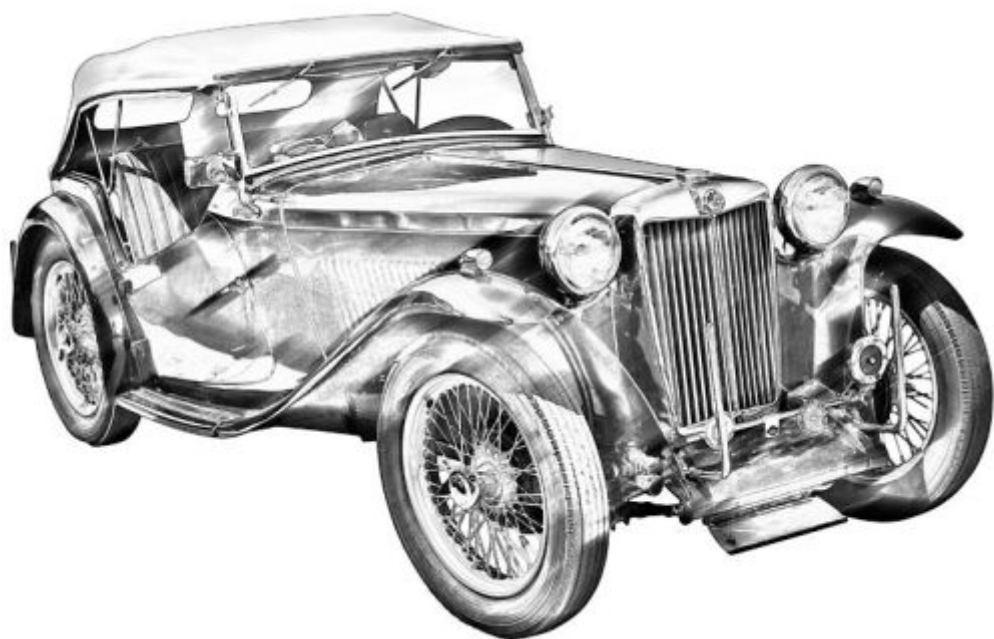


Thumbs Up!!!



1969



2015

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

November 2015



MG CAR CLUB

Johannesburg Centre

PO BOX 52336 SAXONWOLD 2132 JOHANNESBURG

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All Payments can be made directly into the MGCC Banking Account
Standard Bank, Rosebank branch 00-43-05; Account Name & # "MG Car Club" 00 203 458 1
Remember to **reference** your deposit with your **name** & preferably state your Membership Number

A Natter & 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 "Thumbs 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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Thumbs Up!!!



EDITORIAL

Yet another month has passed, and we are fast approaching the Festive Season. The Johannesburg MG Car Club's Christmas Lunch is taking place on Sunday 8 November. I hope you have booked well in advance. Shelly, has arranged for this to be a "Real Special Lunch" and our committee has come up with an excellent sponsorship for MG Members at only R130.00 per person. Visitors are welcome at R180.00 p.p. Hope to see you there!!!

Several exciting events have taken place recently, namely The YP Racing Season has drawn to a close. A report will appear in this edition. Then the Annual Charity Go Karting Challenge, has also taken place. The Piston Ring Swop Meet is also something of the past, where over R4000.00 was added to the YP Funds.

FOR THE DECEMBER NOGGIN -- We are attempting to make this a very 'Special Occasion', with each of the Committee Members being given an opportunity to express their particular views regarding their MG Experiences during their Membership years. Possibly other members would like to add their experiences as well.

OK! Now why is the October Magazine very late in appearing on the MGCC Website? After many difficulties during the previous month, I really made an effort to overcome all the obstacles, and finally had the whole Magazine at the printers, the Monday before the Noggin. Denise really pulled out all the stops on her side. She had the printed copies ready in time for the Noggin. However, just to make matters interesting, as I was not able to attend the Noggin, I actually received my printed copy via "Snail Mail" in my post box only 4 days later. (Monday afternoon). Our IT Man, who puts it on the Website, was out of town for several weeks, then some further complications cropped up, and he was unable to get it on. William then has promised he would try. So hopefully that problem will be sorted soon.

