

Thumbs Up!!!



The Great Lady H
See article inside

1969



2018

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

May 2018

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Johannesburg Centre



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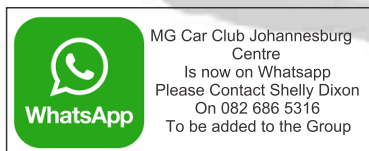
A Natter and Noggin is normally held on the first Thursday of each month at 8pm

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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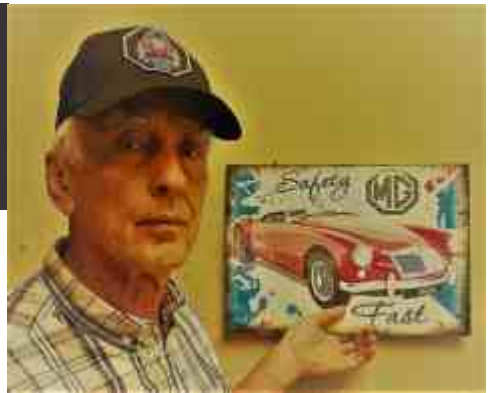


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From the Chair



Thumbs Up!!!



This month has been a little different with the run having taken place early in the month and not on the usual second Sunday. Angela's Picnic from SAMCA's point of view, was a resounding success but with fewer MGs than usual due to the event being held on Easter Sunday.

Our next Natter and Noggin is also a little different with it having to take place on the 1st Wednesday and not the 1st Thursday. This is because the members driving down to the Indaba will be leaving early on the Thursday morning. John Fry, who has come over from England and some of the French delegates, will be at the Noggin.

Wow - and John Meiring's talk on Lady Hamilton was great! No wonder Michael Sherrill called his two books "TCs FOR EVER"! Brian Wallace one of our very early and very active members, who now lives in Somerset West, managed to join us for the talk. Of course he too has a TC which he has owned for more than 40 years and in which he took part in the OOTTT - Ocean to Ocean T Type Tour driving across America. We published his account of the trip In Thumbs Up last year.

The Indaba is going to be a highlight of the year and I am sure all those attending will enjoy a bit of mountain air. Details of the two routes (fast -with tolls and the scenic route) have been circulated on WhatsApp and email)

Just following the Indaba we have a run to Suikerbosrand and then we have our combined Centres Show Day which we are hosting at Waterfall Park adjacent to the Mall of Africa on the 24th of June. The last one that we hosted there was an outstanding success and this year the Northern's Centre have said that will show the 40 beautifully prepared cars which were on display at the Brooklyn Mall and a few more. We have to have at least 80 cars on display (regardless of condition) to trump them. To do this with our dwindled membership, we have to encourage MG owners, members or not, to get their cars to Show Day.

Carol and I drove to Piston Ring on Sunday in the TC . It behaved badly and I have had to go back to basics to find out why. Basics - change plugs, check points, check spark at the plugs, check for leads that spark to earth, check float levels, lean up the mixture etc - I found I had no oil whatsoever in the dash pots. Now it is performing as a TC should! It was good to see many MGCC members at Piston Ring.

Going forward with Noggins, we have a very interesting talk laid on for the June Noggin. Frank Shie is going to tell us about his recent dig with the Wits doctoral students. Frank is a special friend of the MGCC although he is not a member. He has joined us on many runs and even the away run to Fouriesburg and Sandstone Estates last year. He has a collection of Porsches, but he does qualify as a petrol head!

Sadly many of our existing members have not paid their subs. We have had full page adverts advising that the subs are due. I have been told that we should send out invoices, but this is impractical, because of our dysfunctional postal system and the cost of postage. We use WhatsApp and SMS's to remind members. Just pay !- the subs have barely increased over the last many years and even now only the cost of a few beers.

