

Thumbs Up!!!



1969



2016

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE
November 2016

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MG CAR CLUB

Johannesburg Centre



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Standard Bank, Rosebank branch 00-43-05: Account Name &# “MG Car Club” 00 203 458 1
All Payments can be made directly into the MGCC Banking Account
Remember to reference your deposit with your name and preferably state your Membership No.

A Natter and Noggin is normally held on the first Thursday of each month at 8pm
The Old Edwardian Club, Houghton.

For more details see Motoring Calendar in this issue of “Thumb's Up!
Club Runs are normally held on the second Sunday of each month.

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

MG WEBSITES

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*Printed by John MacKenzie of Kalalex Business
Forms & Systems cc Tel: 011 787-5620*

INDEMNITY

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

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Thumbs Up!!!

EDITORIAL



It is with a very Heavy Heart that I have finally decided to relinquish my post as Editor of the Johannesburg MG Car Club magazine, as from the end of January 2017.

As you know that a year ago I was asked by my son Colin, to go on retirement, and enjoy what years I had left to the full. At that point I was unsure in which direction to go. But fate has some funny tricks to play on one. Firstly, my school mate, Jack Lewthwaite, called me to assist him to rebuild his MGA and an MGB, both Roadsters. There I spend 4 days a week. It was emphasised that they will be Concours Cars, and coming second would not be good enough. So I accepted his generous offer. Soon after this I received an enquiry, to service a YT. It needs to be tidied up with new wiring and a general Service. This is getting on well, and will soon be finished. Recently a 1932 Morris 10 was delivered to me from Sandstone Estates, this is a real challenge!! No rust, no dents, only 2 small items missing. And according to its records, has not started for over 45 years. To me this is another real challenge.

To put it bluntly -- I am in my element!!

As you all know, since our magazine went 'electronic' I have just not been able to get my computer to see eye to eye with that of Denise, at the printers, our Chairman, Bruce has been a great help, but each month it has been an endless task to get the Magazine out on time. So, now, I think I must move on. To enjoy my retirement, and keep my new wife Hyla happy.

I have had 18 years as editor, and feel it is time to hand over to someone else.

TOM

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From the Chair

Our 'tongue in cheek' front cover of this magazine is INVEST IN PRECIOUS METAL- MG, however I think it is wrong.

The metal that we should be investing in, in my opinion, is Lithium- right now Samsung is working furiously to resolve some teething problems with the Galaxy 7 and with a down side of 30 Billion Euros for the failure I am sure there is lots of motivation to get it right- the precious metal is Lithium. I recall that the Singapore A380 that had Lithium batteries exploded and destroyed one engine on a flight out of Australia just a few years ago- great batteries with problems!

There appears to be an urgent migration to alternative energy and I summarize various recent news items that have caught my eye in the last few days:

The Solar Impulse - the plane that has successfully flown around the world using only the sun's energy (<http://www.solarimpulse.com/adventure>); the Sasol solar car challenge (<http://www.solarchallenge.org.za>) won by the Dutch team - they travelled much the same route and covered longer distances than our MGA tour last year, and if you have visited Makro Woodmead lately, you must have noticed that they have installed PV panels over the entire parking lot. George Airport is now also running on PV panels. Another form of Solar energy is harnessing the wind and again on the A tour we saw the wind generators along the coast when we traveled to Knysna.

With two 1,500-horsepower electric motors powered by two megawatts of lithium ion batteries, the Venturi Buckeye Bullet achieved a speed record for electric cars last month (<http://landspeedevents.com/blog/buckeye-bullet-303-795-mph/>). Kevin sent an article recently noting that the number of petrol stations in the UK have reduced drastically and are being replaced with charging stations - detailed elsewhere in this magazine. Elon Musk (our Pretoria Boys High old boy and owner of Tesla electric cars manufacturers) recently revealed that Germany will stop the production of IC (internal combustion) cars from 2030 - he is working night and day to perfect his electric cars - in fact, we are told, he even sleeps in the factory.

The vast fields of PV panels that are being installed are generally feeding the national grid with surplus electricity when the production exceeds the demand as with something like the Makro installation. How this works is that the meter runs backwards when there is more electricity produced than you are consuming. Where storage of electricity is required (the PV panels don't work at night) batteries are required. Please also read about these massive PV panel installations. Read the Hot Dip Galvanizing Association magazine where Bob Wilmot was the Executive Director and now Robin Clark has taken on that role (all very MG!) (<http://www.hdgasa.org.za/wp-content/uploads/2016/09/HDGASAV13E2.pdf>) This is a very informative article and a 'must read'.

Wind farms feed the grid when the wind blows- storage would be too costly. Electric cars require batteries and the cost and weight are important factors and that is where the precious metal comes in. Lithium technology has to be perfected. In 2008 I was dealing with the Jhb Roads Agency just when a decision was taken to fit PV panels to the traffic lights at the Grayston intersection. Their concern then was the

environmental impact of replacing the batteries every 5 years. All this is telling me that we have some tremendous problems to resolve and alternative energy has been neglected for years even though electrical powered cars were first built in 1884 - the oldest one was auctioned this year.

I would have liked to cover the stories in detail but I could never do justice to them in the short report but please follow the links. It is best to copy and paste the link into your web browser.

Johannesburg at the turn of the last century had to contend with removing piles of horse dropping in Commissioner Street and legend tells us that a prediction at that time was that if the traffic continued to increase this problem would require the removal of 3 foot of dropping a day. They were wrong but the volume of cars has increased to such an extent worldwide that the environmentalists put pressure on the petrol manufacturers that lead has been removed from the petrol. Now it seems that if all cars run on lithium ion batteries we will have a bigger environmental problem. I remind you of the statistics that in 1930 there were 18 500 cars registered in SA - there are now 9.5 mil and that is doubling every 8 years!. In the mornings when I travel on the NI, I see the thousands of cars choking up the south bound lanes. Something has to be done and the world will have to follow Germany's lead- no more IC cars from 2030.