How lucky can one of our members be? Pat Ewing, has given Norman a wonderful surprise, they are soon to be going to visit Australia on the "Queen Elizabeth".

Yes, as some members will know that I have officially "Retired" as from the end of August. Yes I had visions of sitting at home in a 'deck chair', watching the birds, and 'twiddling my thumbs'. That was only a pipe dream! I have now got a little TC in my garage for a full service, and more. I am now waiting for parts from overseas to arrive. Then a close friend has asked that I re-build his MGA. All parts were purchased over 11 years ago. The chassis is ready and painted, as is the body, primed, ready for its final coats. He says he is far too busy to carry on. So I am going to be busy with that as well. What a pleasure to do all this during my free time!

Octagonally,
Tom

MG WEBSITES

Our Website: www.mgcc.co.za

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

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CHAIRMAN'S

November 2015



The perfect storm.

So the website has been giving us grey hairs. Yes I realise some of us have more of them than others, but Alex is learning how to develop a few of his own. In essence from what I have been able to glean is that our hosts decided to lock us out of the account because we were based in South Africa?

Of course at the time Alex was not in the country. Hence uploading the magazine became something of a nightmare and by the time Alex was back it was even worse. So we were horrifically late and eventually I stuck it up on Happy Koi out of sheer desperation. Apologies for that - it was not a problem of our own making.

However it still needs to be solved. This can go one of two ways - either easily, or hardly. I am suspicious of it being easy. But we will get it done - and hopefully by the time you read this it will be.

Up and coming FAST is our year end Christmas lunch at Randpark! Do not forget - R130 for members and R180 for non members. It's going to be a lekker old nosh up and chat so do your thing and EFT into the bank account with your NAME as the reference please.

Can you believe it's December already (or it will be) and then the year is out? It's unbelievable! If one looks back on 2015 though we have had many MaGical times and highlights and it's been a hectic year. For yours truly life has been flat out at 100 miles an hour and without your committee that lives and breathes life into this Club I would have been lost.

Same goes to you - we're all part of the family in one way or another. It's great to see familiar faces and new faces and occasional faces and have chats with all of you! None more so than at all the National Events - because we have so much more time at them. And so the Indaba next year looms - if you have not registered and paid for it - I urge, encourage and cajole you to do so because it is always the best opportunity to do the MG catch up with old friends and to meet new friends. What can I say? I love it!

William



THE NORTHERNS CENTRE ANNUAL JACARANDA RUN

Rose Street, Pretoria, with a canopy of Jacarandas

Article by Jenny Loader, pics by Kevin

Sunday 25th October 2015, temperatures in the low 30c degrees, no rain forecast and the Jacaranda Run. Kevin and I were extremely thankful we were in an air-conditioned car with the windows down for extra ventilation as it was very hot outside.

A very colourful sight greeted us when we arrived at the Union Buildings. A row of bright MGs and a few interlopers such as Morris Minors and Triumphs were parked along the front, under flag poles flying the South African and Mozambique flags; a very different sight from the student rioting just days before. Left overs of the incidents were a police van and a large trailer with rolls and rolls of barbed wire (see photos). The tourists on buses at the buildings seemed undeterred by the scene and were happily taking photos of each other and the view of Pretoria from the grounds.

Back to the MGs and the Joburg contingent of the Kellys, de Castros, Schweizers, Eversons, Westwoods and Greigs signed the register; if there were any other Joburg club participants there, sorry but we didn't see you at the start or on the route, but hope that you enjoyed the outing all the same.

Our understanding of the route schedule, ably put together by the Northern Club, was not very good and we missed / bypassed a few chunks of inner Pretoria, but did find our way to Waterkloof where we caught up to Bill and Daphne in their TD and so joined forces for the rest of the route. Rolf and Judie went past us going up to Fort Klapperkop, where we spotted zebra in the reserve and also PJ and Suzette with members of the Merc Club taking in the views, but not one MG, it was almost like everyone had vanished.

The Jacarandas were in beautiful bloom as usual, but the white ones were disappointing and perhaps the lack of rain has had an effect on the number of blossoms on the trees? The architecture of the homes we passed and the neatness of the suburbs made up for what we may have missed out on.

