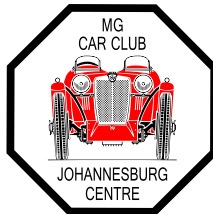


Thumbs Up!!!



THIS ISSUE:
THE THIRD IN A SERIES TRIPS DONE BY MEMBERS IN MG'S

1969



2017

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

May 2017

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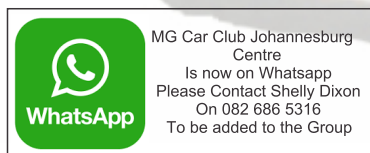
A Natter and Noggin is normally held on the first Thursday of each month at 8pm

The Old Edwardian Club, Houghton.

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

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

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



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From the Chair



I write this in the middle of what must be the busiest month of the year in terms of MG events. We kicked off with Angela's Picnic held at Delta Park. It was a glorious day and the attendance was good. This year the gate was manned by our club and I am told that the event raised about R 30k for Hospice and Cancer Research. It was MaGical to see more than 40 MG's in our designated parking area.

Sadly Clive Winterstein had an unfortunate accident when starting his Porsche to come to the picnic. He had a petrol fire that ignited his polyester shirt and he landed up in hospital for two weeks. He is now home and recovering well. We will get Clive to speak to us about the accident at a Noggin at a future date.

Our front cover records the recipients of Trophies. Jenny and Kevin were awarded the Victrix and Victor Ludorum trophies, Robin Clark was awarded the Safety Fast Trophy, Cliff Smyth the South York Trophy for enthusiasm and commitment to the MGCC and Anneke de Groot the Doreen Evans Trophy for the driving she does to get to MG events with Rudi, even while they were packing up and downsizing. Two slight breaks from tradition-the floating trophies were taken home and embroidered caps were awarded as practical and useful keepsakes.

Angela's Picnic was followed by the Kimber Birthday Run hosted by Maureen and Bob Wilmot in their magnificent garden and home in Senderwood. We had the ceremonial cutting of the cake and additional eats prepared by Maureen.(Her chocolate brownies are out of this world!) This run has taken place and been hosted by the Wilmot's for a number of years. For the last few years it has doubled as a report back on the progress on Normans J2. I am sure that the J2 will be running before the next Kimber Birthday run. It was good to see a spread of the various models including J2, TC's, Y type, TD,s, A's, B' and moderns- more than 20 in all.

Red Car Carnival in Parkhurst not a MG event but it has been well attended by MG members in the past. Proceeds go to a good cause- the Smile Foundation. And who did we bump into with well- deserved smiles on their faces, but Tania and Clive. The funds for the Smile Foundation are collected for parking by cheerful parking attendants with their faces made up and wearing clowns attire. See pictures elsewhere in this edition

The May run coincides with Mother's Day and last year's low turnout for the Maopeng visit reminded us that Mothers are far more important than MGs and in addition every restaurant in Gauteng is fully booked, so an away run has been organized. A visit to the Eastern Free State and Sandstone Estate was chosen especially for those members who were not fortunate enough to visit the Estate in 2012 for the Indaba and before that when the club visited the Katsi Dam.

Last month I started with the witch hunt for the Victrix Ludorum trophy. Memories fade but Jenny thinks that it was sent in for repair and it is just possible that it was not collected from the repairer. William has contacted the engraver but no luck so far.

In this edition we have the 3rd write up on Remarkable Trips undertaken by our members in their MGs. Esra Martins let us have this first two that made very interesting reading. This month we have Brian Wallace's first part of the OOTTT which took place in 1986.

Finally- Mike Sherrell has produced a sequel to his book "TC's For Ever", which is called "TCs For Ever More". It will be launched on 7th May in Perth and signed copies are available. Peppi has taken the initiative of negotiating a special deal for a bulk purchase and if you are quick you can get your name down. The once off direct purchase from 'From the Frame Up' is Au\$ 99.00 plus postage. Peppi will be getting them at Au\$75 plus some freight and duties. "TC's For Ever" is often referred to as the Bible for TCs and deals with originality. The sequel is about upgrades to take TC's into the 21st century to meet the demands of modern day motoring. Please read the advert in the Trading Post.