Bruce





CLASSIC NOW AVAILABLE IN SOUTH AFRICA.

Updated by Paul Williams Oct 2016

Castrol revived the Castrol range of oils for the growing demand of correct oils for older Classic, Veteran and Vintage cars and motorcycles.

The range is differentiated by the naming of the range "Castrol Classic" and available in the original tin cans with the Wakefield logo.

Engine oils for modern engines are 'Fully Synthetic' while the classic range is 'Mineral' and the racing Castrol R 'vegetable' based.

With the introduction of low viscosity engine oils and changes to anti-wear additives in modern oils in recent years' owners were asking whether modern oils are suitable for these older engines.

Most motorists know the value of a top-quality brew, but changes to the makeup of engine lubricants have slipped under the radar-meaning that you could be killing your classic with kindness and not knowing it. This is one of the reasons why classic oil sales are on a roll. Enthusiasts, bewildered by the sheer magnitude of the market and lack of proper advice, are switching over to dedicated tried and proven brands of classic lubes for peace of mind and this goes for vintage and veteran cars as well. You cannot have it both ways, a cheap oil or a correct oil.

Choosing the correct lubricant for your veteran, classic or vintage vehicle is essential to ensure peak running and maximum wear protection. The average classic car owner is becoming increasingly discerning, especially pre war owners. The technology for older engines is very different from today's modern cars, so to assist owners, Castrol reintroduced their older brands in the early 1990's. These Classic oils are produced to original viscosities and very importantly retained the necessary levels of additives including the super anti-wear additive ZDDP (ZINC DIALKYLDITHIOPHOSATE) appropriate for the technology of the engines they are designed for and provide overall protection. The ZDDP levels are appropriate for engines that are in use or running-in, including those fitted with new or reconditioned components, where care should always be taken to follow the manufacturers' recommendations when breaking in new components such as vulnerable camshafts, hydraulic tappets and other scuffprone areas. One train of thought from an expert in the industry was that he claimed it is probably safer to use Diesel engine oil in a typical classic as they are not as hindered like a petrol biased lubricant. Diesel oil contains the wonderful and super protection of ZDDP!

Many will recall the "running in" sign in the back windows of cars indicating the car will travel slowly while the engine is bedding in. This is not required in modern engines, hence the signs have disappeared. However older engines following a rebuild still require running in and Castrol Classic has the correct 'Running-in' oil available.

The ZDDP super anti wear additive provides a high level of wear protection, but its phosphorus content is harmful to modern catalytic converters and other emission equipment fitted to many modern vehicles. It has therefore been reduced or even

deleted in the latest specification oils, designed for engines using the latest surface hardening technology and meeting the latest emission requirements for modern vehicles. These requirements also necessitate the use of other new emission equipment friendly additives not designed for use in veteran, vintage and classic engines.

Oil formulations required for today's modern engines are very different from the formulations needed for older vehicles, having thinner viscosity and alternative technology as stated earlier, making them generally unsuitable for use in older engines. This has been done in conjunction with new vehicle manufacturers who have increased the surface hardening of engine components to receive maximum protection from the new additives. Oils for modern engines comply with the latest API ratings and are designed for modern engine technology with tight tolerances and compatibility with catalytic convertors. An engine of old design has very different characteristics, with cork, graphite or rope seals, low pressure cog driven oil pumps, wider oil-ways with greater dependence on 'splash' and 'cling' lubrication, lower revving with lesser machine tolerances compared to the modern engine. Such widely different lubricants of thicker viscosity, with appropriate additives are specially included for the work they have to do. Oils even of the same viscosity, supplied by different oil companies can have significantly different performance characteristics. Oil classifications are designated 'S' for spark ignition petrol engines and 'C' for compression (Diesel) engines. Oil classifications for older petrol engines range from SA for vehicles from the turn of the century to 'SH', to the late 1980's and early '90s.

Listed next are the essential additives for the older engines and the results if using a modern oil without them.

Inadequate anti wear additive (ZDDP) - without this, the oil film between moving parts breaks down prematurely, resulting in metal to metal contact damaging engine components including the camshaft. ZDDP is extremely effective for preventing wear in the piston rings and the valve train plus it is an effective cleaner of gum and tarnish deposits. It costs of course but for rare and expensive engines it is cheap insurance.

Inadequate detergent - will result in gum and lacquer clinging to hotter engine components.

Too much detergent - can cause build-up of metallic ash in combustion chambers causing pinking, and oil consumption. This ash has a harmful effect by blocking oil galleries and spray jets.

Inadequate anti oxidant - and the oil will thicken at high temperature motoring. These causes large a amount of gum and varnish clogging filters and piston rings.

Inadequate corrosion inhibitors - will cause engine internals to be pitted and rust from acids and water formed during combustion.

Inadequate dispersing - results in soot, wear metals and the by-products of combustion form a thick sludge and can block filters and oil ways.

Inadequate pour point depressant - and the oil ceases to flow at low temperatures, with excessive strain on the pump and in certain cases oil starvation on start up causing complete failure of the lubrication system.

For older vehicles use an oil of the correct viscosity as recommended by the vehicle manufacturer and shown in the handbook. Where your vehicle requires a specific viscosity such as 30,40,50 and 20w50, avoid using low viscosity engine lubricants designed for modern engines.

Castrol's vehicle lubrication records date back beyond the turn of the last century,

detailing lubricant specifications for engine oils, gear oils and greases right through to today's classics, so to find the right oil for your vehicle refer to the hand book and select a grade from the Castrol Classic range.

In the past we were not really aware or needed to know of the ZDDP content as this was the additive within the oils we bought at the time.

It is only since modern engines developed so greatly and the oils needed to keep up with this modern technology as well as the emission requirements that changed the makeup of oil compared to that of which we were using in older engines.