Bruce 

Pics From The April Noggin



Long standing MG friends; Brian Wallace (ex Jhb now living in CT), Norman, John Meiring & John Mac



Part of the audience listening attentively to John's captivating MG story about "Lady Hamilton"



Congratulations Jeanne on receiving the Victrix Ludorum for 2017



Jeanne receiving Anneke's award (Dorothy Evans Lady Driver's Trophy) on her behalf



On your marks... John getting ready for his talk about "Lady Hamilton", the TC he loves

Pics by Kevin

LED LIGHTS ON VINTAGE AND CLASSIC VEHICLES

Part 1



1932 Austin Seven RN Box Saloon

The Charge of the Night Brigade!

Who would have expected that fitting LED bulbs to my 1932 Austin Seven to improve night driving safety would produce the undesirable by-product of nearly gassing the occupants of the car? Certainly not me.

I was prompted into converting to LEDs after a touring holiday in Spain. The car ferry disgorged us at Portsmouth late one dark and very wet evening and it rained stair rods for the whole 25 mile journey home. After a few miles the headlamps grew dim and the single wiper stopped altogether as the dynamo struggled to keep the 6 volt battery topped up. With a little thought I could have foreseen that.

The dynamo on these 1930s Austin Sevens is of the 3rd brush variety with a summer/winter charge switch. The position of the 3rd brush on the commutator alters the field current, and hence the output, which should be set to give a maximum of 8 amps in the summer position. This is the most the dynamo can stand without cooking itself. With the switch in the winter setting, the charge is halved to about 4 amps. The sophistication in this set up begins and ends with an electro-mechanical cut out to prevent the battery flattening itself trying to motor the dynamo when it is at rest. This arrangement is typical of most early cars up to about 1935.

The little thought that I mentioned above relates to the amount of power required to run a pair of 36 watt headlamps, two 5 watt side lamps, two 5 watt tail lamps plus the wiper motor. There is a simple formula that every schoolboy knows that says $W = V \times A$. Thus, if one adds up the power required to drive the lights alone, it totals 92 watts. Applying this to our formula we get $92W = 6V \times A$, and so by dividing 92 by 6 we discover that 15 amps are required to keep the lights alive, whereas the weedy little dynamo can only punch out 8 amps at best.

So it should not have come as a surprise that we ended up inching our way home behind what seemed like a couple of candle lamps. What is somewhat of a surprise is that we managed to get home at all.

Undaunted, I started to research solutions to this problem. The Austin Seven world is a full of clever bods who have been tinkering and modifying their little cars since time immemorial, or at least since they were invented in 1922. Some people have gone down the route of changing to 12 volts. Others have adopted a novel new alternator with built in regulation that looks just like the original dynamo right down to the distributor mounted on the end.

My solution, to fit LED bulbs all round, would slash the current consumption to a negligible dribble whilst increasing the light output beyond all measure. Simples? Well. . . maybe!

The Facts and the Law

LED (light emitting diode) bulbs for cars have been around for a while now, but only comparatively recently have they found their way into older vehicles. The reasons are obvious - far brighter lights for far less current consumption make them ideal for vehicles with charging systems and lamps designed for a by-gone age. The actual wattage (current consumption) of LEDs is far lower than tungsten bulbs. LED car bulbs for older cars don't seem to be wattage-rated; rather they are sold by application. However, consider that you would buy a 5 watt LED bulb to replace a 40 watt tungsten bulb for your home and you get the idea.

Unfortunately the law has not caught up with this and, technically at least, owners could fall foul of it. This is because the actual letter of the law states minimum wattages for each type of light in order that they should be adequately bright. This was clearly a good idea in the time of tungsten bulbs, but today the wording prevents the legal fitting of LEDs in certain lamps whilst allowing them in others.

We are all aware that the law can sometimes be an ass, and in this case it would seem to have taken a particularly equine and disjointed approach.

The Current Regulations (sorry for the pun!)