Parkhurst 23 May



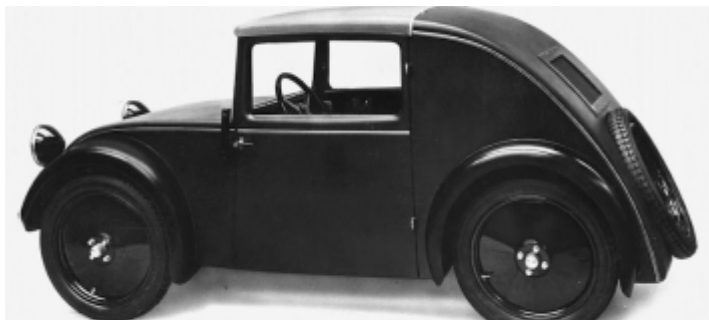
The Jewish Engineer behind Hitler's Volkswagen

Submitted by Bruce

Finally, the full story behind emergence of Volkswagen, "Hitler's pet project"

Continued from April Thumbs Up!

by his office was that holders of a motorcycle-driving license could operate small cars like the Standard Superior. A Standard Superior was even tested by the National Socialist Motor Corps and a favourable report appeared in the official army magazine.



Then things took an unfavourable turn. The Gestapo falsely accused Josef Ganz of blackmailing the automotive industry and arrested him in Berlin in May 1933. Ganz was imprisoned for a month and was only released thanks to highly influential friends. Although he was released from prison, the Gestapo forced Ganz out of his positions as editor-in-chief of *Motor-Kritik*, and as consulting engineer at BMW and Mercedes-Benz.

The Standard Superior meanwhile was claiming successes in trials and car races. A new and improved version was introduced in September 1933, and marketed as the 'fastest and cheapest German Volkswagen.'



(brochure for the Standard Superior, 1933)

Hitler assigns Porsche

Hitler by then was determined to support the development of a Volkswagen for the German people. Having found no cooperation amongst the big car manufacturers, an independent development consortium was created, led by Ferdinand Porsche. As a Jew, Josef Ganz was an impossible choice. Porsche was now set the task to design a people's car for 1,000 Reichsmark – a maximum selling price propagated by Ganz in *Motor-Kritik*.

The Nazis made sure that any Jewish connections to the Volkswagen were erased from history. They banned Ganz from publishing, as well as the entire German press from publishing anything about him. Overnight the name Josef Ganz disappeared from the German motoring scene.

Swiss Volkswagen

Just three months later, during the frightful Night of the Long Knives, the Gestapo appeared at Ganz's home in Frankfurt to arrest and most probably assassinate him. Ganz was saved from this horrific fate by extraordinary luck: he was on holiday in Switzerland to calm his nerves. He was later warned by a friend not to return to Germany. He only made one daring secret trip to salvage his archives from Frankfurt.

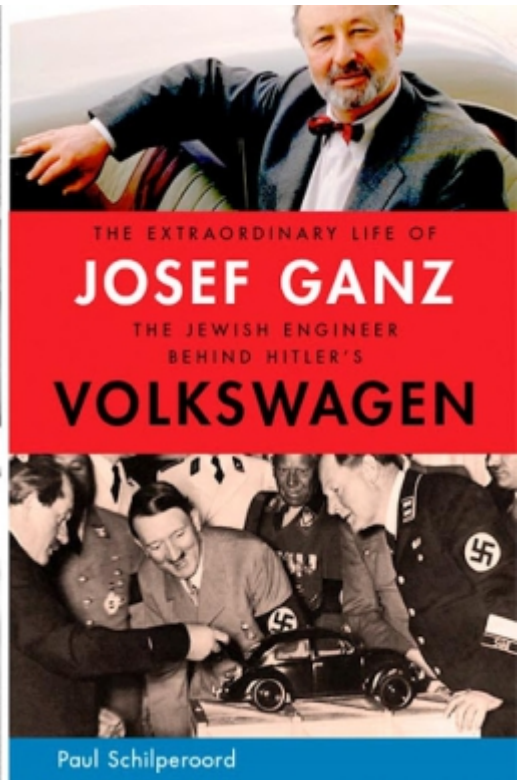
After wondering around Europe for almost a year, Josef Ganz settled in Zurich in Switzerland. There he demonstrated the May Bug prototype and a Standard Superior before Swiss government officials and landed a contract to develop a 'Swiss Volkswagen' with state funding – exactly as Porsche was doing in Germany. The first prototypes of the Swiss Volkswagen were finished in 1937 and closely resembled Ganz's original sketches from 1923. Production plans in Switzerland, France, and Poland came to an abrupt halt after the German army invaded Poland in 1939. Europe was at war.