As the report received from Jaguar in the UK refers - "Keep your classic Jaguar Classic to the Core"

The fuels in South Africa are not the best, this is widely known.

Soon leaded fuels will be unavailable.

Castrol have made available the very important Valvemaster LRP and the Valvemaster plus.

The Valvemaster adds lead to the fuel as required by the older engine and protects against valve seat recession

Valvemaster plus has the same lead benefits and includes octane boosters which can increase the octane rating to 97.

Each bottle will treat 250 litres.

As summarized so well in the Business Day article on the 15th September 2016 by their reporter-----

" While most companies are only focused on new technology, one is still catering for the classic and older car market".

-----This tells it all for the enthusiast who cares greatly for his older car or bike and wants to give it the best protection available for long life.

WHAT IS THE RIGHT OIL FOR YOU?





Castrol Classic Range



CLASSIC ENGINE OILS

Classic XL20W-50

For pre-1980 classic cars and motorcycles. A conventional multigrade engine oil of good all round performance, formulated with high quality mineral oils plus selected additives closely suited to older technology engines. Offers excellent oil consumption and a very high level of engine wear protection.

Size: One Gallon or - One Litre in 20 Litre Motor Workshop Drums

Classic XL30

For pre-1970 vintage, vintage and classic cars. A high quality monograde engine oil which is also used in most types of manually operated gearboxes. Proven to vintage and classic cars. Offers excellent cold temperature starting and improved oil pressure at high operating temperatures.

Size: One Gallon or - One Litre in 20 Litre Motor Workshop Drums

Classic XXL40

For pre-1950 cars and pre-1970 motorcycles. A high quality monograde engine oil recommended for single and multi-cylinder engines under road and competition conditions. Castrol XXL 40 is also recommended for many single and multi-cylinder pre-1970 classic motorcycles for engine and gearbox lubrication.

Size: One Gallon or - One Litre in 20 Litre Motor Workshop Drums

Classic GP50

For pre-1950 performance cars and pre-1970 motorcycles. Traditional, low detergent SAC 50 monograde engine oil, which offers excellent high temperature performance, excellent noise suppression and a very high level of engine wear protection.

Size: One Gallon or - One Litre in 20 Litre Motor Workshop Drums

Castrol R40

SAC60 provides the ultimate in lubrication. It has the best possible performance coupled with reliability is the oil that the remarkable stamina and great fire strength of Castrol R40 provides a valuable margin of safety at ultra-high speeds and temperatures. A castor based lubricant primarily designed for the racing world, however its unique properties also benefit private owners interested in high performance. **Never mix Castrol R40 with mineral based oil products: combine oils.**

Size: One Litre - Four Litre

CLASSIC GREASES

CL Grease

A thick, calcium based grease, primarily recommended for chassis lubrication and suitable for wheel and spring situations. Resists water wash-off.

LM Grease

Oil based, high melting point grease, specifically designed as a wheel bearing grease for use in a wide range of temperatures. Also suitable for general multi-purpose applications.

LMX Grease

Extremely high melting point, bentonite based grease, designed for use in anti-friction bearings operating in high temperature conditions. Also suitable for competition wheel bearing applications.

Size: 400gm canister

SPEEROL SX2

A custom based extreme pressure grease, developed specifically to provide a high degree of resistance to water wash-off and to provide protection in wet environments. Suitable for use on wet wheel spindles, exposed brake shoe pins, hubbrake mechanisms and gear bearings.

Size: 400gm canister

MOLY Grease

High melting point, lithium based grease containing molybdenum, providing dry lubrication under extreme operating conditions. Ideally suited for the following applications: Kingpins and bushes, shackles and suspension bushes, ball joints and jay steering boxes.

Size: 400 gm canister - 12.5kg

Red Rubber Grease

A special, rubber compatible grease for use on hydraulic brake and clutch components where bonding or swelling of rubber must be avoided. Ideal in assembly of rubber components for brakes, clutches, suspension and flexors of off-road type tyres.

Size: 500 gm

Water Pump Grease

Special compound grease for use on gland type water pumps. Verify for pre-1990 automotive applications.

Size: 500 gm

CLASSIC GEAR OILS

ST90 Monograde

API GL3

SAC50 gear oil for gearboxes and differentials where a max 17 gear oil is specified.

Size: 5 Litre

D140 Monograde

API GL3

Straight high quality oil for most types of gears, including helical, spur, bevel and worm. D140 must not be used for final gear oiling in rear axle pressure oils.

Size: 5 Litre

EP140 Extreme Pressure

API GL4

For manual transmissions and some hybrid differentials where an Extreme Pressure SAE140 gear oil is recommended.

Size: 5 Litre

EP80 Extreme Pressure

API GL4

Low viscosity extreme pressure gear oil for most Ford gearboxes from 1955-1990.

Size: 5 Litre (also Motor Workshop Drums)

EP90 Extreme Pressure

API GL4

Gearbox pressure multi-purpose gear oil for hybrid and non hybrid applications where specified in the manufacturer's manual.

Size: 5 Litre

UNIFIED LIP DIFFERENTIAL OILS

HYPOY LS90 API GL5

Extreme pressure gear oil with friction characteristics, SAE 90.

Size: 5 Litre (also Motor Workshop Drums)

8373 LS90

For Competition Use. Unified Lip Differential oil without noise suppressant.

Size: 5 Litre

Semi Fluid Gear Oil/Grease

SPEEROL L/EPO

Lithium semi fluid oil bearing grease for vintage and vintage car/motorcycles, with grease packed axles or gearboxes.

Size: 500 gm - 12.5kg

TO-F Automatic Transmission Fluid

Transmission fluid for automatic gearboxes, incorporating additives to provide wear, oxidation and corrosion resistance. Manually specified for Ford or older Borg Warner transmissions. Can be used in emergency primary gearbox applications where an SAE140 oil is required and also glaze type demer shock absorbers. Ideal fluid for identification.