We didn't get to the club house at the end either! We stopped to ask directions from Constable Nkuna, but to no avail; we are yet to find 'Jan Shoba' road, its whereabouts remain a mystery to us. Next time the Garmin will be packed.

Thanks Northerns for all the hard work in putting the route together.



A patriotic owner of a Morris Minor (with SA flag flying) was at the head of the "MG" organised convoy

A welcome site - plenty of colour from the MGs & flags flying at the Union Buildings



Good to see Bill & Daphne Grieg out in their TD; hope they had plenty of sun-cream on



Aftermath of the student riots at the Union Buildings; rolls of barbed wire & a few Casper police vehicles



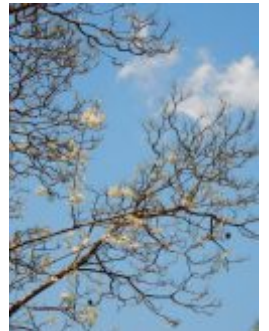
Symbolic picture for SA - trust that there is light at the end of this barbed wire tunnel



Zebras in the nature reserve near Fort Klapperkop



PJ and Suzette in Merc attire, heading off for lunch at the Voortrekker Monument



A white Jacaranda tree with only a few flowers in bloom - assistance needed from the clouds in the background

WE TOOK OUR OWN JACARANDA RUN

This was a truly historic occasion, not only going on the run, with two Bs but getting Noelene out on a run for the very first time together with daughter and friend. Long may this continue!

Not being able to join you I did my own Jacaranda run in Houghton- see attached. It has to be done in an open car to pick up the fragrance of the crushed flowers on the road.

Bruce



CAR FUNNIES

You never really learn to swear until you learn to drive.

A man was caught for speeding and went before the judge. The judge said, "What will you take: 30 days or £30?" The man thought for a moment and replied, "I think I'll take the money."

A young lady was driving through a built-up area at about 70 mph when she noticed a motorcycle policeman on her tail. She increased her speed to 80 mph but the cop hung grimly on her tail. She put her foot down and pushed the car up to 90, drawing rapidly away from her pursuer. Suddenly she saw a garage up ahead and with a squeal of brakes she pulled up in the forecourt and dashed into the ladies' toilet. Five minutes later she emerged to find the motor-cycle policeman waiting for her. With a sweet smile she said, 'I bet you thought I'd never make it in time.'

It is said that if you line up all the cars in the world end to end, someone would be stupid enough to try and over take them.

John was telling his friend how his uncle tried to make a new car for himself...

"So he took wheels from an MG, a radiator from a Spitfire, some panels and bumpers from a Tr6..."

"Holy Cow," interrupted his friend, "What did he end up with?"

And John replied, "Two years and probation."

NrmanTalks!

It's a small, small MG world!

In 1989 Brian Wallace showed me an Experimental Aircraft magazine with the Jim Dietz painting of "New Kites"-a girl in an MG PB greeting her pilot in a two blade Spitfire on the back cover. It had Jim's details and his 'phone number next to the painting. I phoned him and got his permission to reproduce and print the picture in memory of the South African pilots who lost their lives in the Battle of Britain-and present the prints to the Mother Club in England on the 50th anniversary of the Battle as the Johannesburg Centres contribution to the Abingdon club house fund as even then the Rand was worthless! I first had George Tuck sign them here, before John Thornley, Jack Armstrong and the entire council signed them in the UK.

In 1990 I took Pat, Jane and Sarah to the UK to participate in the Tour of Britain with all our American friends, before going on to Germany to stay with Rita Woodhouse in Cologne and Klosters. Exciting times.