Sanctuary in Australia

Josef Ganz survived the war in Switzerland, but faced many problems with a Swiss company trying to lay claims to his Volkswagen design, and Gestapo officers after his blood. These and other events resulted in lengthy court cases after the war. The Swiss Volkswagen was only produced in small numbers, as was a French variation called the Julien MM5.

Leaving all of his problems in Europe behind, Josef Ganz emigrated to Australia in 1951. He found employment as an engineer at General Motors – Holden until health problems forced him into retirement. He suffered multiple heart attacks and practically became an invalid, spending his days at home working on his memoirs. Josef Ganz died in obscurity on July 26, 1967.



(Josef Ganz in Australia, around 1965)

Clever Signages*!!

Submitted by Kevin

A sign in a shoe repair store:

"We will heel you, We will save your sole, We will even dye for you!"

At an Eye Clinic :

"If you don't see what you're looking for, You've come to the right place.";

On a Plumber's truck :

"We repair what your husband fixed";

On an Electrician's truck :

"Let us remove your shorts";

In a *Non-smoking Area* : "If we see smoke, we will assume you are on fire and will take appropriate action"

At a Car Dealership:

"The best way to get back on your feet - miss a car payment."

At the Electric Company:

"We would be delighted if you send in your payment on time. However, if you don't, YOU will be de-lighted."

In a Restaurant window:

"Don't stand there and be hungry; come on in and get fed up."

In the front yard of a Funeral Home:

"Drive carefully. We'll wait."

Sign on the back of Septic Tank Truck:

"Caution - This Truck is full of Political Promises"

□

Funnies

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

Wonder Woman is menopausal...



OOTT

Submitted by Brian Wallace

Drive a 1948 MG TC 12,000 kilometers in three weeks? You must be crazy! Fortunately in 1986 I was crazy, and I did just that, and it turned out to be one of the most fantastic adventures of my life.

1986 was the fiftieth anniversary of the building of the first T type MG - the MG TA. The New England "T" Register in the USA decided to have an event called the OOTT (Ocean To Ocean T Tourist Trophy) open only to MG T types, the TA, TB, TC, TD and TF built between 1936 and 1955. The run would start in New York, go across America to Los Angeles, north to San Francisco, and then back across the country to Toronto Canada where the event would end at a GOF (MG event called Gathering Of The Faithful). After a weekend in Toronto we drove back to New York.

Arnold Sommer and I rode in my TC and fellow MG Car Club members, Norman Ewing, Clive Alexander and Peter Fielding who drove the registers support van, accompanied us.

The car was flown over in the rear cabin of a Boeing 747 Combi and I fetched it at Kennedy airport. Got away at about 3:30 pm on a Friday afternoon and was thrown in the deep end. Very heavy traffic and here I was for the first time driving on the American side of the road in a right hand drive car. It took over two hours to cover the 30 km distance from the airport to Washington Bridge across the Hudson River.

The event started at the Liberty State Park across the Hudson River from lower Manhattan. From there we headed west, using as far as possible secondary roads. At that time, the USA had a blanket 55 MPH (88 km/hr) speed limit, which was strictly enforced. This suited us, as 88 km/hr is a very good cruising speed for the TC.



Start is of the TC, Arnold and I at the start at the Liberty State Park, overlooking lower Manhattan (note the twin towers that are no longer there) The Hudson river between us.

We got to see a lot of the tourist highlights of the USA. The second night was spent at Indianapolis and we went to see the famous racetrack, which has an excellent museum. We could not take our MGs on the track, but we did get to ride in a bus on the track. We crossed the Mississippi river at St Louis and got to see The Arch, which really is the gateway to the West. We stopped at Dodge City which was not as developed as it is now. The Continental Divide was crossed at Wolf Creek Pass which is at 10,800 feet (3,300 metres) above sea level - twice the elevation of Johannesburg. The Grand Canyon was very impressive. The drive from Grand Canyon to Las Vegas was extremely hot - the temperature when we got to Las Vegas was 42°C and we could hear the fuel pumping continuously as it battled to supply fuel to the engine.