Size: One Litre in 20 Litre Motor Workshop Drums

TQ-D (DEXRON 11) Automatic Transmission Fluid

Transmission fluid for automatic gearboxes where specified by the manufacturer. Ideal for identification.

Size: One Litre in 20 Litre Motor Workshop Drums

CASTROL BRAKE FLUIDS

HSMO JAGUAR

Specialty formulated mineral fluid for use in Jaguar hydraulic systems where a mineral oil is specified.

Size: 500ml

HSMO PLUS ROLLS ROYCE

Specialty formulated mineral fluid for use in Rolls Royce and Bentley hydraulic systems in models produced after 1980, which have a Clear or Black plastic reservoir.

Size: 500ml

RR363

Control system hydraulic fluid blended with ester for added longevity. Fully approved by Rolls Royce for use in hydraulic systems fitted to models before 1980, which have a metal reservoir.

Size: 1 Litre

REACT PERFORMANCE DOT 4

High performance, synthetic brake fluid, formulated from mixed polyether glycol ethers together with specially selected additives. These enable the fluid to operate at a high performance level throughout its service life, offering superior protection together with excellent braking confidence.

Size: 1 Litre

RESPONSE SUPER DOT 4

Castrol Response Super DOT 4 is a high quality synthetic brake fluid. Formulated from mixed polyether glycol ethers and borate ester together with other high performance additives and inhibitors which give ultimate system protection against the effects of corrosion and high temperature vapour lock.

Size: 1 Litre

SRF RACING Brake Fluid

Very high performance brake fluid, with dry boiling point in excess of 300°C. Of special value in competitive motorsport where extreme braking conditions are encountered.

Size: 1 Litre

CASTROL LEAD REPLACEMENT ADDITIVES

CASTROL VALVEMASTER Lead Replacement Additive

Lead replacement fuel additive for use with lead-free fuel. Protects engine against valve seat recession under all driving conditions. Keeps fuel system clean and protects against corrosion. One additive treats one litre of fuel - One bottle treats 250 litres of fuel.

Size: 250ml

CASTROL VALVEMASTER PLUS OCTANE BOOST

Lead replacement fuel additive for use with lead-free fuel. Protects engine against valve seat recession under all driving conditions. Keeps fuel system clean and protects against corrosion. Castrol Valvemaster Plus provides an octane boost to unleaded fuel, reducing knocking, boosting the octane rating. One additive treats one litre of fuel - One bottle treats 250 litres of fuel.

Size: 250ml



Article by Jenny, pics by Kevin Loader

For this year's Jacaranda Run, Kevin and I were determined not to get lost as per the 2015 run and so brought along 'Jane Garmin' to ensure we found the club house at the end of the run. Last year we were 'lost' along with Bill and Daphne Greig; how things have changed since then.

The starting point was the Union Buildings, a very convenient place to start, with its impressive view over Pretoria out in full bloom. There was a good turnout of Pretoria club members, with just seven cars (and passengers) from Joburg (perhaps there were other events organised for this date?) This year there was a dominance of Chinese tourists brought in by coachload. They were very active taking photos of the buildings, views & also the colourful line-up of MGs & Triumphs, an unusual sight (especially in China).

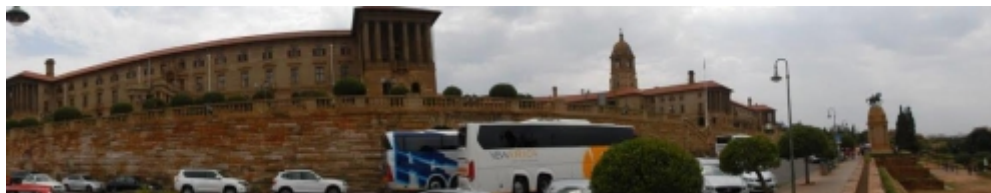
Two years ago, this run had to be abandoned because of heavy rain but Pepi and Jay resurrected that run for use this time round. Having participated in a few Jacaranda runs, this one was most enjoyable as it took us on a few different routes around the city. The instructions were clear with plenty of informative history for extra reading (James Kelly's comment to mum Wendy "you're talking a lot today mum"!). There were many opportunities to stop along the way, to photograph the Jacarandas or other points of interest and judging from the cars parked outside, one popular stopping point was the Eastwoods pub near the US Embassy & Loftus rugby stadium. The route always takes in the stunning white Jacaranda trees along Herbert Baker Drive in Groenkloof a popular stopping point too. The Mercedes club were also out in full force for their Jacaranda run and it was along this route that we met up with Clive and Tania in one of Clive's lovely Merc; we stopped for a quick chat and photo! Kevin and I enjoy viewing the architecture of the homes along the route, for example, the homes along Herbert Baker Street have so much style. The run is worth doing even if to 'ogle' the homes with the views.

We made it to the club house for lunch without using 'Jane' except as the odo, thanks to the concise instructions. The braais and pub were busy and it was good to relax for the next hour catching up with club members we have not seen for a while, before hitting the highway for home.

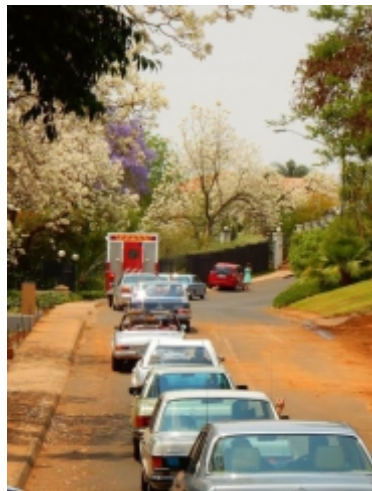
Our thanks go to Pepi and the organising members of the Northern's Club for a great run and being such sociable hosts.