*Side Lamps	<i>First registered before 1.1.72 : LEDs in original lamps OK</i>
*Tail Lamps	<i>First registered before 1.1.74 : LEDs in original lamps OK</i>
*Number Plate Lamps	<i>First registered before 1.4.86 :LEDs in original lamps OK</i>
*Stop Lamps	<i>First registered before 1.1.71 ; LEDs in original lamps OK but non-compliant if first registered after this date, so begs the question why modern cars comply.</i>
Flashing Direction Indicators	<i>LEDs in original lamps non-compliant, no date specified, so begs the question why modern cars comply.</i>
*Headlamps	<i>LEDs in original lamps non-compliant unless of legal wattage and do not cause dazzle</i>

The Road Vehicle Lighting Regulations also allow the use of optional lamps in addition to the obligatory lamps marked * in the table. Oddly, there are no wattage requirements for optional lamps, so there is nothing to prevent LEDs being used in them. Therefore, if I understand it correctly, you can stay legal by keeping the correct tungsten bulbs in your original lamps and fit additional LED lamps as well.

Watts vs Lumens

If the law were changed so that LED bulbs are rated in light output (lumens) rather than power requirement (watts), the problem would largely be solved.

Beware of Dazzle

However, we must not overlook the important issue of dazzle which can arise when LEDs are fitted to some older headlamps, but not all. The optical design of a headlamp reflector and lens requires the light source (bulb) to be in certain position and orientation. In some cases LEDs are sufficiently different from tungsten bulbs not to focus correctly and, even though they throw out a great deal of light, they might also cause dazzle. Think of those pesky cyclists who dazzle all and sundry. No old car driver wishes to be like that.

Shining the headlamps against a wall and then down a (quiet) road with a helper standing in front can show if there is a problem - as will other drivers, who are never backwards in coming forwards with their own headlamp flashers! If necessary, repositioning the LED within the lamp, moving the bulb holder to correct the focus and so on, may cure the problem. But this might not be straightforward and may only be a job for the most hands-on fettlers amongst you.

Of course, dazzle is not confined to the wrong bulbs in old cars. How often have you come across an approaching vehicle with one headlamp dazzling you, due to the owner not understanding the correct way to fit a new bulb to replace one that has blown? Incidentally, LEDs have a far greater life expectancy than traditional bulbs and theoretically will pay back, to some extent, the significant cost of buying them.

Safety gains

There is such a significant improvement in light output when LEDs are installed which is clearly a huge safety feature when compared with the originals. Therefore it is hard to imagine anyone being prosecuted unless you are dazzling other road users. This, of course, is my own view and none of this is to be taken as authoritative.

Tell them in Westminster

That excellent organisation, the Federation of British Historic Vehicle Clubs (FBHVC), is pursuing this matter with the relevant authorities. But in the meantime, letters to the Secretary of State for Transport, Chris Grayling, and your MP can't do any harm.

In the next Issue

So, how did I come to expose the unfortunate occupant of my Austin Seven to the risk of being gassed?

What did I do about it?

And how I fitted LEDs in a sympathetic and effective way to my Austin Seven.

All will be revealed in the next issue.



Scenes from the 2018 Angela's Picnic



Lady H - Anecdotes

For those who were unable to attend the MGCC Jo'burg Centre April Noggin, Bruce Dixon asked me to give a brief talk on the history of our MG TC, named Lady Hamilton, after Lord Nelson's mistress -- mainly because I consider them both to be tarts!

To recap: Our TC has been in my name for over 50 years -- we were separated (not divorced) for approx. 20 of those years. However she was only unfaithful for less than 50 km. After I sold her, she was driven to a workshop & stripped (as only a tart would've!) for a full, no expenses spared rebuild. Unfortunately the purchaser (Basil Ambler-Smith) died soon after, before the assembly began. She was then stored in cases for the rest of our time apart, until we stumbled upon her in Knysna, approx. 20 years later!



I had bought her in 1966 (R250,-), Anita & I were married in her in 1977, Lady H left us in 1983 (R6000,-) & returned in crates in 2004 (R44000,- now that is inflation!) and was again ready, willing and able to drive us to our 30th Wedding Anniversary in 2007.

Anecdote # 1:

Lady H in Prison

Both Lord Nelson's Lady Hamilton and our Lady Hamilton were incarcerated in prison in their day!

