

Thumbs Up!!!

NORTHERNS INDABA 2016



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2016

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

October 2016

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MG CAR CLUB

Johannesburg Centre



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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

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

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Thumbs Up!!!



EDITORIAL

Sadly this month we have lost three of our MG folks. Allan Farndell passed away at the end of August, and was buried on Friday 2 September. Then came the sudden news that Johan Meyer had suffered 2 serious heart attacks in one day, and he too passed away a week later. Then came the news that Margie Gough had recently passed away. She and her husband Dave, were both very active members in our club, until they relocated to KZN some years ago. To all these families, we send our deepest sympathy.

Yes, the Northern's Indaba was exceptionally well presented and enjoyed by all. Some unique and interesting events were experienced by those who were able to attend. See several reports by some of our members further on in this magazine.

The next Indaba will be presented by the KZN MG Club. They have already opened their Bookings and have made arrangements to hold it in the Drakensberg.

Don't forget to book early, for the MG Christmas Lunch on 6 November 2016.

TOM (Editor)



Quiz Night



The SAMCA Inter Marque Club Quiz will be held on Thursday 3 November 2016, at the MG Car Club Noggin at Old Eds, Houghton, at 8pm.

The format has been agreed as run in the eighties and nineties, with one four man team to represent their marque. The sponsor, Classic Car Africa, has offered that each member of the winning team will receive a year's subscription to Classic Car Africa.

The event will be run by George Shipway and Norman Ewing, with Craig Anderson as quiz master.

NO GOOGLE NO CHEATING

From the Chair

It has been an eventful month. The highlight being the Indaba, hosted by our Northern neighbour. This event included a shared Natter and Noggin in Pretoria, proceeding the Indaba weekend. Being fearful of over imbibing at the Thursday Off-site Noggin, sparked the idea of travelling across the Jukskei (boerewors line) to the Pretoria Club House by taxi- what an experience! This was not an original idea, as some of the members did this at the Clarens Indaba where the evening dinner was some miles away from the Hotel where we stayed. We did learn some lessons though; negotiations with taxi drivers can be unreliable.

Over the last few months we have had many history lessons - the Maropeng Run, the James Hall Transport Museum and the 4 sites which we visited on the Sunday at the Indaba, none of which I had previously visited. We started with the well-preserved Sammy Marks Museum, then the Buddhist Temple (a fairly recent development depicting centuries of Buddhism), the Zonderwater Italian WW2 prisoner of war site and then the 114 year old Cullinan Diamond Mine. I won't elaborate on the Indaba visits now, as each deserves a special report. The day kept us extremely busy and was planned to the minute.

The Indaba at the Kitty Hawk aerodrome itself was awesome. We were given the most magnificent aerobatic display with spectacular formation flying, bomb bursts, loops and stall turns. The one aircraft did a fly past in each direction at a strange angle with one wing down and the aircraft flying at about 45 degrees, obviously using ground effect to stay in the air. I have been to many airshows, but have never seen that before.

The driving test was enjoyed by all and it was great to see some of the ladies participate. There was one mishap with a Midget from KZN kissing the kerb, but I understand the MG community had that all repaired by Monday afternoon and it is back in KZN.

The Northerns Centre excelled themselves with the finely detailed planning and superb preparation of this Indaba and they deserve all the accolades given in the speeches. The MG gees over the entire weekend was felt by all.

Something that deserves a comment is the near disastrous fire at the dinner venue where fortunately all ended well. During the speeches the buffet was set up in the adjacent lobby, heated on spirit burners. The caterers were attempting to keep the food warm with the speeches probably dragging on a little longer than was expected and someone saw fit to top up a burner from a 5 liter container. The spirit is a red gel and either the burner that was being replenished was still burning or the adjacent one set fire to the 5 litre container that belched out the gel like the napalm used in Vietnam, onto the table cloth that sent spectacular flames all the way to the ceiling. There was some scampering around to find the correct fire extinguisher, but all was tidied up and most of the diners didn't even know that it happened. The fire of course was bang in the fire escape route! The lesson here is that for every disaster there is a chain of events. Break any link and the disaster is averted- as was this one with a reasonably accessible fire extinguisher. I leave it to your imagination to complete a story that would have appeared on the front page of the Pretoria newspapers, of

what could have happened, if the roof had been thatched. Maybe the Events Management Act is not as silly as we thought.