Some of the folk listening in during the drivers' briefing



A different view of the Union Buildings - note all the tourist buses



A line of Merc following the fire truck on route to lunch at a German restaurant



Catching up on events with Clive & Tania on Herbert Baker Street under the white Jacarandas



Much excitement from the Chinese tourists about all the photo opportunities



Pepi on route to the half way point watering hole, Eastwoods Pub



Back at the Northern's club house

Norman Talks!

OLD MAN “BLOODHOUND” KEEPS ROLLING ALONG

When I got my sister Sandra to drive across Scotland to Leuchars Airbase and invite Andy Green to be our VIP Indaba Guest in 2000, he was 37 years old!

Sandra was not permitted to make contact, but was told she could leave a message from her big brother, which she did, and less than a week later “the world’s fastest man” phoned me from Stanley in the Falklands to get the full story, and accepted my invite most graciously.

Ken Duncan then organised sponsorship from British Airways for both he and Phil and Alma Hill.

This week was exactly 19 years since Andy broke not only Richard Noble’s land speed record but also the “sound barrier” on land, which those of you who came to the 2000 Indaba saw on the movie Andy showed - very different to what was seen on National Geographic.

Our involvement and MG South Africa’s sort of involvement is now history, and so when Dave Rowley announced at his farewell that they now needed four hundred million pounds to continue - and he was not hopeful.

I was shocked!

We were in Geneva, Cathy Douchet - Phillippe’s daughter in law - PR for Rolex told me that Richard Noble had mailed her to say “they had the money”! I couldn’t believe it. Well, now we know - the secret is out and Geeley is supposedly the main sponsor. Hard to believe without government backing.

Anyway - Andy has come and been and gone. Up to Hakskeen to show the world where it will all happen next year. Pepi only got an sms reply from OR Tambo as they were leaving - but with a promise, that next time we will get together.

Thumbs Up everyone.

Next year it will be twenty years since he broke the record - now married and that much older - they had better all get cracking.

Octagonally
Norm



The First Competition MGA Twin Cam in South Africa

Submitted by Bo Giersing

The MGA Twin Cam engine was initially developed for racing and record breaking. Two MGA Twin Cam prototypes were built prior to deciding to start production with chassis no YD1 501 on 22nd April 1958, with an initial run of 50 roadsters. This was followed by 4 Twin Cam coupes commencing on 23rd June 1958. All these early cars did not have removable inner wing access panels or holes in the front chassis cross member for sump removal, as fitted to all the later cars. The MGA Twin Cam was announced on 14th July 1958, with the press being invited to test 5 cars at Chobham in Surrey (see <http://mgaguru.com/mgtech/twincam/tc130.htm>) McCarthy Rodway in Durban were the main MG agents and had close links with Abingdon and the Motor Assemblies plant, which was building MGAs in South Africa from CKD kits sent out from England. Noel Horsfield, the McCarthy managing director, ordered one of the first Twin Cam coupes to be built, YM2 554, a black car with red trim, fitted with a full range of extras including a heater, luggage rack, badge bar, spot lamps, cigar lighter etc. At the same time, it was decided to build the Twin Cam at Motor Assemblies in Durban with the first batch of 8 cars coming off the production line in Feb - March 1959, with a total of 64 roadsters and 24 coupes being built between Feb 1959 and August 1961, the last 20 cars being built about a year after Twin Cam production ceased at Abingdon.

YM2 554 was used for the personal transport of Noel Horsfield, and also as demonstrator to promote the sales of Twin Cams. It was soon being readied for endurance racing, with the first race being the Roy Hesketh 6 hour in Pietermaritzburg, March 1959. All the heavy extras were removed and it was fitted with a close ratio gearbox, 2 inch SU HD8 carburetors, competition oil cooler, D3AH4 distributor, competition shock valves - all supplied by Abingdon - , 12.5 gallon fuel tank with twin fillers, and the sides of the front valence cut away for brake cooling. All this was recorded in the race reports and notes kept by the competitions manager, Mike Compton, who is now retired in the UK. This included assisting with the preparation of George Mennie's Twin Cam YDH5 880, Bob Olthoff's YDH5 929 and Scotty Greig's YDH5 878 - these 3 cars being fresh from the Motor Assemblies production line in February.

'George Mennie's YDH5 880 went on to be placed 3rd overall on the 1959 9 hour at Grand Central, and Bob Olthoff's YDH5 929 went with him to the UK and became the most famous and successful Twin Cam racer.

Black Mamba went off the radar in the 60's and 70's being mostly a non-runner with a 'bank manager' in Krugersdorp, and then to another owner who fitted the incorrect engine and transmission, being off the road until it was discovered again in 2003, with its identity confirmed by the stamped chassis number 554, body number of 61754, absence of removable wing access panels, the original black paint, the special fuel tank, competition oil cooler, and various battle scars - also the ignition and door lock key number of FP 731 which was recorded in Mike Compton's race reports. It is now being restored to its original competition specifications, close ratio gears, 2 inch SU HD8's with the original special manifold, but also retaining all the original equipment. It has a recorded mileage of 27594, believed to be genuine, given that

the car had been a mostly non-runner since the 1960's and by the condition of the brake discs, steering and suspension. Planned to be ready and on the road by end 2016.

Another remarkable discovery was made in 2016 - another Twin Cam was acquired in Natal, YDH5 1480, clearly a serious competition car with the Twin Cam engine bored to 1800cc, extensively lightened, fitted with Bob Olthoff special inlet manifolds from 1960 and a pair of 42 Webers. It turned out to be the original engine from Black Mamba, 16GU 202. This car has also been off the road since the 1960's and requires major restoration - it was originally red with black trim and fitted with an after-market white hard top - it seems possible that it could be the 9 hour Twin Cam from 1961, No 11, entered by JE Thompson see page 153 in 'Sun on the Grid' - it finished first in it's class, but behind the pushrod MGA. Does anyone have any photos, recollections or information?