Poor Nelson's Lady H was badly treated by the 'Establishment' after his death in the Battle of Trafalgar! She was ostracized and no longer invited to the society events to which she was so accustomed, while her substantial allowances were drastically reduced and almost dried up - she could no longer pay her bills, was sequestered and jailed. Eventually she was released on the pretext that she would earn money to pay her debts. Instead she ran away to France, taking her daughter (Nelson's) with her. She died in 1805 in France, as a pauper !

Our Lady H was impounded (jailed) by the SAP. To the best of our knowledge & recollection of the story told us by Bill Cunningham, her incarceration took place after the company with whom Basil Ambler-Smith had entrusted her, in pieces (chassis & crates) for restoration, failed to pay their bills, including the rent. Only after much negotiation was Bill (acting on behalf of the Ambler-Smith family trust) able to 'manage' her release into the custody of the deceased estate.

From there she changed hands a few times until Anta & I found her still in crates with Ricky Cooper in Knysna. We certainly have no intention of allowing her to live out her life a pauper.



Anecdote # 2

Lady H Accidents:

Both Nelson's Lady Hamilton & our Lady Hamilton had their respective accidents in their day!

Nelson's Lady H had an 'accident' by falling pregnant - twice!! She gave birth to two of Nelson's illegitimate children, one of whom died & the other, Horatia, sadly lived a difficult life.

Our Lady H, similarly had two accidents: One, into the back of another TC in East London, when a friend (Sam Weber), in his TC and Lady H toured RSA in 1968 was ferrying two bikini clad 'chicks' from Main Beach to Nahoon Beach. Both girls were with me in Lady H, while our luggage & spares were in the other Sam's TC. His TC stopped unexpectedly at a traffic light and Lady H, whose mind was elsewhere, collided into it! The 2nd, was when a group of MGCC members did a trip to Magoebaskloof and the Wood bush drive in 1972 -- playing with the boys in the mud, Lady H slid into a mud bank, ripped the driver's door off and dislodged the axle, or more accurately sheered the front axle bolts securing it to the leaf springs - bet you didn't you know that the XPAG 'Connecting Rod' bolts that fortuitously Phil Howie had in his tool box, fit perfectly as replacements?

Lady H is now enjoying her 'mature' years and has recently transported Anita and me, to our 40th Wedding Anniversary.

Sam's TC which our Lady Hamilton collided with, was sold to the late Fred Kolbe and is now owned by John Fry. You will have read that John is going to attend our next Noggin and the KZN Indaba

John Meiring

TCs RUN IN THE FAMILY

Summited by Claudette Dutilleux

The MG TC is not just a car for my family, it is a legacy - a legacy which my father, Len Dutilleux, and I were recently reunited with. The Dutilleux family name is one that I hold pride in, especially with members contributing largely to the resistance and opposition of Nazi occupation in Luxembourg during the Second World War and many other noble achievements; however the aspect of motorcars holds a special place in my heart.

My Grandfather, Len Dutilleux (senior), was the proud owner of an MG TC 1947, and raced around Europe in this car, often with his co-driver Mimi Dutilleux (his beautiful wife). He attended many races around Europe including the Liège - Rome - Liège, Rallye Benefralux, and Rallye des Vosges. What is amazing to me is the pure dedication that he had for this sport, carefully planning each leg of the race and expected performance of his MG TC, and documenting each leg with meticulous precision (seeing that back then there was no such thing as a GPS, and all information and maps for the specific race required to be studied).

Races

One race stood out in particular and that was the Liège - Rome - Liège race of August 1950. This mammoth race spanned over 4730 km and 4 countries, being Belgium, Luxembourg, France, and Italy. My Grandfather attended and completed this race with his co-driver at the time Mr Radrizzi.

1) Rome-Liege-Rome (1950):

This grueling rally with starting point in Francorchamps (Belgium) encompassed 47 stages from Belgium through Luxembourg, through France and Italy and then back to Belgium. My Grandfather had to race through the Alps, where the drivers had to be highly skilled due to the snow and icy conditions and hair-pin bends to which they encountered.

Other main races in which my Grandfather was a keen participant were the Rallye Benefralux and Circuit des Vosges.

2) Rallye Benefralux (1950):

This rally was conducted through various stages in the countries of Belgium, Netherlands, France, and Luxembourg.