Bea Arena had booked us seats upstairs in tourist, and as I struggled manfully with my hand luggage -the prints - weighing over 65kg and bound between hardboard with cord--causing a huge bottleneck for those trying to get to the upper deck, the Captain appeared at the top of the stairs. He was not a happy puppy -"What is going on here..and what is that?" he said pointing at the package. I meekly suggested we could continue the conversation at the top of the stairs, and he helped me and my package get on to the upper deck. "What does it weigh" he demanded. I shrugged as at that stage I had no idea (I weighed it at Heathrow) "What is in here?" was the next question. I produced a tube with one print inside. He beamed.."I want that." he said. I replied that that was absolutely impossible - and that it was to show customs on arrival what was in the package, as I was not going to open it. He went off and returned with his "sky sheriff"--yep, they had them in those days. Introduced us, he sounded pretty thick and instructed him to follow me through customs on arrival and retrieve said print. I never saw him again!!! However the Captain had given me his card when Jane, Sarah and I were invited into the cockpit for a view of the English Channel whilst well inside France. His name was Francois Potgieter, and he lived in Port Elizabeth. So on my return home, I mailed him a print.

Fast forward to the South Cape Indaba.

Good friend Les Rhind wanted to introduce me to a gent he called Francois Potgieter. I asked him if he was THE Francois Potgieter - SAA Jumbo Captain. He nodded. "Do you remember me?" I asked - mentioning the incident on the stairs in 1990, yes he remembered, but when I told him that I had sent him a print to PE, he assured me that he had never received it. So, I promised to send him another, and when we returned

home, looked and found the card he had given me all those years ago with the PE address.

I sent him a print and a photostat of his card through the good offices of old dear friend Terry Estment (who came with me to Ron Bellings the night I collected the painting of Chusan and Midgy) for which he thanked me at the Cape Centres event at Craddock.

Why do I tell you all this? Well, on the recent MGA Tour which circumstances prevented us from attending--two really "old" MG friends, Nigel Stokes and Chris Champion stopped to help a damsel in distress in a Merc(ho!ho!) Chris got under the car and cut away the offending problem - possibly an otter. Her husband sent a very sincere letter of thanks, as inspite of a fair traffic flow, only the two MGs stopped.

His name---Francois Potgieter!

It really is a funny old world! And did I tell you...Pat is taking me to Australia on the Queen Elizabeth..so we will see our Aussie MG pals...talk about MaGic.

Octagonally,

Norman Ewing

THE TRUE USE OF MECHANICS TOOLS

HAMMER:

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive car parts not far from the object we are trying to hit.

TWO-TON HYDRAULIC ENGINE HOIST:

A handy tool for testing the tensile strength of ground straps and hydraulic clutch lines you may have forgotten to disconnect.

AIR COMPRESSOR:

A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty suspension bolts last tightened 40 years ago by someone in Abingdon, Oxfordshire, and rounds them off.

ELECTRIC HAND DRILL:

Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling rollbar mounting holes in the floor of a sports car just above the brake line that goes to the rear axle.

T-Type Register

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On 17th September 1945 the first batch of TCs were produced (TC 0252-0266) 70 Years later, the model commands worldwide respect with a huge following, and interest in the car has never been greater.

We are delighted to feature an article in this issue, entitled 'The Birth of the TC Midget.' An excerpt from a soon to be published book by Tom Wilson.

To see this feature and other interesting TC information, go to the following website.
Newsletter=ttypes.org@cmail2.com



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TECHNICAL

Making your own TD wiring loom.

(Laurent Castel from France describes how he made his).

Would you guess that our little British cars feature 134 m of cables with 42 references ?

The electrical diagram is presented in the workshop manual. Different versions are commonly seen on websites. But manufacturing schematics are never seen. What diameter for each wire? What length of each colour? What length and diameter for each conduit? So I drew my own schematics based on the old loom and some measurements on the car itself. The goal is not to install a new original loom but a better one with the benefit of better materials and advanced knowledge and experience.

However, the fuse box with 2 fuses only remains because it is lovely. And I'm confident that short circuit with a brand new wiring loom seldom occurs, once tested.

There are two more reasons for building my own wiring loom. First, my car is RHD and I guess that "ready to fit" wiring looms are for LHD cars.

(Wiring looms for RHD TDs are available – Ed).

Second, my car has some specific equipment (as any 60 years old car) that would require some additional wires to the standard loom. Lucas colour wires are available from Autosparks at reasonable cost. The use of these coloured wires leads to easy wiring. The risk of errors is almost zero. All wires with the same colour are connected together and never with a different one. Both sides of connectors must show same colour wires, pin to pin. I also ordered all connectors and terminals from the same web shop.