Twin Cam business end - engine in 'Black Mamba', setting the critical valve timing.



*Tom's brother Ray, is finally back home,
but may need some new treatment soon*

*Rajesh has been working around the
clock to complete his house so he can
move in at the end of October. We now
look forward to seeing more of him.*

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



Mahatma Gandhi ... A lovely little anecdote about one of life's more interesting characters-

When Mahatma Gandhi was studying law at the University College of London, a professor by the name of Peters disliked him intensely and always displayed animosity towards him. And because Gandhi never lowered his head when addressing him, as he expected, there were always "arguments" and confrontations. One day Mr Peters was having lunch at the University dining room when Gandhi came along with his tray and sat next to him. The professor said, "Mr Gandhi, you do not understand. A pig and a bird do not sit together to eat." Gandhi looked at him as a parent would a rude child and calmly replied, "You do not worry, professor. I'll fly away," and he went and sat at another table.

Peters, red with rage, decided to take revenge on the next test paper, but Gandhi responded brilliantly to all questions. Unhappy and frustrated, Mr Peters asked him the following question: "Mr Gandhi, if you were walking down the street and found a package, and within was a bag of wisdom and another bag with a lot of money, which one would you take?" Without hesitating, Gandhi responded, "The one with the money, of course." Mr Peters, smiling sarcastically, said, "I, in your place, would have taken the wisdom." Gandhi shrugged indifferently and responded, "Each one takes what he doesn't have."

Mr Peters, by this time, was fit to be tied. So great was his anger that he wrote on Gandhi's exam sheet the word "idiot" and handed it back to him. Gandhi took the exam sheet and sat down at his desk, trying hard to remain calm while he contemplated his next move. A few minutes later, Gandhi got up, went to the professor and said to him in a dignified but sarcastically polite tone, "Mr Peters, you autographed the sheet, but you did not give me a grade

SUBMITTED BY DENISE

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



**Sleeping
Beauty
is still
asleep...**

Andy Green's Diary

The Bloodhound Project

By Norman Ewing

Exactly 12 months ago we held the public launch of the nearly completed BLOODHOUND SSC in the centre of London. We were swamped by the media (over £100 million of global coverage for the launch) and the general public, with some 8000 people packing out our Canary Wharf venue during the 2 brief days that the Car was on show. It was obvious that we had a winner, now we just had to find the right partner to help us get it finished.

This has taken a little longer than we'd hoped, but finally we are able to announce our new Lead Partner, Geely (technically, it's the Zhejiang Geely Holding Group, but let's keep it simple - Geely). If we were choosing an ideal new partner, we'd look for someone that would understand BLOODHOUND's mission as 'an Engineering Adventure to inspire the next generation'. Better still, we'd look for someone to help us put the BLOODHOUND 'Engineering Adventure' in front of millions of people we haven't reached yet.

Now here's the good bit: the Geely Group makes cars (including Geelys, Volvos and London Taxis), the Group runs research and development centres around the world (including one in Coventry), and it's also set up a number of universities in China. This is a company that clearly understands the technology and the education mission of our story.

BLOODHOUND in New York

Following our recent press launch, BLOODHOUND is fast becoming big news in China and I've had 2 emails enquiries already from the British Embassy in Beijing. Thanks to this new partnership, we're starting reaching out to country of well over 1.3 billion people, as well as the other countries in the region. We've only just started working together, but Geely already seems like a great partner for BLOODHOUND's 'Engineering Adventure'.

We've had a lot of texts, emails, tweets and notes of congratulations since we announced our new partner, as well as lots of 'about time - when's it running?' comments. My personal highlight was seeing a picture of BLOODHOUND SSC, and our announcement about Geely, on a billboard in Times Square in New York. From Beijing to NY, there is no escape, BLOODHOUND is coming to get you. Thanks to all of you who wrote in and yes, I do know just how you feel, I can't wait to see it running either!



As well as helping to promote our Adventure around the world, Geely is keen to make some technical contributions to BLOODHOUND. For example, we're now working with the company's engineers to see how they could help us with finishing off the cockpit. Fitting our high-tech sound-proofing is a key job, as one of my big concerns is the huge noise level, caused by the supersonic shockwaves on top of the Car, which will reverberate through the carbon-fibre cockpit structure.

Hoping for a quiet office

Slightly worryingly, we're not exactly sure how noisy this will be (not really surprising, since no-one has ever done 1000 mph in a car). The acoustic energy (noise) levels could be enough to stop the cockpit instruments from functioning properly, never mind what it will feel like for me, so from my point of view the sound-proofing is a critical part of the finish.

The colour of the interior is also fairly important, to make the cockpit as easy to use as possible. Here's a simple example. You're probably reading this as black text on a white background, which works well for text, but the black/white contrast can be a bit much for complex information. Instead of the high contrast ratio (e.g. BLACK or WHITE), a lower contrast (e.g. GREY or GREY) generally works better and looks less 'cluttered' for high-tech instruments.

Any colour as long as it's grey

This is the science behind modern jet fighter cockpits and I've used the same approach to designing BLOODHOUND's cockpit. Using the wrong colours can also make things difficult, as it can create an effect called CHROMOSTEREOPSIS (or, more vividly, CHROMOSTEREOPSIS). People have been using colour like this for many years (it's been used in stained glass windows for centuries), but it doesn't make it easy to read labels or instruments, so we need to avoid it. I know how I want BLOODHOUND's cockpit to look when it's finished, now we need to work out how to make it happen.

Those of you who watched our live press event online recently will have noticed that we sat the media down in front of our full-sized Show Car, not the real thing. The real Car is already being stripped down, so that we can finish off the last of the 3500 pieces that go to make up BLOODHOUND.