All of our old MGs seem to ooze petrol from time to time and have all the ingredients for catching fire- petrol, heat, flammable material and spark (this could be the subject of a technical talk covering MG heat shields, carb overflows, exhausts directly under fuel pumps etc) . Please always have an accessible fire extinguisher.

There was some disappointment from our members who left booking for the Indaba too late. Early booking for events like this allow for the pre-booking of accommodation and venues for meals etc. Last minute changes just can't be accommodated. The KZN indaba bookings are open now. Get in early to avoid disappointment. Our Christmas lunch bookings are now open- the details are elsewhere in the Thumbs Up

Bruce

Terence's Book Launch

Bright Water Commons - 8 October

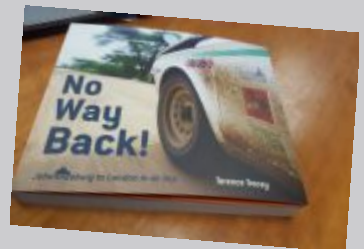
Book Now

You are invited to join Terence Tracey for the launch of his book, NO WAY BACK.

Venue: *Scrooge Diner, Brightwater Commons,
Republic Road Randburg.*

When: *Saturday, 8th October.*

Time: *19h00.*



Signed copies of the book will be available at a cost of R320.

A theme menu commemorating the bones of the book will be available at a cost of R120 per person. The restaurant a la carte menu will also be available.

The master of ceremonies for the evening will be Gushwell Brooks of Talk Radio 702.

Space is limited so reserve your seat by calling 011 886 9988 or mail us on info@scrooge.co.za

A Noggin with a difference

Our September noggin was celebrated on spring day, the first of September. We were invited by our Northern Centre MG brethren to join them across the Jukskei at their club house to welcome MG enthusiasts from around the country who had arrived for the Indaba: an event organised by the Northern Centre.

Members of the Johannesburg Centre met at 6:30 sharp at Old Eds to take the bus headed for Pretoria. There was a lot of lively nattering in the car park about the upcoming evening, about motor cars in general and about the Indaba while awaiting the arrival of the bus. Our transport for the evening arrived a little later than expected and proved to be a more adventurous ride than initially expected. Our ride was a 20 seater taxi that was a little worse for wear and boasted pre-worn seats, 900 000km on the clock and a lot of Michael Bolton on the sound system.

We took our seats with the naughty kids right at the back and braved the traffic to the Jacaranda City in true Jozi Taxi style. The forward thinkers of the group brought well needed refreshments which were rather rapidly depleted. With songs and laughter, we weaved through the traffic. We were even treated to a bold rendition of Shosholozza from Norman.

The traffic on the M1 was true to form and came to a standstill outside the city. Being part of the taxi network however, has its advantages and our intrepid driver was forewarned, allowing him to take a detour to avoid the congestion. The “detour” proved to be disorientating and even involved a vehicle upgrade when we were asked to disembark and board a newer bus. Our new ride boasted freshly upholstered seats, LED interior lighting and even more Michael Bolton. The change of vehicle was never explained - perhaps this was the border control check point through the boerewors curtain?

In spite of the time saving detour and lots of directions from the back of the bus to get us on the right road again, our valiant troop arrived at the Northern Club House where the festivities were in full swing. We were greeted with a full house of MG club members, the braai fires roaring and excitement in the air about the upcoming Indaba. We also met up with members of our club who had decided to drive through to the noggin under their own steam. The Joburg club was well represented with approximately 30 members participating in the gathering and in welcoming the national visitors.

After a delicious braai that was generously sponsored by Dave Wheeler and Craftsman Auto, Steven and Pepe formally welcomed everyone to the Club House. They spoke about the upcoming Indaba and thanked all those involved in the preparations of what was sure to be a successful event.

The MG Car Club Northern Centre is very fortunate to have their own Club House. Situated in Menlo Park Pretoria, the venue provides a great space for the club's gatherings and social events. The interior walls are adorned with MG and Club memorabilia, trophies and photographs which creates a real sense of place. Large sliding barn doors welcome visitors to the club and also allow cars to be displayed inside the club which stimulate lively discussions about our favourite MGs.

On this night, it was a heart-warming sight to see the Club House bursting at the seams with so many folks that the overflow was gathered on the stoep as the national MG family together shared cheer and enthusiasm.