Results: Winner in Class 1101cc to 1500cc: **Len Dutilleux** driving his **MG TC**

3) Grand Circuit des Vosges (1950)

Results: Winner in Class 1101cc to 2000cc: **Len Dutilleux** driving his **MG TC**

My Grandfather's MG TC performed spectacularly, placing him first in his class over different legs of the various races.

MG TC Description

Engine: XPAG 3933

Chassis: TC 3273

Colour: Black

Delivery taken: 6 September 1947

Owner: The Late Len Dutilleux senior (Father to club member Len Dutilleux and Grandfather to club member Claudette Dutilleux)

Modifications for Racing

The technical manual “Special Tuning for MG Midget Engine Type XPAG (as fitted to series TB and TC cars) June 1949 issued by Nuffield Exports Limited” was used as the guideline in fitting a Shorrock Supercharger to my grandfather's MG TC. I am unsure whether the full Stage 5 tuning was implemented but with full house modification (stage 5) the car would have been capable of 97.5 B.H.P at 6000 R.P.M.

Further Family History

During the 1920s, Auguste Dutilleux, the father of the late Len Dutilleux (senior) owned a successful General Motors franchise in Luxembourg and serviced the makes, Cadillac, La Salles and Buicks. His franchise was well acclaimed and he also sold 2 Cadillacs and 2 Buicks to the Royal Family in Luxembourg

Auguste Dutilleux was also an acclaimed motor racing enthusiast and focused mainly on driving the 3 and 5 litre Buicks, where as early as 1925 he won the Coupe Norbert le Gallais in the Course du Grunewald in Luxembourg. Our records also indicate that in 1936 he won a golden medallion and the prestigious silver cup for his winning at the Grand Circuit du Grand Duche de Luxembourg

In 1947 the company ordered 2 MG TCs from a supplier in Belgium, the one TC being intended for his son, the late Len Dutilleux (senior).

Both my grandparents enjoyed their MG TC and their love for the car took them around Europe, braving icy European winters without fault. In late 1950s the Dutilleux family came to South Africa for a sunny future and unfortunately did not take their beloved MG TC with them.

The fond memories of my grandparents' MG TC remains and has lived through my father, and ultimately came to life when he purchased an MG TC 1947 in 2017. To my father's amazement the engine number is 500 numbers off from my grandparents' MG TC and which now we both enjoy thoroughly. I am positive the Dutilleux connection and love for the MG TC will live on, and my grandparents' legacy will continue.

-Written by Claudette Dutilleux

With information provided by Len Dutilleux



(Len Dutilleux and Mimi Dutilleux, his beautiful wife, in their MG TC 1947)



(Len Dutilleux and Mimi Dutilleux (his co-driver), in their MG TC 1947, holding a trophy from the Rallye Benefralux, coming first in their class)

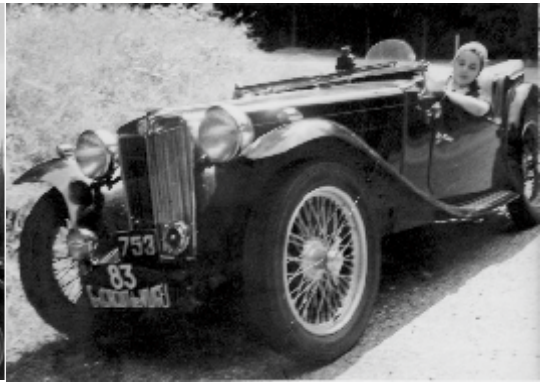


(Len Dutilleux and Mr Radrizzi)



(Liège - Rome - Liège Race book) [left]

(Len Dutilleux and Mr Radrizzi entry validation for Liège - Rome - Liège) [right]



(The beautiful Mimi Dutilleux, my grandmother, during my grandparents' travels in Belgium)

(Mimi Dutilleux in their MG TC 1947)



(My Father at 18 months [front] and my Aunt, Liane Smith [back])



(Len Dutilleux (junior) and Claudette Dutilleux)

*Did you read the article published recently regarding
engine numbers
and changes to casting of engine blocks and cylinder heads?*

That raises many questions?