Driving in Las Angelis was something else - how we found our way around without GPS I don't know.

We stopped at Santa Barbara and were entertained by Al Moss who started Moss Motors that we use so much today for spares for our Ts. The drive up the coastal road from Santa Barbara to Monterey was spectacular and unusually was done with the hood down. At Monterey we visited Cannery Row, which was completely different to what is now. Seeing all the tourist sites of San Francisco from an open, windscreen down TC is the best way to do it. Two of the highlights were Lombard Street and, of course, the Golden Gate Bridge. From San Francisco we went to Reno (the other big gambling centre in Nevada). We stopped at Wendover Uta and got to ride on the famous Bonneville Salt Flats. From there we went to Salt Lake City where we were treated to a demonstration of the amazing acoustics in the Mormon Tabernacle. From Salt Lake City we headed north and then east and drove through the incredible Yellowstone Park. We stopped at Cody Wyoming and witnessed a typical 4th of July parade. Next famous landmark was the Mount Rushmore National Memorial where the faces of four of the USA's presidents have been carved into a mountain.



Salt Pan is of the TC and I on the Bonneville Salt Pan in Utah



Mount Rushmore is of two TCs (mine in front) standing in front of the Mount Rushmore statues

We visited the Henry Ford museum at Dearborn Michigan - one of the most interesting museums I have been to. We then crossed over into Canada where the nature of the roads changed completely - Canada did not have the 55 miles per hour speed limit and we found the traffic to be far more hectic.

All 47 cars that started the OOTTT crossed the finishing line, some on the end of a towrope and even one that limped over under it's own power with a broken crankshaft. The fact that all the cars got to the finish was amazing. A lot of them broke down on the way and were repaired. A couple of cars had their engines rebuilt and one was even fitted with a new engine. One car did a few thousand kilometers with a borrowed engine fitted. The most common engine failure was burned exhaust valves. Another big problem was tyre failure on the TA's and TB's. The new tyres supplied by Dunlop at the time seemed to have a problem. Fortunately, I could not afford new tyres, and I ran on retreads that gave no problems.

After spending the weekend in Toronto, I drove down to New York, passing the fantastic Niagara Falls on the way. The whole trip was just under 12,700 kilometers and the car did not skip a beat. Given a chance, I would do it again.

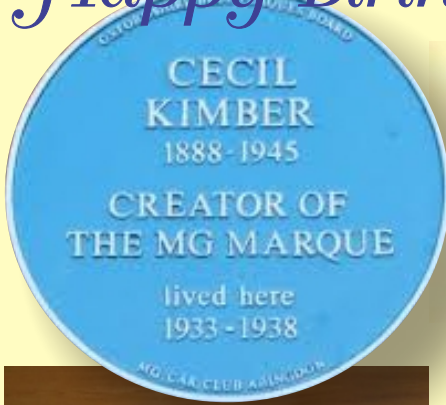


Golden Gate is of the TC with Arnold and I standing in front of the Golden Gate bridge in San Francisco



West Coast is a photo of two TCs overlooking the Pacific Ocean - my car on the left.

Happy Birthday Mr Kimber



Cecil Kimber



J2 talk - marvelling at the magic that Bob has performed on the car



Maureen receiving flowers from the club



The devil's in the detail; a Ki-Gass primer unit that Bob has made up for Norman's J2
Note: Ki-Gass, is "a system of starting petrol and diesel engines by injecting finely divided fuel in the form of a mist into the in-take pipe."



Neat reserve fuel tank arrangement; switching to a 2nd pipe that had greater reach in the fuel tank of the J2



George's modification; a water temperature gauge (right) for his TC, something the car never had at time of manufacture



A view of MGs parked in the garden at the Wilmot's home

Hosts (Maureen & Bob) bid farewell to the Schierings in their TC





Angela's Picnic



Keith Watson, Dolf Peche, Keith's friend & Randall Everson talk MG

A typical picnic scene



Good to see Thelma out enjoying the sunshine



Rod & Sharon take advantage of the superb ice-cream weather



Glen & Hentie in their own playground organising for their Namibian trip



John & Joanne taking it easy



Richard Grover's Y-Type being admired, you can use the bodywork as a mirror



Something different, a Fiat 500 LDV



Family tour of the field in a BMW Isetta



A good turnout of MGs

NMGormanTalks!