Taking it all to pieces

Each piece of the Car is being painstakingly removed, inspected, finished if required, and then tagged and put into our stores. Once this process is complete, we'll reverse the whole thing and start the final build. It's this attention to detail that makes it possible to build and run a 1000 mph car safely.

Attention to detail is equally important for our desert track in South Africa. After the truly heroic effort that the Northern Cape Government team has put into clearing the track for us over the past 7 years, I'm off to Hakskeen Pan shortly to have a look at the finished product. I haven't been out there for a couple of years, so a lot has changed since I was last working on the track (have a look at a short video clip [here](#)).

Our team has been sending back glowing reports of the finished track surface, so we're really looking forward to seeing the 20+ million square metres of hand-cleared

surface, on what has to be the best straight-line race track in history. More to follow next month.

Eyes like dinner plates

This year's model rocket car competition was a huge success, with over 5000 teams from across the UK taking part, and the Santa Pod finals including a 'demo' run of 522 mph by Joseph Whitaker School (if you haven't seen it, have a look at this video - wow!).

As our Chief Engineer Mark Chapman simply put it, 'There's nothing more exciting than building your own car, putting a rocket in the back and firing it....the kids' eyes are like dinner plates'.

How fast can you go?

Next year we're planning an even more ambitious programme, with 25,000 rocket car kits available, and a first prize of the chance to see BLOODHOUND SSC run in South Africa next year. Book here now to make sure you receive your free rocket car kit, as the entry list will close at the end of October. And if you fancy having a go at Joseph Whitaker School's record, there's still time to make sure that the world's first supersonic rocket car run happens in a playground near you. Good luck, we'll all be watching!

BLOODHOUND IN NEW YORK



THREE PRESTIGE MGs IN THE UK

I've owned my 1938 VA Tourer since 1968! Thirty years old when I bought it, now over 78 (the car that is). It was first registered to The East Sussex Constabulary and operated in the Lewes area during WW2. In Saxe Blue, this is believed to be the only police car of that era not in black. This suggests it was purchased locally as opposed to being ordered as a police car and history suggests it was used for special duties and driven at least part of that time by Sgt John Harman. Much better now than when I bought it, having had two restorations in my ownership, a lovely interior and a rebuilt engine to police-spec 1708cc (originally 1548cc). Often used and shown, it's also been displayed on the airfield at the Goodwood Revival for the past 3 years. The history file is now measured in feet!

The 1957 Magnette ZB has a nice history too. Owned for most of its life by one family, it's only covered some 57,000 miles from new. Still sporting its original interior, including carpets. It was resprayed in the original Twilight Grey in the late 90s. Nothing else has been changed. Almost too good to use, but it does get regular outings and attends local shows.

You will gather that history is important to me, so its perhaps no surprise that the 1972 BGT has an interesting story. It was purchased by The Head Chauffeur to The Queen Mother, John Collings, in the 1980s when his workload was light and he wanted a project. It was therefore housed in The Mews at Clarence House amongst the royal vehicles and restored to a very high standard. It was repainted apparently by Rolls Royce, receiving 6 coats of Flame Red paint and 6 coats of lacquer, which has lasted well. Completed in 1988 it then went on to win the Beaujolais Challenge in 1989.





YES I AM A SENIOR CITIZEN

Some cause happiness wherever they go, others whenever they go.....
Some senior citizens are being criticized for the present deficiencies of our modern world; real or imaginary, present or past, foreign or domestic.
We take responsibility for all our actions and omissions; we do not try to blame others for our past imperfections, ignorance or failures.
Our generation saved the World from Fascism, Communism, and Racism, while we raised the Standard of Living, Health Care, and Life Expectancy.

HOWEVER, upon reflection , we would like to point out that it was NOT senior citizens who took:

The melody out of music,
The pride out of appearance,
The courtesy out of driving,
The romance out of love,
The commitment out of marriage,
The responsibility out of parenthood,
The togetherness out of the family,
The learning out of education,
The service out of patriotism,
The Golden Rule from rulers,
The civility out of behaviour,
The refinement out of language,
The dedication out of employment,
The prudence out of spending,

And we certainly are NOT the ones who eliminated patience and tolerance from personal relationships, and interactions with others on a face to face basis!!

And, we DO understand the meaning of patriotism, and remember those who have fought and died for our country.

YES, I'M A SENIOR CITIZEN !

I'm smiling all the time, because I can't hear a thing you're saying.

I'm sure everything I can't find is in a safe secure place, somewhere.

My ears, nose, tongue, or navel haven't been pieced with metal rings.

I'm beginning to realize that aging is not for wimps.

TECHNICAL

ANYONE FOR T...

By Randall Everson

TECHNICAL Anyone for 'T' Part 3 Continued

Plenum chamber, Carb and dump valve assembly



Plenum assembly and silicone hose



The turbo relies on a constant pressure supply of oil to its plain journal bearing so I had to break into the line that feeds oil to the oil pressure gauge. Not only does it need oil but it can't handle too high a pressure or too much so the Garrett turbo has a built in orifice that limits oil flow and pressure. I used a new longer stainless steel braided flexible hose from the oil gallery to a new gauge Tee piece and 8mm bundy pipe from there to another flex pipe to feed the turbo.

Having fed the turbo with oil we now need to drain the used oil back to the engine under gravity, I used a 15 mm copper bend from the turbo to a bend welded into the mechanical fuel pump blanking plate in the block and connected the two metal sections with a short piece of oil resistant rubber hose.

The fuel supply to the carb now has to be at a higher pressure than the boost pressure for this a high pressure pump and fuel pressure regulator is required, I fitted the pump to the battery box and ran an 8mm pipe from the tank outlet to the pump via a filter.

To ensure sufficient flow I replaced the 6mm fuel pipe with an 8mm pipe from the tank to the fuel pressure regulator.