After reading the article referring to the XPAG and EXPEG casting numbers of the cylinder blocks, and the cylinder heads, where different casting numbers were used each time a change had taken place over the years. These changes were not made for the different Models of cars, but took place during the time that model was on the production line. This means that as I have a 1950 Y-Type, several changes could have taken place during its range from 1947 to 1952.

It is good to understand that new castings were made to keep up with new developments over the years. But when I buy parts to overhaul my motor, how do I know which parts to purchase?

This now has just come to mind:- Around 20 years ago a person asked the Johannesburg MG Club for advice. He had just inherited his father's TY from Zimbabwe, and he needed somebody to give him some advice as it was not running well, and overheating. Martie and I, then arranged to go down for the weekend to offer him help. The YT seemed to have been well kept, but had not been used for some time. The brakes and other parts needed attention, but we concentrated on the cause of the overheating. A couple of Ks. around the blocks, and the motor was cooking. Timing seemed to be OK;, brakes were not binding; compression fairly good. So let's remove the cylinder head and check the water flow, thinking there may be corrosion in the water chambers. Once the head had been removed the cause was obvious. The holes in the gasket did not correspond. So off our new friend went to the local spares shop with the head and the gasket. Fortunately they had a matching gasket and we were able to assemble it all again. The next morning we were then able to start it again and drive it around the area. -- no overheating.

This fellow then had two small daughters, and he was not able to spend money on this YT at that time, But for the last 20 or so years it was always polished and kept in a lock up garage at all times. He was able to start it every few months, and give it a short run, then more recently it refused to start at all. Now his daughters have finished their schooling and he is now able to have the YT fully serviced.

As it happened, I had just been put on retirement, that I got a call from our friend asking who could give his YT a good once over as he could now afford to get it done. He is now wanting to be able to use the car, and take it out on runs, and get some fun out of it.

So, I have rewired it, and changed most of the Perished Rubber Parts. The Suspension and Shock Absorbers have also been serviced. The Motor is ticking away very nicely without much attention. The Carbs were absolutely gummed up, but new Gaskets and seals have solved that.

BUT -- All this has come about by a Gasket not fitting the Cylinder Head correctly, and me hearing about it via the Johannesburg MG Car Club more than 20 years ago.

TOM KIRKLAND

NMGmanTalks!

Angela's picnic, on a damp day, was poorly supported by the MG fraternity. Kevin Loader maintains that was because MG owners are more religious than other car owner- it was Easter Sunday! All I know is that Angela Heinz would have been smiling because for the first time EVER there were more Morgans than MGs!!

A huge number of other clubs came along. So many in fact that SAMCA collected over R40 000.00 rand, after costs paid to the municipality, toilet hire etc. were paid, it enabled Craig Anderson and I to trot along to hand over the sum of twenty seven thousand five hundred rands to the Director of Wits Hospice AND to get her to agree to not only come to the next SAMCA meeting to say a thank you but also to agree to man the gate next year. The highlight of the day for me this year was having Anita and John Meiring arrive in Lady Hamilton. - MaGic Thank you Anita!!

Everyone, including the Morgan Club enjoyed a slice of Cecil Kimber's birthday cake.

The day after Angela's picnic I had been asked by Stewie Batterson's widow Anna to provide the 54 TF as bridal transport for their nephew Roger's wedding, and as it had not yet rained, I took the car over that evening and put it under cover in readiness for the following morning. At 09h30 I took his bride to be off to the Bryanston Country Club and the Lord be Praised! it stayed dry. It was quite emotional as it was Stewie, who with Peter Longhurst and Keith Burton, who helped me to form an officially recognized centre of the MG Car Club in Johannesburg- this was mentioned in Roger's wedding speech.



At the Natter and Noggin John Meiring gave an excellent account of the trials and tribulations encountered with his TC supported by some historical pictures- Lady H - over the many years of their association. It was great to see Brian Wallace up from Cape Town at the Noggin. -memories are made of this.