Designing the loom 1 Figure 1

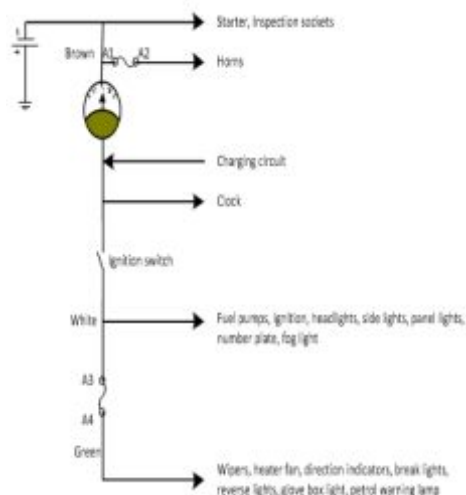


Figure 1 shows the overall schematic, describes what is fused, what is monitored by the ammeter and what is switched by the ignition key.

The loom has to supply the following additional equipments:

1 an auxiliary rear fuel pump with a switch on the right hand side of the dashboard.

1 a heater fan switched by a command on the right hand side of the dashboard.

1 independent rear and front flashers fitted on the bumpers. The command switch is under the dash on the rightmost part.

1 a lamp in the glove box. Switch is included in the lamp.

1 an oil pressure switch which will drive a buzzer.

1 a reverse switch for reverse lights. Only wires are implemented since I don't want to add these lamps right now.

1 a single fog light.

The centre panel is removable thanks to usual 6 way spade connectors and 2 pole connectors.

Wire gauges are selected according to common rules depending on application.

Charging circuit: 3 mm²

Headlights: 2 mm²

Others: 1 mm²

For accessories, I took a measurement that showed 11 A per horn, 2 A for wiper motor and 1.1 A for heater fan. Fog light and reverse lights are wired with 2 mm² as headlights. Three Anderson 50 A connectors are used for high current wires. These are probably oversized but I don't want to have voltage drop issues. Everyone knows those dim or varying lights or slow wipers when activating headlights or horns.

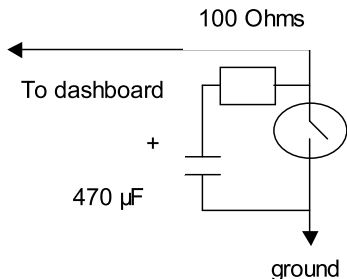
Some improvements were also fitted.

1 Due to the high current of horns, and the inductive load they feature, they are both driven by a single relay to protect the expensive push button of the centre panel.

1 All devices are grounded with a black wire to the chassis with a shake proof washer. The individual grounding was not original and is still probably not included in standard looms. Ground wires are same gauges as the related coloured wires. The shake proof washer allows a very good contact with chassis. The washer is installed between chassis and the eyelet terminal.

1 A protection circuit with 470 aF capacitor and 100 ohms resistor is implemented on fuel sender to prevent any sparks inside the tank when the switch opens. I've never heard of such an accident but the cost is almost nothing. The loom is long hence inductive and this is why there could be an

overvoltage peak when the switch opens. The circuit must be fitted close to the fuel sender.



The first schematic shows the global loom with colours, wire diameters and conduits length and diameter. The wire characteristics are always written above the wire when reading these characteristics.

The second schematic shows the centre panel and remote dash instruments wiring.

Ed's note: Both schematics are shown at the end of this article and they will also be uploaded to the 'Publications' section of the website.

For a LHD car, I guess the chart would be very similar except for some conduits length. Mind the dipper foot switch for late cars and the conduits leading to the centre panel.

Building the loom

I first built the entire loom and then installed it on the car from underneath the dash board. Then, I connected and checked every equipment one by one. I used a power supply instead of the battery when testing an equipment. Thanks to current limitation of the power supply, a short circuit is not destructive. The conduits are braided ones except under the fenders where they are waterproof. The nylon braided ones are very easy to use because they feature a variable diameter depending on length. They are easy to adjust at the correct length when installed. When making the loom, I inserted one heatshrink at each end of each conduit. These heatshrinks are only heated on the car when everything is adjusted, connected and tested.