9 o'clock and our transport arrived all too quickly. We boarded our bus once again and headed back to Old Eds. Luckily the traffic had dispersed and we enjoyed a far quieter trip on the way back with even Mr Bolton's volume being softened. Our arrival at the carpark signalled the end of an evening of comradery which certainly made this a noggin worth remembering. A noggin with a difference!

Submitted by Paul Spencer



Excitement building before the Indaba

MaGnificent New MG Member

Graeme Stoneback MGB GT Jhb North
Graeme@ssclassics.co.za 083 293 7008

IMPRESSIONS OF THE 2016 TSHWANE INDABA

Kevin and I thoroughly enjoyed the Tshwane Indaba, held the weekend of the 2nd to 5th September and came home tired, a good sign that we were busy. There had been earlier reservations that going to an Indaba in Pretoria was not going to be very exciting, but the committee led by Pepi Gaspari had put a great deal of thought and planning into the two day itinerary that no-one could complain about being bored.

On arrival at registration on the Friday afternoon, we were given the usual info pack along with a most useful cool bag containing 'goodies'. One 'drinC' filter bottle donated by Justin Moore, two bottles of water, three bottles of craft beer, a small bottle of 'Mampoer' donated by Ed and Jane Hillary, a taster packet of filter coffee and a packet of shortbread biscuits; talk about being spoilt. We drank the water, I ate the biscuits and the beer and mampoer are in the cupboard!

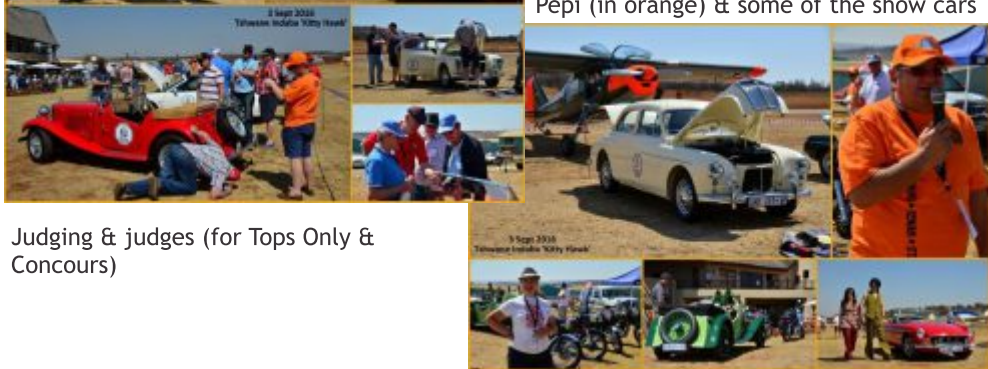
Foreign guests & familiar faces



Some of the concours cars parked next to the air strip



Pepi (in orange) & some of the show cars



Judging & judges (for Tops Only & Concours)

Villa Africa was the venue for the evening events and where the majority of the participants stayed. Kevin and I were at a smaller boutique hotel 1km down the road, Villa Jana. 12 of the 17 rooms had been taken by MG members making for convivial chatting at breakfast.

Repairs & relaxation



Driving tests. Faces, photos & fractures; oops - Peter McNaught-Davis hit the curb in his Midget

Saturday morning was an early start; 8am as we had put our names down for the driving tests taking place in the car park of nearby Silver Oaks shopping centre. All credit to the Northern's club members as there was no shortage of volunteers to help out with all the events; they wore bright orange T shirts and caps and couldn't be missed. Once the entrants had completed their 'screeching' around the two courses (sometimes in the wrong direction) we went off to "Kitty Hawk", a small airfield about 15 kms east of Pretoria, and there the Concourse and 'Tops Only' cars were out for judging. Not only were the MGs there, but aerobatic displays took place and a number of special planes were parked for viewing, such as a 'Tiger Moth'. A biking club had their run out to the clubhouse too so the place was buzzing with a variety of people, cars and planes making it a photographers dream.

Kevin and I had been asked to judge 'tops only interiors' and as we had never done this before, we were extremely pleased that only 12 cars had been entered for it still took us close to two hours to scrutinize the cars; George Dehlen won with his immaculate TC. Well done George.