In June next year this Centre will be fifty years old and Bruce has asked me to 'organize a celebration and away run. In October 1969 the first MG Car Club run, only weeks after Pat and I were married, to was Hazyview, Blyde River Canyon and Mt Anderson. This is virtually what the Northern's Centre is doing this year for their 40th, so we will have some brain storming before I throw myself into the task.

'Midgy' was back having its engine attended to after our wedding, so Pat and I travelled with the Battersons in their ID19 Citroen, Peter and Lorraine Longhurst were in their Mk 2 MGA, Graham and Lois Theobraed in their little TC, Joe Carpenter and Peter's sister in Joe's immaculate MGA and Tony and Annie Forbes in his Bill Nicolson 'B' engine TF; MindblowinG. It thrashed a 356 on the way home! Although it was on the map, the Blyde River resort, had not been built. The walls were only a metre high, so we made a huge bonfire to braai. While we were sitting in a circle chatting there was an ominous snarl in the bushes, Stewie shone his torch- eyes were glittering and it was a lynx. Ohoo! said Tony- "I would love that as a pet"- "not possible" replied Graham. 'You can't train them, they bite' "I am a dentist" replied Tony. The laughter scared the lynx away. This time we will have accommodation everywhere- Let me know if you are keen to come on the 50th celebration run.

Octagonally Norman



Rotary
Club of Brits-Hartbeespoort



ROTARY HARTBESPOORT CLASSIC CAR MEANDER

When: 22nd July 2018 (Sunday)

Start: French Toast on R511 in Hartbeespoort (just before the Sediba Plaza)

Time: Coffee and light breakfast from 07h00

Start: First cars away at 08h00 (field limited to 200 cars)

Length of route approx. 45km with various stops with challenges for each team. Mystery prizes to be won along the way.

Finish: Hartbeespoort Holiday Resort (on the R513 between Damdoryn and the Brits Road R511)

Cars will be on display to the public until 13h00.

13h00: Prize giving and handing out of metal car badges to all participating entrants.

Lunch will be on sale at various stalls selling food and cold drinks which will be manned by member of the Kuierkerk or you can make use of the restaurant on site. A beer tent will be run by Hartbeespoort Holiday Resort.

The Hartbeespoort Holiday Resort (owned by ex-motor cycle racer Simon Fourier) has been opened up to us free of charge and there will be no entry fee for any visitors on that day. He has plenty of bungalows, chalets, tented camps and caravan area for those wanting to stay over for the weekend.

How do you enter: We will be opening up an on line website which will go live on the 27th March 2018 to enable you to book on line to enter. The web page will be www.hbpclassiccar.co.za. Cost to enter on line is R200 per vehicle. ALL PROCEEDS FROM THE ENTRANCE FEE FOR THIS EVENT WILL BE DONATED TO CHOC CHILDHOOD CANCER FOUNDATION.

All accommodation still to be booked directly with Donne Gunn at info@tourismfriendly.co.za.

For those arriving for the weekend, "French Toast" will be showing the "GOODWOOD FESTIVAL OF SPEED" on the big screen on Saturday evening, the 21st July. We will meet from 16h30 and the movie will start at 18h00. Entrance fee of R100 will include Hamburgers and beer /cold drinks plus the movie. If there is sufficient interest French Toast are prepared to open their restaurant for those wishing to have a sit down meal, however, we need to have an idea of numbers before the time.



William Kelly wins amazing award

You go William....



William Kelly at the moment of being told that his Rywadi fish farming business has won the prestige 702 Nedbank Business Accelerator award.

The award includes a business class 3 day trip to New Orleans to the Growco Business Conference and a \$1000,00.

Receiving this award will open doors and opportunities. What a wonderful achievement! CONGRATULATIONS WILLIAM! WELL DONE!

Please keep Hilda Parker in your thoughts and prayers, she is in ICU with a cardiac problem”



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



MGCC-JHB NATTER
For general chats
Please Contact Shelly Dixon
On 082 686 5316
To be added to the Group



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

RED CAR CARNIVAL

Parkhurst was a mass of red



MG supporters; Hentie, Bruce, Carol & Jeanne



A red Ford, with folk queuing up for rides on the London



Motor sport just ain't like it was in the days when men were men.