The STORY OF THE SEATS

In 1990 Pat and I went to the UK for her uncle and aunts 50th wedding anniversary. Phill Richer had offered us his MGB GT whilst we were there. While Darryl Cocup had insisted that whilst in London we stayed with them. After celebrations and after visiting Sterling and Suzie Moss to get photos of him and Fangie which Darryl had found at the lead I gave him, to be autographed, we set off to find a Mr Wakefield at Oyster Lane, Brooklands to get seats for the J2 that I would one day build. Hammy Hamilton's car a J4 which narrowly lost to Navolaris K3 in 1933 was in the workshop and Mr Wakefield, with two dry eyes, agreed to make me two identical seats for £8,00. I paid with joy and set off for Melbourne, Derbyshire again.

On arrival, there was a message to say the seats were ready and so I requested that they be sent to my sister in Scotland- £11,00. Sandra stored them in her garage and years and later when Sarah went to stay with her agreed to look after them in London- cartage back to London £14,00. Some years after that Sarah organized to get them to Darryl Cocup in Wandsworth who put them into his garage. And so almost £35,00 later they were still in a garage in Wandsworth. Then one day Pat asked if I could get her friend Marion who was flying to London to attend a heart congress upgraded to wider seats on SAA. My good friend Peet Viljoen (I handled the SAA account at that time) obliged and told me he had added 23 kg luggage allowance to the request.

Pat agreed to bring back the seats- I was elated. I phoned Darryl and gave him all the details of Pat's return home. She and Marion were at the counter at Heathrow checking in when Darryl rushed in and plonked two seats at her feet "gotta run" he said - "I am double parked" and vanished. Pat brought them home where they were stored first with me and then with Bib Wilmot, but this week after a long search for the correct colour of leather I collected them and they are beautiful, Thank you Pat! The SAA sticker on the base says it all: You made it happen.

Octagonally Norman



Post script - look at Stephen in the photo- he is dreaming about his J2 build

Jimmy Cox MG Guru & Hall of Fame Inductee



Jimmy Cox being given the honor of driving record-breaking car EX-181

Jimmy Cox is a former engine guru and works mechanic at the MG Development Department responsible for many of the company's racing and record-breaking successes. He was with the successful MG record breaking team at the Bonneville Salt Flats in 1959 and was also part of the MG team who went to Le Mans in 1955. Jimmy Cox will be inducted into the British Sports Car Hall of Fame on June 2, 2017. In 1945, at the young age of just 14, Jimmy Cox started work at MG's Abingdon factory as a mere messenger boy. That eventually led to work on the MG TC production line, but in 1949 Cox entered the military for his two-year duties. Upon returning to MG in 1951 he again was working on standard production cars but soon had the opportunity to take over responsibility for building racing engines at Abingdon. During the period prior to the 1955 Le Mans race, Jimmy and his colleagues were involved in the Monte Carlo entry of four Z Magnettes - known as the Four Musketeers. Once the Le Mans cars had been built and tested they were ready to go to Le Mans: We drove the four cars



Action-Packed BTCC Weekend at Donington

There were signs of improvements for the MG RCIB Insurance Racing team at Donington Park in the Dunlop MSA British Touring Car Championship (BTCC), yet several incidents cost the team the points they arguably deserved.

The best possible chance of decent points came in an action-packed, wet race three with Daniel Lloyd soaring through the pack, but pushing hard proved costly as he ran wide and into the gravel.

Rain had threatened to disrupt proceedings all day, but it didn't appear until the final race. With a red flag on the opening lap, where several cars were unable to maintain control in the treacherous conditions, there was then a delay to wait for conditions to improve. Following the anticipated restart, there was then a safety car period as more cars struggled for grip.

The MGs showed great pace when the race finally got under way, cutting through the field from 18th and 21st on the grid to reach the top ten at the midway point. Lloyd had overtaken teammate, Árón Taylor-Smith, and was pushing hard for a solid points finish. But still in difficult conditions, and chasing sixth place, the Yorkshireman ran wide, was unable to hold control and ended up in the gravel. As a wet track turned slippery, the challenge for Taylor-Smith was to bring the car home safely, which he did in tenth place.