Our lunch was provided in the form of a picnic in a useful woven bag, complete with two stools and a blanket for us to keep, a most generous gift. It was back to the hotel later in the afternoon in time to have a little 'lie down' and a cup of tea before the evening dinner and rocker box racing. We had been asked to dress up in the theme of "Wheels, Wings and Diamonds" and some people had really gone to town. The prizes for 'Best Dressed' went to two Northern's members, one came as a miner (diamonds theme) and the other was Baron von Ribbentrop in his long red cape (wings theme).



Diamonds
in disguise



Happy Smiles Scenes from the gala evening

The rocker box challenge was won by Glen Parker with his white rocker and Rolf's Schweitzer's rocker was judged the 'Best Looking'. Not many 'rockers' had been entered but that didn't dampen the excitement of the 'boys with toys' and spectators encouraging each race.

The decor of the main hall at the hotel was magnificent and so in keeping with the theme. It had been designed by one of the lady members and her team of volunteers. They had put a great deal of thought into it all and guests were able to take home memorabilia, such as the table mats of old MG prints and 'Union Jack' napkins. The centre piece on the table was an octagonal plate decorated with a wire and beaded MG, some 'diamonds' and a tin with logos of planes holding a little light as the candle. Each couple at the table threw a dice and the couple who had the 'designated' winning number for that table took home the centre piece.



Auction bidding (Stuart & Margaret bidding against each other), followed by dancing



Thanks to Hazell & the rest of the Indaba team for a superb even



Rocker Challenge - Rocker box tension - photo finishes galore

As you can imagine it was a late night as the band were in full swing and the five bottles of wine on each table had to be drunk. I nearly forgot to mention the raucous auction of so many items which raised a substantial amount of funds. Clive as usual was the perfect auctioneer to get as much money out of people as possible and even Margaret and Stuart Hain were bidding against each other for a model of an MGB made out of a lump of coal!!

Sunday was 'run day' to four places of interest and lunch stops with a quiz en route. The committee had sensibly divided the participants into four different groups which left at timed intervals on four different routes with lunch at four different venues. There were about 40 people in each group, a very manageable number with two committee members in charge of each group. Our entrances and lunch had all been paid for as part of the Indaba cost so it was only drinks that one needed to pay for along the way. Our group first went to the 'Sammy Marks' Museum, secondly to the Nan Hua Buddhist Temple, thirdly the Zonderwater Cemetery and finally to Cullinan for lunch and a tour of the mine and town. It was a very busy and most interesting day and even though we were only allocated a half hour at the first three places it gave us a taster to want to go back again. Being the last tour of seven at Cullinan the guide (whose voice was just holding up) gave us a longer tour which we did appreciate. He gave so many facts, but here's two; 80% of the world's diamonds over 400 carats come from the mine at Cullinan proving the wealth that is lying in the volcanic pipe where the diamonds are found and carat is a corruption of the word Carob (from the Carob tree). The weight of a seed from the tree is 0.2 grams which is the weight of a 1 carat diamond.



Zonderwater Italian prisoner of war cemetery near Cullinan

Scenes from the Sunday historic tours



Cullinan Mine tour



Faces of note



Some of the prize winners; Northern Centre came out tops



Sunday evening was the awards dinner complete with a 'red carpet' entrance! Again the tables were beautifully decorated, the food was plentiful and company enjoyable. The Northern club won many of the prizes including the 'not so easy' quiz (Gary and Heather Chapman) and Betty from Holland brought 'thank you' gifts for some of the sponsors and notable people. Tony Craddock was elected the National President of the MG club, much to everyone's delight.

We left after breakfast on Monday morning having felt as though we had been away for days we were that busy, but pleased that we had attended as we would have missed what turned out to be a fun-filled Indaba that renewed acquaintances, tested

our driving and mental skills and kept photographers busy. Many grateful thanks to the committee of the Tshwane Indaba for their clever thoughts and hard work in making the 2016 Indaba a success.

Jenny Loader
14 September 2016



Jhb Centres Christmas Lunch

to be held on

Sunday 6 November 2016

at

Randpark Club (same as last year)

Confirm your booking with Tony Maybank 011 678-9267, or
tony@mgcc.co.za Urgently!!!!

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Acc. Name &# "MG Car Club" 00 203 458 1

Discount Price for MG Members only R120.00 pp.