Howezat

In these days of rollcages, seat belts and full-face helmets, you've probably heard about the T-shirt someone wore at a historic race meeting displaying the words: 'I remember when motor racing was dangerous and sex was safe.'

Earl Howe was an aristocratic hero of pre-war motor racing, when men were men. At the first Silverstone race meeting just after the war his Lordship was Clerk of the Course. The story goes that someone said it would be wise to have a drivers' briefing before racing began. So Howe gathered all the drivers around him, cleared his throat, and intoned:

'Gentlemen, motor racing is dangerous. Let's all try to keep it that way.'



Grand Old Racing Man: Earl Howe, with customary cap



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MG Advertising

Another advert from MG's past. Does it still grab the reader? Would it make you go out and buy one today? "Probably not", I think I hear you say. Even a Sports Sedan for a mere \$2000.00 odd with a soldier and bearskin hat thrown in for good measure? Either way the adverts are all part of the history.

[illegible]

Send any ads of interest in your possession, especially if they are specific to South Africa, to me Jonathan Burke at jonathanb182@gmail.com and we will put them into the Thumbs Up.

TRADING POST



Cars for sale



1953 MGTF for sale. Fully restored- Licenced and registered. Asking around 500K negotiable.
Call Rajesh on 0813540612.



1982 MGB Roadster for sale. Unrestored original car. Black in colour . Engine previously Overhauled. Licenced and registered. Asking R130 000-00.
Call Rajesh on 081 354 0612

Parts Wanted

Original Generator for 1948 YT - With fitting for Reduction Gear for Rev Counter.
Can swop for Good Condition Generator without the Reduction Gear fitting.
1 only Trafficator Unit, in reasonable working Condition, as found on the Y-Type.
Contact Tom Kirkland 082 445 6770 or kirk1@lantic.net

MGB GT

1971/2. Teal blue. Tan interior. Webasto roof

MG TC

1945 (15th off line after the war) Chassis number 0265. Green Body and interior.
Please call to make a time to come and see. Open to all offers.

Tel: John Leishman 076 377 6366

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



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

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

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



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

Forthcoming Runs, Noggins and Events.

May Noggin - 2 May - Held at The Factory in Norwood - 18h00

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 and John Fry who is attending the Indaba

May 3 to 6 - KZN Indaba

All the details have been shared with the members attending.

May Run - 13 May.

Tom Kirkland has researched and organized a run to Suikerbos Nature Reserve Run. This will include Cultural visit through Heidelberg, viewing the Town Hall and several Churches, and a visit to the Local Roadhouse. We will set up something of interest, and should have a good turnout. Details below

Just to meet every body's needs, there will be a shorter Route, and a Longer Route, as some members are asking for longer runs!

Short Route: Meet at Old Ed's, depart at 9.00am. Head towards the Blockhouse Garage on the R51 "BUT", before Blockhouse turn left onto the R550 to Heidelberg/Nigel traveling Eastwards, eventually you will see a Large Suikerbosrand sign on right, at Entrance Gate, pay and proceed to Picnic Parking area. Look for suitable Shady Picnic Spot.

Longer Route: Find your way through Alberton, and proceed past Race Course, then follow left fork to Brakpan. Stop outside of Carnival City, Hyla and I, will meet you there, and depart together at 9.00am. Then proceed towards Heidelberg. At R550 4-way stop turn right, cross over N3 highway after some distance look for large Suikerbosrand Sign on your left, proceed to entrance Gate. Pay and enter the Picnic Parking. Look for suitable Picnic Spot in the shade of the Fynboss.

Bring your picnic basket, visit the Museum, short hiking trails

On your way Home take one of the tourist drives through the Reserve 15 or 60km, all on tar.

Entrance; R30.00pp Pensioners R20.00pp Motor Vehicle R20.00

June 7

Palaeontology Talk by Frank Shie- Geologist and Palaeontologist

June 24

Show Day at The Mall of Africa



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