The frustrations of race three was pretty much how the day started too. Following battling performances on their way to qualifying positions of P11 and P15, the first race ended in disaster.

Steady progress early on saw both drivers make inroads. With the race seeming to be going to plan, and the pair pushing for top ten finishes nearing the midway point, Lloyd was making real tracks - lap times were consistently falling as his car seemed to come alive before moving passed his teammate into tenth place.

However, the race turned sour on lap 13 as contact on Lloyd's car caused a further collision between the two MGs sending Lloyd out of the race and Taylor-Smith back to the pits. The Irishman managed to rejoin the action and crossed the line in 24th, while Lloyd ended up in the barriers and was classified in P25.

The team did superbly to get both cars onto the grid for race two. A decent start saw Taylor-Smith reach a high of 17th before losing pace on the soft tyre. Despite both drivers falling back during the middle section of the race, the pair managed to gain more places late on with Taylor-Smith coming home in 18th

The MaGic of MG...

Derek Langsford

My son Chris and his fiancé set a date for their wedding and I politely said I would arrange for cars for the wedding. I thought it would be a good idea to use MG's as it would force me into getting my car finished for the occasion. Problem is how do you get a bride and her father into an MGB GT.



I am not really one for asking for help but eventually plucked up the courage and asked Kevin Loader if he would do the honours in his MG Magnette. As always Kevin willingly said yes which was a relief.

Then came the bridesmaids. 4 of them. The idea came to me to have a convoy so planned on four B GT's for the bridesmaids and Ivy and I in mine. What a spectacle it would make. Unfortunately my health dictated otherwise and I was not able to get the car finished in time.

A generous offer came from Steven Grover who arranged for the white Magnette which now belongs to the Mosterts. Plans started to change, Steven also kindly offered the use of Richard's Y-Type. This helped considerably as then it was not necessary to have so many cars.

The great day arrived 4 March 2017 and all three stunning cars arrived to carry their precious cargo to St Michael's and All Angels Church in Weltevreden Park.



What a display of pride and joy, Dale and Chris and the three bright and shiny cars certainly drew a lot of attention. I take this opportunity to publicly thank Kevin, Steven, Richard and the Mosterts for making the day so memorable. It went off with only one hitch and that was between the Bride and Groom.

The reception was held at Riverstone Lodge, Muldersdrift. This is a true story, names and places remained the same except for the leading lady who's name changed.



TECHNICAL

Submitted by Randall

Provenance

When I bought my 58 A last year I was told by a well known classic car collector that the car had provenance because it had been owned by the seller for 40 odd years. Honestly that meant nothing to me, then this year I was fortunate enough to acquire another and again the word provenance came up so I had to Google this to find out what is this provenance all about.

One Google source Garagistry, describes it as, and I quote;

“Provenance is the documentation and description of how things (in our example, your classic vehicle) came to be and what experiences your classic has had. The history of ownership alone is just one piece of the total history of a vehicle. When fully explored, that same record of ownership could and should include the origin of a source (when, where, by whom / for whom it was made). Essentially, we are talking about the legacy of your classic.

Even if you only start with a history since you acquired the vehicle, think of the value your information will be to future owners! The more information you can obtain, the further back you may be able to establish your classic vehicle's provenance.

Documents that help create provenance are originals (or copies) of build sheets, factory documentation, original sales forms, window stickers, registration paperwork, old titles and any expert certifications. And don't forget the value of maintenance records and receipts for parts and service they all help build and document your vehicle's provenance.”

Apart from the history we also have other aspects that can add to the provenance such as a classic with a racing background, a prototype, the last in a production run or maybe it was owned by a famous individual.

So would provenance be enhanced if you restored your classic to its original condition as it left the factory or if you left it in the state that you acquired it with all its bumps, dings and dust after all that's history and then there is the question of colour particularly with the SA assembled cars and the lack of paint shop records, who knows?

My view is that its your car and you can do whatever you want with it, history, legacy or provenance would be a nice to have but driving and enjoying it is more important.

THOUGHTS FOR THE MONTH

JEREMY CLARKSON



Speed has never killed anyone. Suddenly becoming stationary, that's what gets you."

"No, no, no. There's no such thing as cheap and cheerful. It's cheap and nasty & expensive and cheerful."