R170.00 pp. for non Members

VISIT TO THE NAN HUA TEMPLE

On Sunday the 4 of September Members of the MG Car Clubs visited the Nan Hua Buddhist Temple (Flower in the South). This temple is near Bronkhorstspuit. The visit was part of the wonderfully interesting programme set up by the Northern Centre's Indaba Committee.

The Executive Mayor of Bronkhorstspuit, Dr Hennie Senekal initiated the plan of donating 9075 hectares of land to Fo Guang Shan to build a Buddhist Monastery. On the 8th of March an agreement was signed by Dr Senekal and Venerable Master Hsing Yun. This marked the beginning of Mahanya Buddhism in South Africa. Dr Senekal was so moved by the magnificent vision of the Fo Guan Shan Monastery in Taiwan that he announced that the land donated be increased to 18150 hectares.

Grand Master Hsing Yun set up the Nan Hua Dragon team in 2013 to empower young black South African women to enter their performing arts arena. These young women originate from all over our country and learn Chinese Art, traditional dragon dances and drumming as well as acrobatics and ribbon dancing. They also perform traditional African Songs and dances. The background to the temples history: The Venerable Master Sing Yuan, the founder of the Fo Guang Shuan Buddhist Order was born in Chiangtu, China. He became a novice monk in Nanjing and studied at various Buddhist monastic colleges. He established the Yu-han Buddhist Chanting Group.

In 1967 the Guang Shan Buddhist Order was established with Humanistic Buddhism as its approach. Thereby "passing the flame from one candle to

other infinite candles, which nurture and shine upon the hearts of all human beings" In short the Guang Shan's Buddhist motto offers Faith, Joy, Hope and Service.

Many of wondered what the significance of the three Buddhas in the Main shrine could be. These are referred to as the "Triple Gem Buddha". When facing the shrine you will find the Western Pureland or Land of Ultimate Bliss, Amitabha Buddha who represents longevity and endless light as well as infinite wisdom, compassion and aspirations.



The teacher of the Saha World Sakyamuni Buddha is found in the centre. His compassionate teachings transform and bring endless joy and benefit to all beings.

On the right is the Pure Lapis Lazuli Paradise in the East, the Medicine Buddha. By paying respect and making offerings to the Medicine Buddha



one may avoid disaster, gain good merit and longevity. These practices are which we need in our every day lives.



the Guan Yin Shrine, also called the Great Compassion Shrine, the Ksitigarbha Shrine and the Pu Hsien Shrine.

My family and I are interested in the teachings of Buddha. The philosophy of mindfulness, meditation, gentleness and compassion appeals to all of us and can be applied amid the stresses of our Western society and life style.

So! We were blown away by all we saw and heard and will definitely return with our children and grandson. Thank you to the Indaba committee for a truly interesting time spent exploring the surroundings of Pretoria. How about a weekend retreat!?

Jeanne Erasmus



2018 uKhahlamba MG Indaba

Drakensville Resort KwaZulu-Natal

**INVITATION TO ATTEND THE UKHAHLAMBA
M G INTERNATIONAL INDABA**

THE KwaZulu-Natal Centre cordially invites all M G enthusiasts to attend the 2018 Ukhahlamba M G International Indaba to be held from Thursday 3 May to Sunday 6 May 2018 in the MaGnificent surroundings of the world heritage Drakensberg Mountains.

Our venue is going to be the ATKV Drakensville Resort, billed as a “Breakaway Paradise in the Mountains”. We will be presenting the usual selection of Indaba activities as well as some interesting scenic drives and visits to some of the local attractions.

In terms of accommodation, Drakensville offers a limited number of 3 star one-bedroomed units in addition to two and three bedroomed houses for shared accommodation. The attached sheet has more information in this regard.

Facilities at Drakensville include two outdoor pools, a large heated indoor pool, putt-putt, snooker, pool, hiking and bird watching. There is also a Beauty Salon and Spa for the ladies. The resort is fully licensed and there is a Bar and à la carte Restaurant for lunches as well as a convenience Fast Food outlet for snacks if required.

All bookings will be transacted on line at the KwaZulu-Natal Centre website www.mgcarclub-kzn.co.za and all fees should preferably be paid by EFT. Payments by cheque or bank deposit will attract the prevailing bank surcharge which must be added to the deposit.

The non-refundable entry fee for the Indaba is R500 and is included in your total cost which is dependant on your choice of accommodation. For full details see the attached.

We look forward to welcoming you to our Indaba in 2018

Chris Brown.
Indaba Chairman.