Inserting the wiper motor cable in the screen pillar can be quite frightening but eventually this operation was quite easy. I just had to remove the screws attaching the side support and the bottom and top corner brackets. Then I was able to insert the new cable using the old one to pull it in. Buy the special cable for this. It is expensive but really worth it.

Same technique for the rear number plate cable inside the spare wheel support.

Every wire is tin soldered to its terminal or before inserting it into a screw type terminal.

When wiring the centre panel, take care of the ignition and petrol warning lamps as they must be insulated from the panel itself.

It should be easy to add any specific equipment such as radio, cigar lighter or GPS to this basic loom. Why not a low power fridge ! But have a look on the maximum capacity of the battery, the generator charging current and the 2 fuses.

Be patient and work thoroughly and you will experience how rewarding it is when you first hear the horn sound as you push the switch on the dash.

Bill of materials

Black, 3 mm², 4 m
 Brown/blue 3 mm², 2 m
 Brown, 3 mm², 3 m
 Brown/white, 3 mm², 2 m
 Red/white, 1 mm², 1 m
 Green, 3 mm², 2 m
 Black 1mm²; 8 m
 White/black, 2 mm², 1 m
 Brown/blue, 1mm², 1 m
 Blue/white, 1 mm², 2 m
 Yellow, 1 mm², 2 m
 White, 1 mm², 2 m
 Light green 1mm², 2 m
 Green/yellow, 1 mm², 2 m
 Green/brown, 1mm², 3 m
 Yellow/black, 1mm², 6 m
 Brown/green, 1mm², 1 m
 Brown/black, 1mm², 2 m
 Green/blue, 1mm², 2 m
 Green, 1mm², 6 m
 Green/purple, 1 mm², 4 m
 Red, 1 mm², 11 m
 Green/white, 1 mm², 4 m
 Green/red, 1 mm², 4 m
 White/brown, 1 mm², 6 m
 White/purple, 1 mm², 5 m
 Black, 2 mm², 1 m
 Brown, 2 mm², 1 m
 Yellow/green, 2 mm², 2 m
 Brown/green, 2 mm², 2 m
 Green, 2 mm², 2 m
 Red/blue, 2 mm², 4 m
 Red/yellow, 2 mm², 3 m
 Green/Black, 1 mm², 6 m
 Blue, 2 mm², 2 m
 Blue/red, 2 mm², 7 m
 Blue/white, 2 mm², 7 m
 White, 3 mm², 2 m
 Yellow, 3 mm², 2 m
 2 core, 2 mm², 1 m
 2 core 32/030 for screen pillars, 2 m
 2 core 1 mm², 2 m
 Bullet, eyelet and spade terminals
 3 six way spade/tab connectors
 2 two pole 50 A connectors

MAGGIE (my MG) AND ME

Celia Baylis, long-time member of the Johannesburg MG Car Club and later moved to Cape Town a few years ago, she is also an active member of the Cape Town MG Club. She still enjoys her Veteran MGB Sports Car. She has now written a book about her car, well known to many in the Clubs as 'Maggie'.

It is the story of Maggie, a 1970 Roadster, with an M and a G in her name, from the time when she was 'rescued' in Scotland in the 1980's to the time when she came to live full-time in Cape Town in 2008. The main characters are fictitious, but some MG Club members may recognize themselves as well as many of the MG events which are woven into this intriguing fictional story.

Celia has self-published, but a copy of her book, at R100 a copy, may be obtained by emailing her at cbaylis@mweb.co.za

This book, would be a "MUST" for all those members who knew her, and her ability to enjoy her motoring experiences to the full.

To obtain a copy, Please email Celia, and arrange for her to forward a copy on to you.



BLOODHOUND NEWS!

Testing to Commence SOON!!!

The BLOODHOUND Project has announced the dates on which the Car will make its initial runs in the UK, and then make its first world speed record run in South Africa.

BLOODHOUND SSC will make its first 200mph test runs at the Aerohub, Newquay airport, around Easter 2016. The Team will deploy to Hakskeenpan in South Africa in the Summer of 2016 and aim to set their first record of 800mph on 15 October 2016 -- the 19th anniversary of Thrust SSC's record-breaking run. The BLOODHOUND SSC is a supersonic car designed to reach speeds of 1000mph (1,600km/h).

