April Noggin - Thursday 5

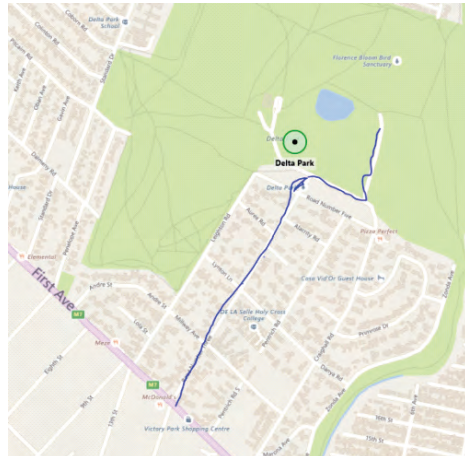
History of Lady Hamilton by her custodian John Meiring

April run - 1 (April Fool's Day!) - we plan to celebrate Kimber's Birthday at Angela's Picnic at Delta Park Get there early to avoid the traffic and get a slice of cake. We will have the usual spot on the far right corner near the kiddies play area.

We meet there. Travel along road number three and follow the directions given at the gate. A donation towards Hospice is required. Please give generously.
Direction to Angela's Picnic



May Noggin -2 May- this will be a break from tradition, this is a Wednesday as the Jhb contingent is leaving early Thursday day for the KZN Indaba. We have invited the Northern's Centre as well to meet with the French visitors to the Indaba



An Enormous Challenge for the "Jhb MG Register Officer"



Firstly I received a request from a Cape Town member, Mr Mike Johnson. He asked if I would look up our Club's Historic Records, to see if we had any reference to a Mr Monty Lobb who owned a TC, and had been a member of the Jhb Centre in the early 1970's, his Membership No was No 53. Please note that the card was signed by Ruth Bezer -our first membership secretary



Helen, being Monty's daughter, born in the UK, had recently inherited this TC from her mother, and asked Mike, a friend in the Cape to assist her in finding out more of the history of this TC since it arrived in this country in 1947. She had researched it from the UK MG Club, and has established the date that it left the Abingdon Factory and it was destined for export to SA.



But she is wanting to find information of its previous owners before Monty bought it. I agree that this may not be an easy task.

THIS NOW BECAME A MASSIVE CHALLENGE! -- Emails were flowing freely between Helen, and myself. I was also not able to get much response from members at our AGM. Somebody even quipped that it was probably a "Rust Bucket"

Then I received 2 pictures from Hellen, There was this stunning Little Red TC, with a Johannesburg MG Club Badge prominently displayed on the front badge Bar. Now I knew that this had never been a "Rust Bucket". I was even more determined to get more information about it. It then came to me that many members came all the way from Pretoria, and only later formed their own Club there. So let's follow that route. Some Emails to some members there. Did anybody remember Monty Lobb?



THEN FOR THE FINAL GOOD NEWS!

By this time Bruce, our Chairman then became involved, and reported back that Esra Martins had come forward and said that HE and MONTY had bought TCs about that time and they worked together for about 3 years. Then Monty married, and took his Bride and the TC back to the UK to settle there. Now can anybody fill in any Details of Previous Owners of this TC before Monty bought it???

Tom Kirkland, 'MG Car Club Registrar'

Post Script by Bruce: We have had many emails backwards and forwards with Helen seen as a toddler in the picture above back in the 70s, Like all MG enthusiast her parents kept all the old documents and amongst them were two affidavits written in Afrikaans which of course Helen could not translate. I have translated them for her - both are relics of our history and started with the words " I am a white man....residing at ... etc. And of course the ID number ended with a W.

Another absolute coincidence is that one the address given for the one gentleman was 28 Churchill Ave Primrose and I lived in that very address as a boarder way back in '65 when I first came to Johannesburg Esra remembers Monty Lobb well but if anyone else remembers him please let me know and I will put you in contact with Helen.



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