The HP pump can supply three times more fuel than is needed so a return line is also required I again used 8mm for the return line from regulator to the tank.

The Malpassi fuel regulator is designed especially for carb blow through systems and will raise the fuel pressure 5psi above the boost pressure

The VW Kombi high pressure fuel pump and filter



The next image shows the Malpassi fuel regulator with supply and return lines. This regulator has two outlets and was intended for twin carbs this was the only one I could find so eventually bought it and blanked off the one outlet.



Malpassi boost controlled Fuel pressure regulator and oil line to turbo

Getting it all together took some time trying to get the dimensions and shape of the space available, I made a profile of the inner wing shape and distance from various points and the engine block.

There was no problem with the space available for the inlet system so that was made up without hesitation the exhaust and turbo were the areas of concern so I only tack welded all those parts, just as well as they were not correct. The turbo hot section was in my opinion too close to the carb and needed to move forward but then again not too close to the water pipe from radiator to water pump. This part of the job took much more time than anticipated and I had to cut and reweld several times to get sufficient clearance between turbo and the inner wing, I did not want to deform or cut any of the bodywork.

Having got that part right the next challenge was to fabricate and fit the oil return line. The oil outlet from the turbo is underneath the centre section and needs a very sharp angle on the exit flange, the route to the engine block was partially blocked by the LHS engine mounting, so here I had to do a bit of reshaping of the mounting flange. It is important that there is a 30° slope in the oil return pipe as it is all under gravity, the initial oil pressure is no longer available to force the oil down the line.

Other work that had to be done was to create heat shields, one was fitted under the intake manifold to reduce radiation from the exhaust, a second was an insulated stainless steel cover for the hot turbine section of the turbo and a third is a flat polished aluminium plate under the carb float bowl.

Finally a new exhaust system is needed, I looked at all the theory re gas flow but gave up and found an empirical table that showed I needed a 45mm diameter system for my horse power.

The turbo outlet is 63mm so I purchased a 63mm x 90° bend from the local exhaust fitment centre. The bend was cut in half to give me two 45° angles to one I welded the turbo mating flange then a straight section of pipe and the other 45° bend with a reducer down to 50mm. The 45° angle is just right to clear the engine block and still have a gap between the pipe and the chassis. Prior to installing it I wrapped the 63mm section with two layers of exhaust heat wrap to reduce under bonnet heat and to prevent heat radiation onto the hydraulic brake pipe that goes to the left front brake.

A new 50mm universal straight through silencer was part of the remaining exhaust that I made up. The new system works well it's just too quiet for me. On the next page is the final installed set up for my MGB.



The initial assembly of the system before the first trial fitting in the car



From my internet research the consensus was that there is no need for an intercooler if boost pressure is less than 10 psi so I took that as ok. I did however look at fitting an air intake just in front of the radiator unfortunately that is not possible with a USA spec car as they were fitted with two cooling fans and the blades of the left fan was in the way, I decided to retain the two fans and eventually cut a 100mm hole in the radiator mounting panel.

These fans are very inefficient due to a lack of a shrouding around the blades, a solution would have be to install a single fan eg a BMW 3 series fan on the engine side of the radiator to suck air through rather than blow through the radiator. From more reading I learnt that suck through fans are more efficient than blow through.

I stayed with the original twin fans but fabricated a shroud and sealed off other air leakage areas, this proved successful as I now have the left fan blowing air into the 100mm intake hole.

The conical air filter is now directly behind the intake hole.

TECHNICAL TIP

3

By Randall Everson

Well to carry on from Tip 2 I am still fighting the oil leaks having solved the front oil seal leak I turned my attention to the rear oil leak, you know that annoying drip from the gearbox bellhousing.

I have no intention of removing the engine to install one of those expensive oil seal conversions, in fact I have no intention of removing the engine ...period!

A few years back when I rebuilt a 52 TD I came across a solution to fix this problem in Jonathan Goddard's book "Practical MG TD Maintenance, Update and Innovation" so all credit to him and his source.

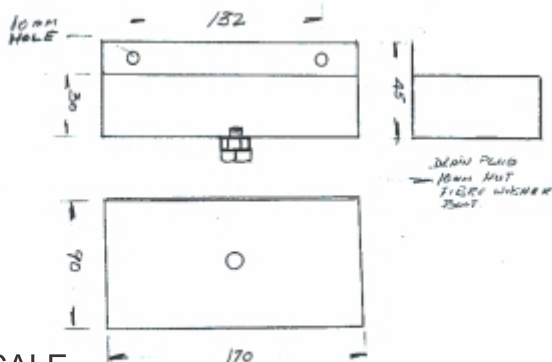
The rear leak is really just an annoying drip and probably accounts for a few cc's of oil over a month.

The solution is to fabricate a little metal tray that fits between the engine rear plate and the bell housing.

I made mine from 0,5mm sheet steel it is 170mm long 30mm deep and 90mm wide. This little baby will hold 300cc so I guess I will have to drain it once a year...maybe. I also soldered a brass nut to the bottom for a drain and fitted a brass hex head bolt and fibre washer as a drain plug.

The 30mm depth is just sufficient not to protrude lower than the chassis cross member of the MGA.

The sizes may need adjusting if you want to do this on your B or other MG model.



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Old Ed's - 3 November 2016

Quiz Night !! Inter-club quiz night at Old Ed's.

November Run

Sunday, 6 November.

Christmas lunch at the Randpark Club, Randpark. Same venue as last year. Please book early and pay to avoid disappointment. Book through Tony Maybank- 0116789267, Tony@mgcc.co.za

Costs - R120.00 for paid up members, R180.00 for non-members

December Natter and Noggin

Old Ed's - 1 December 2016

Social Evening. Wrap up of the Years happenings

December Run

Sunday, 11 December 2016.

Norman's Birthday run to Hartbeespoort Dam. Venue to be confirmed. Cakes and refreshments available.

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