Check out www.bloodhoundssc.com for more information, videos and images.



BTCC MG-6 Racing Results

Both Jordan & Goff finish Season well up in the Points

Extracted from MGCC UK Website

MG Triple Eight Racing brought the curtain down on the 2015 Dunlop MSA British Touring Car Championships at Brands Hatch with a podium-winning performance from Jack Goff in the final race, but try as they might, were unable to retain the manufacturer's title.

Heading to the Historic Kent circuit looking to close the gap to Honda/Team Dynamics, both Goff and Jordan were setting their sights on finishing their maiden campaigns with the factory-supported outfit in a high.

On Saturday, qualifying proved to be another competitive affair with the top 12 all dipping under the lap record. On course for a spot in the top five as the clocked ticked down in the 30-minute shootout, traffic baulked 5 Star Cases-backed Goff on his fastest lap, a 1:31.159, leaving him eleventh. It was a similar story for 2013 BTCC title winner Jordan, who could only master a best time of 1:31.244 from his MG6 GT, with traffic again putting him out of position in thirteenth.

Basking under the autumn sunshine, both drivers elected to start from the pit lane for the opening 15 lap encounter, thus trying to ensure they had the best chance of securing a better starting position on the massive 30-car grid for race two. Despite ongoing incidents with other competitors further forward, both Jordan and Goff fought their way to nineteenth and twentieth respectively and capitalised on the strategy that had been devised. Working together in clean air, Goff cemented a sixth place starting spot for the penultimate round with Jordan in eleventh.

As track temperatures continued to soar, so did the action on-track and as race two got underway, Snetterton race winner Goff wasted no time in taking fifth place from Dave Newsham on entry into the famous Paddock Hill Bend on lap two. Running the soft tyre, 2013 champion Jordan benefitted from an early safety car period to preserve the life of the Dunlop rubber as he began to fill the mirrors of Matt Neal.

Goff again found himself behind Newsham in sixth, but the 24-year-old returned to the top-five as Aron Smith tactically dropped back to assist Team BRM. Holding station till the chequered flag. Goff's race wasn't without further thrills and spills as he continued to press Newsham, while also defending late on from Jason Plato. Elsewhere, Jordan finished eleventh, but was in the thick of the action for much of the 18 laps, packed in a hotly contested group behind Smith's Volkswagen as he played the team game and backed up the chasing pack.

With number seven confirmed for the reverse grid draw, Goff found himself in prime position to once again to challenge for a podium in race three. However, the issue of running the soft tyre against a backdrop of falling track temperatures were to create added spice for the Buckinghamshire-based racer.

Following front row starters Plato and Neal as the lights went out from third, Goff made a move up the inside of the recovering Honda racer at Druid's, but was ultimately squeezed back to his original position as the door was slammed shut. On the second restart, Goff got it right and launched a superb move on Neal, lining up his rival as far back as Clearways, before getting past on the inside of the Type R driver at Paddock Hill Bend. The Ford Focus of Mat Jackson also slipped past the Honda, before bullied out of

third by Neal and almost dropping to fifth when Adam Morgan's Mercedes tried to seize the initiative. The MG-man quickly collected himself and courageously fought back, taking third off Neal on lap 17, all while Champion elect Shedden loomed large in the MG6's mirrors.

It finished with Goff third ahead of the Honda pair, and while not the GP circuit victory he had hoped for prior to the weekend, avenged a personal demon with the Honda duo on the iconic 2.3-mile circuit to claim his fourth podium of 2015.

The final race of 2015 brought out a spirited performance from Jordan too. Starting eleventh, the Red Bull racer got into the top-ten before the first of three safety car periods which prolonged the wait for the action to really get underway. It was hard, battling performance from Jordan who conceded ninth to Shedden on lap ten, a position he held until the last lap where he took eighth, after getting the better of multiple WTCC racer Andy Priaulx, and the battling Smith.