"If you are clinically insane, by which I mean you wake up in the morning, and you think you are an onion, this is your car, (about the BMW X3)."

"Racing cars which have been converted for road use never really work. It's like making a hard core adult film, and then editing it so that it can be shown in British hotels. You'd just end up with a sort of half hour close up of some bloke's sweaty face."

"[A Bugatti Veyron is] quite the most stunning piece of automotive engineering ever created....At a stroke then, the Veyron has rendered everything I've ever said about any other car obsolete. It's rewritten the rule book, moved the goalposts and in the process, given Mother Nature a bloody nose."

"I took ten days off and by 11 o'clock on the first morning I had drunk fourteen cups of coffee, read all the newspapers and the Guardian and then... and then what?

By lunchtime I was so bored that I decided to hang a few pictures. So I found a hammer, and later a man came to replaster the bits of wall I had demolished. Then I tried to fix the electric gates, which work only when there's an omega in the month. So I went down the drive with a spanner, and later another man came to put them back together again.

I was just about to start on the Aga, which had broken down on Christmas Eve, as they do, when my wife took me on one side by my earlobe and explained that builders do not, on the whole, spend their spare time writing, so writers should not build on their days off. It's expensive and it can be dangerous, she said."

"Like every big organisation these days, the BBC is obsessed with the wellbeing of those who set foot on its premises. Studios must display warning notices if there is real glass on the set, and the other day I was presented with a booklet explaining how to use a door. I am not kidding."

"I therefore have to use The Force. And weirdly, this doesn't work very well. I don't understand why, because on the last census, I put my religion down as Jedi Knight..."

"Lego, however, is always opened and then left lying around so adults have something to tread on when they are prowling around around the house at two in the morning, in bare feet, looking for the source of a noise."

"The new MX-5 is like the new Ford Mondeo and the Subaru Legacy Outback. It is one of those cars that's absolutely brilliant ... and nobody buys it. You never see one on the road."

TRADING POST

Wanted: SU carburetor parts for a TC. Especially the solid brass piston and the air cleaner plenum. Contact Bruce 082 4578338

From The Frame Up, LLC

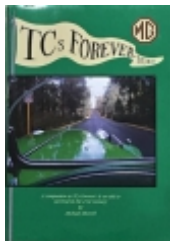
"Specializing in MG hard to find parts"



Order Now: TC's FOREVER MORE!

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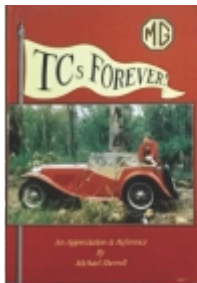
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Book Signing:

The release of "TC's FOREVER MORE!" will take place in Perth, Australia on May 7, 2017. All are welcome to attend this social event. Mike will be signing copies for those in attendance. Location:

The Jaguar Club Room, 396 Scarborough Beach Road (not too far west of Barbagallos) , Perth, Western Australia



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Good news- Clive is home recovering well from his burns



Judie Schweizer has positive news and will be commencing treatment



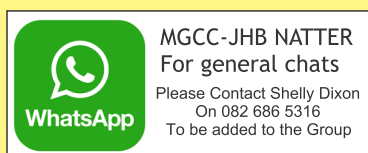
Joe DeCastro has had a number of eye ops and now on the road to recovery



Derek and Ivy Langford have just celebrated their 32nd wedding anniversary –Read about their sons MaGic Wedding in this mag.

Welcome to our MaGnificent New Members

2219 Howard Marks & Elaine Cusdin Midget Boksburg
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***All members:
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happenings in YOUR lives***

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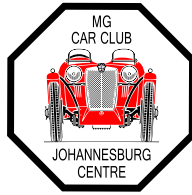


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Forthcoming Runs, Noggins and Events.

May Natter and Noggin

Old Ed's - 4 May 2017

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

May Run

Sunday, 12 to 14 May 2017

Away run to Fourisburg and Sandstone Estates. Leaving Johannesburg on Friday the 12th and returning Sunday the 14th Contact Shelly Dixon on shellydixon28@gmail.com or 082 686 5316

June Natter and Noggin

Old Ed's - 1 June 2017

TBA

June Run - Show Day

Sunday 25 June 2017

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

Entry Fee to be confirmed, but likely a R20 donation per car.

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