Anyone interested? Please go to the website above.

NrmanTalks!

“ANOTHER MA GIC INDABA”

The Indaba has come, been and gone already.

For those of you who did not make the effort -- you will never know just what a Show you missed!

To Pepi and his team, must go the thanks of all for putting together a glorious get-together. How sad that those who failed the medical for the Great Trek never made it. Indabas are just that -- they are NOT holidays -- they are gatherings by MG Enthusiasts, out to enjoy the efforts of other MG enthusiasts keen to show them their own part of South Africa. And Pepi's lads and lasses did just that with great aplomb!

I congratulate Tony Cradock on his election as National President -- pity he cannot move into “Tuinhuis” and sort the country out for us.

Poor old Bruce's blood pressure was pushing his eye balls out when the six o'clock bus failed to arrive on time. By 6.30 he was almost jelly - - but thanks to Roger Lewis and Smart Phone, what could have been the first MG Club bus run to Witbank was cut short when Roger re-directed us from Pretoria Far East to the Northern's MG Club House. The JHB/PTA noggin went down a treat as did the “boerie rolls” --

and it was an excellent start to a Super Indaba.

Sadly Alan Farndell's funeral on the Friday had us in sombre spirits but those of us there expressed our sorrow to Brenda and family.

It was wonderful to have Hilda Clarke in attendance, and this only served to show just what an incredible MG family this truly is. With Betty and Gerhard from Holland and Walter and Brigitte all the way from Germany and the Woodhams from the UK, it still had international involvement. The attention to detail was mind blowing and the Saturday Dinner, with MG pre and post war advertising, Union flags everywhere, and people dressed to the nines; Philip and Shirley Roux, outstanding in Wings with Steering Wheels (MG naturally) and diamond cards were my pick.

The next Indaba is in the Drakensberg; you have two years Notice, and to pay it off.

If your enthusiasm is slipping - do something about it!!! You are not getting any younger.

So! - Save Fast!!!

And confirm your booking early.

Octagonally,

Norman

TECHNICAL

ANYONE FOR T...

TECHNICAL Anyone for 'T' Part 3 Continued

We have covered quite a lot about turbo chargers and their challenges by now you may be asking why not just bore the block out to 2 litres, modify the head, fit larger intake valves and a hot cam etc, or just drop a 3.3 litre Rover V8 in? Yes, all tried and tested alternatives.

My idea was to do something different. Nowhere could I find anyone in the club who has turbocharged a B so why not be a maverick and do it. I also did not want to modify any body work so that if I sold the car I could easily restore it to the original.

Finally it's a question of costs. I believe my turbo conversion has resulted in a fraction of the cost of the other alternatives, admittedly my labour has been free but, being on retirement, what better way to pass the weeks and keep the grey cells working.

My engineering background allowed me the advantage of doing all the engineering, design and fabrication myself and thank goodness for the internet, I could not have done it without that resource.

So let's look at the parts and how I got them all to fit in the engine bay .

Exhaust Manifold; here I must say thanks to Mike & Bruce Dixon who recently dropped a V8 into a USA spec car and had no further use for the old USA catalytic converter cast iron manifold from the original engine. This was ideal for my purpose and saved me having to fabricate a mild steel unit.

The USA manifold is cast in one with the intake so I cut off the intake portion as I did not want heat transfer from the exhaust to the inlet manifold.

The cast iron unit is heavy and bulky but they can take the heat and they don't warp compared to steel. Being a USA item it was difficult to find mating flanges and gaskets so I made the flange but had to recut a gasket from another car.

There is very little room between engine and inner wing panel but fortunately the later cars came with a depression in this panel which is just deep enough to clear the turbo. The connection from the manifold to the turbo required a horizontal U bend and then a 90° upward bend.

Another advantage that I had is that I have a spare engine block and cylinder head so I was able to do a mock layout before starting any real fabrication. Ever heard of cardboard engineering? It's something I learnt from the Japanese when we introduced "World Class manufacturing" into our factories. Any idea that requires an engineering input is first manufactured

out of cardboard, the cardboard product is installed and tested on the plant before any money is spent on metal fabrication.....don't laugh it really works and the item can last for several weeks!

Modified Exhaust Manifold with turbo connection



I used short radius 90° steam bends for this. The rather tight radius bends may not be 100% efficient for gas flow but that's the only way to get the turbo in. I also wanted to move the hot turbine section of the turbo away from the carb float bowl.