Despite closing the weekend and the season off with a podium finish, MG Triple Eight Racing came up short in the heated battle to retain the Manufacturers/Constructors title. In what has been a rollercoaster season with both drivers experiencing the highs and the lows of the BTCC, Jordan finished his first season back with at the Banbury-based outfit in fifth. Goff meanwhile rounded out a stellar first season with MG Triple Eight in a career-best ninth, with a maiden victory, and a handful of podiums to his name.

Triple Eight Racing team Principal, Ian Harrison commented: "That performance in race three from Jack was uplifting, and I will say that has been the best drive that either car has had all season. That is what driving in the BTCC is about and it was not only entertaining but really impressive. It is always nice to round out the season on a high with a good performance, and also to end it with 100% reliability on both cars. We have not had one mechanical breakdown in any session this year and that is testament to everybody's hard work. Andrew dug deep and drove well also to score some points, but it has been a season of knowing we should have perhaps done better. We start work on 2016 right away, and look forward to confirming some exciting changes for the team in the coming months,"

Jack Goff said "I was never going to give up that podium - regardless of whether there was championship to be won or not. We are here for ourselves and that final race was the best the car has been all weekend. I knew that Matt (Neal) was going to try and help Gordon (Shedden) in the latter stages so I just had to make the move when I did. It was a great race though, and it is something about this circuit, and battling Gordon that brings the best out in me. To bring home another pot is a great result, not only for the team, but also the sponsors as it is nice to take into the winter. I've thoroughly enjoyed my first season here at MG; the work for 2016 starts Monday morning!" Andrew Jordan added "Sadly it was the same story we have had all year where our own problems have prevented us from really getting stuck in. The car was quite a handful in qualifying, and we just struggled to progress in the races, but that is racing sometimes. I've learnt an incredible lot from this season, and it has lit a huge fire under me to come back even stronger next year now."



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November 2015 Motoring Calendar

MG Johannesburg 2015 Events Calendar

Nov-15						
Date	Day	Time	Event	Details	Place	Organiser (s)
05-Nov	Thursday	19:30 for 20:00	Noggin	Clive's - quiz night	old Eds	
08-Nov	Sunday	12:30	Christmas Lunch	Please RSVP to Shelly on shellydixon28@gmail.com	Rand Park Ridge golf course	Shelly Dixon

Dec-15						
Date	Day	Time	Event	Details	Place	Organiser (s)
03-Dec	Thursday	19:30 for 20:00	Noggin	the committee what makes them tick MG style	Old Eds	
13-Dec	Sunday	9:30 for 10:00 departure from Old Eds	Norman's Birthday Run	Picnic	TBA	

Jan-16						
Date	Day	Time	Event	Details	Place	Organiser (s)
08-Jan	Thursday	19:30 for 20:00	Noggin	Social	Old Eds	
10-Jan	Sunday		Run	TBA	TBA	

FINAL FUNNIES

Apparently From Real Insurance Claims:

Coming home, I drove into the wrong house and collided with a tree I didn't have

The other car collided with mine without giving warning of its intention

I thought my window was down, but I found it was up when I put my head through it

I collided with a stationery truck coming the other way

A truck backed through my windshield into my wife's face

A pedestrian hit me and went under my car

The guy was all over the road, I had to swerve a number of times before I hit him

I pulled away from the side of the road, glanced at my mother-in-law and headed over the embankment

In an attempt to kill a fly, I drove into a telephone pole

I had been shopping for plants all day and was on my way home. As I reached an intersection, a hedge sprang up, obscuring my vision and I did not see the other car

I had been driving for 40 years when I fell asleep at the wheel and had an accident

I was on my way to the doctor with rear end trouble when my universal joint gave way, causing me to have an accident

As I approached the intersection, a sign suddenly appeared in a place where no stop sign had ever appeared before. I was unable to stop in time to avoid the accident

To avoid hitting the bumper of the car in front, I struck the pedestrian

My car was legally parked as it backed into the other vehicle

An invisible car came out of nowhere, struck my car and vanished

I told the police I was not injured, but on removing my hat, I found I had a fractured skull

I was sure the old fellow would never make it to the other side of the road when I struck him

I saw a slow-moving, sad faced old gentleman as he bounced off the roof of my car

The indirect cause of the accident was a little guy in a small car with a big mouth

I was thrown from my car as it left the road. I was later found in a ditch by some cows



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