The plug on the centre branch previously had one of the emission control thingys required for the USA. I kept it and plan to fit a sensor to monitor exhaust gas temperature in the future.

Now let's look at the intake manifold; here again I used cardboard as a mock up, I wanted to incline not only the carb but the entire manifold 15° to avoid low spots in the pipes. I used standard exhaust tubing but had the risers bent to 15° to join up with the balance pipe section. I also used a heated insulation block between the manifold and carb this is also a USA item that came with the Stromberg- Zenith carb that is a US spec .

Connections on the manifold are for, brake booster, pressure to the boost gauge and manifold air temperature, other threaded stubs are for mounting the throttle cable.

There is some confusion about the vacuum connection to the brake booster since the manifold is pressurised; the bleed off pipe has a one way valve which is closed under pressure and open under vacuum so every time the throttle is closed the system is under vacuum and feeds the brake booster.

Another confusion is the that the carb operates under vacuum. That's true for normally aspirated engines , the fuel is sucked from the main jet due to the differential pressure across the bridge of the SU so exactly the same occurs when under boost pressure.



The mods to the SU carb were discussed in part 1 and 2 so no need to repeat them here. In reality any SU carb can be used as long as the air flow can be achieved for the target horse power. Remember that empirical formula 1Lb of air gives 10Hp so for 130HP we need roughly 13 Lb of air.

Peter Burgess did a lot of air flow tests on SU carbs and he quotes 146 Cfm through a standard 1.5" SU whereas a 1.75" (44mm) carb will flow 204 Cfm, my 130Hp needed a flow rate of 185 Cfm.

If using an older HS carb you will also need to seal the spindle shafts.

I previously mentioned the air plenum chamber that fits between the turbo compressor outlet and the carb inlet. Air flowing from the compressor to the carb has a rather tortuous route having to go through two 90° bends into the rectangular plenum which is another 90° change in direction and again a 90° from plenum into the carb. All these changes in direction destabilises the flow of air known as laminar flow as the air velocity varies from the outer surface of a bend to the inner surface and it's in the plenum that a measure of flow stabilisation occurs.

Corky Bell suggests that the volume of the plenum should be equal to the cubic capacity of the engine. I took a bleed off from the plenum to supply boost pressure to the carb float bowl, the dump valve and the fuel pressure regulator.

On the left side is the dump valve, I also made allowance on the opposite side for the future fitment of a water/methanol injection nozzle, this opening is currently blanked off. The 50mm stub is for the silicone pipe connection to the turbo compressor.

TO BE CONTINUED NEXT MONTH

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What a Sad Month

THREE OBITUARIES

JOHAN MEYER



Sadly Johan passed away on Monday 5 September. He suffered two serious heart attacks on Tuesday 23 August, and was rushed to the Union Hospital Cardiac ICU. He was on a mechanical heart for a week, but his system weakened and he finally passed away. A memorial service was held on Wednesday 14 September 2016.

Our deepest sympathy goes to Avril and their family.

ALAN FARNDELL

Alan and his wife Brenda were members of the MG Club for many years. Alan enjoyed working on his MGs, and tackled several restoration projects.

He will be sadly missed by Brenda and their family.

MARGIE GOUGH

Margie and Dave were very active members of our club in the early days, until their relocation to KZN. There they were again active in the KZN MG Club. Our deepest sympathy goes to Dave and their family.

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Forthcoming Runs, Noggins and Events.

October Natter and Noggin

Old Ed's - 6 October 2016

A talk on Castrol Classic Oils for our Prized Faithful Possessions. Get a better understanding of the technical aspects of these products

October Run

16 October 2016.

This is the annual Jacaranda Run in Pretoria/ Tshwane. The run will start from the Union Buildings at 10:00 for a 10:30 departure. The run will go around Pretoria and end at the Northern Centre clubhouse for a braai. This will be a Bring and Braai and fires will be provided. A cash bar is also available. Note that this is the third Sunday of the month.

November Natter and Noggin

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- 011 6789267, Tony@mgcc.co.za

December Natter and Noggin

Old Ed's - December 2016

Social Evening. Wrap up of the year's happenings

December Run

Sunday, 11 December 2016.

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

Get into your MGs, Drive them, and Enjoy them!



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