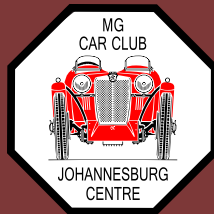


# Thumbs Up!!!



1969



2017

OFFICIAL NEWSLETTER    MG CAR CLUB    JOHANNESBURG CENTRE

October 2017

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# MG CAR CLUB

## Johannesburg Centre



PO BOX 52336 SAXONWOLD 2132 JOHANNESBURG

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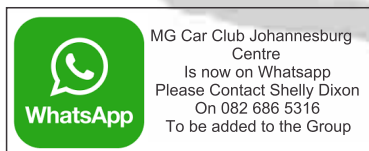
**A Natter and Noggin is normally held on the first Thursday of each month at 8pm**

The Old Edwardian Club, Houghton.

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

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

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



## **MG WEBSITES**

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

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# *From the Chair*



Dave Lawrence kept the audience at our monthly Natter and Noggin spellbound with his encyclopedic knowledge of special-bodied Y Types. What fascinated me was the years of research he has undertaken tracking down the 70 year old cars. Obviously his occupation as an airline pilot assisted him in the travels to find and track these cars. Some of the cars still exist, but many exist only in happy memories and fuzzy old photos. Dave was recently invited to deliver the talk in Australia; he has also written and published a book on Y Types.

Our September run was a big surprise. Generally I reconnoiter the runs beforehand, but in this instance, as it is a private (sort of top secret!) museum that was not possible, so I was just as surprised and amazed as the rest of you at the fantastic presentation of the collection of memorabilia, cars, bikes and models.

Our October Noggin is bound to be a surprise for you as well (Carol and I have had a preview and we are finalizing the arrangement with the speaker). The traditional Jacaranda Run to Pretoria and the Northern's Centre club house on the 22nd October promises to be a highlight of the year. We are also planning an interesting run for the 12th November that will be held in the morning before the Christmas lunch. Details elsewhere in this edition.

Please also remember to book for the KZN Indaba if you have not already done so.

The committee has co-opted Mike Trollope to the committee in order to comply with the minimum requirements of the club's constitution. He, as you know was born into the MG fraternity with his late father being an active and enthusiastic member of the club. Mike is an ideal candidate, given his enthusiasm and passion for MGs, and all things mechanical - he is in his final year of mechanical engineering and his family now owns the MGB which belonged to his father (the car was sold to Brad Meiring after the tragic death of Mike's father 8 years ago).

As we are now approaching the last quarter of 2017, time has come for the members to seriously think of their commitment to the club carrying it into the 49th year and in preparation for the grand half century celebrations in 2019. 50 years for any club is a fantastic achievement and Carol and I are proud to have been involved for some 45 years. There are a number of portfolios that need to be filled on the committee and it will be an exciting period for the members and the committee.

Bruce

# TECHNICAL

*Submitted by Bruce*

## TO FLUSH OR NOT TO FLUSH-THAT IS FOR YOU TO DECIDE

The decision has more or less been taken out of the hands of the Capetoninans with their water restrictions although the council has given them the rider by saying 'only when necessary. However I am just starting the debate on whether one should flush the engine before changing the oil. It has been debate of the years in many forums.



Internal combustion engines build up sludge and varnishes. Older engines with irregular oil changes and worn components have leakages past the pistons and valve guides that add burnt oil to the engine oil that coats the walls of the block and forms the dirty sludge much of which drops to the bottom of the sump or oil pan. The idea of treating the old oil with an oil flush is to wash this out before filling with new oil- now is this a good idea and what are the alternatives?

The first time I came across the problem was way back in 1966 when a colleague of mine's pride and joy was a Ford Fairlane V8 that he had service himself frequently and which had done a high mileage. He swore by a particular brand of oil and attributed the high mileage to this. Anyway he changed the oil using the same brand of oil but was unaware that the manufacturers had added a detergent to the oil that it had previously not had and to his absolute horror the result was a disaster.

I believe that all modern oils have some level of detergent additive now and but still if you visit an engineering works you will see what happens to the inside of an engine that is not serviced regularly -lots of black gunk that turns the old oil into an effective abrasive. Carbon build up is bad, remember that diamonds are the hardest thing known to man and they are made from carbon.

Now the debate! Flushing the old oil helps to get rid of the muck but in doing so, it cleans up the seals that have been formed by the very same muck. The worn and possibly cracked lip seals may start to leak oil. There are various tolerances that have a buildup of carbon and sludge that are cleaned and may result in blow by etc. Another concern is that the engine flush reduces the viscosity of the oils and may result in thinner than normal oil to damage engine bearings. Sending the flushing additive through an old dirty oil filter is likely to loosen up fine particles and send them through the bearings- not good at all.

If one is changing oil brands, there is probably good reason to flush the system as mixing of oils is apparently not good if they are not compatible as it has been known to cause foaming.

I also know that the draining of old oil is sometimes done by sucking it up through the dip stick hole rather than removing the sump plug- I wonder if that is a good practice and if it gets rid of the sludge at the bottom of the pan.

It is always recommended that the old oil is drained when the engine is hot after a long run and I, as a lay person don't like the idea of running the engine hard with a flushing additive in the oil. I believe that regular oil changes with the correct oils (remember the oil for our old cars should have ZDP) is all that you need and be wary of using a flushing agent in an engine that has not been serviced for many years- that could be disastrous. The decision to Flush or not to Flush is yours.

# NrmanTalks!

## *My pal Dick*

This is an email of condolence sent by Norman to Leesa Hudak - Dick Knudson's daughter

*Dear Leesa,*

*In 1974 Pat bought me a book written by one Richard Knudson...The Classic MG Yearbook 1973. I read it from cover to cover and when I realised that there was nothing at all from Africa, I wrote to the author to ask why. His response was simply that I should "write something" which I did...and a friendship by mail flourished. When I sent him and Ann a pair of little TC name badges I made, to my amazement I then received orders from all over New England for more of the same.*

*We did not meet until 1980 in Holland at the Dutch event, but by then we were really close, as my correspondence files show. I threw nothing away, as Dick's letters were gems. In 1982 with Dick's and Jerry Keuper's help, I took 52 local members on an MG World Trek with the USA leg starting in Melbourne Beach, Florida and Dick flew down to meet the team. The fun started right there! Dick had organized the next leg at Danbury where a huge auto show was on the go before we moved on next day at the Reading home of Dave Raymond...the delirious joy just carried on...Dick was in his element! But it got even better as I had created a week's grace for everyone to do their own thing, and it was Dick's next surprise to whisk the Ewing family for his own treat first to spend time in Oneonta with the Knudsons and then...Niagara Falls.*

*Just think about that...and the effect it had on my family. This was a different kind of MG event, and being with Leesa and Erik was just great for the girls, for we were like family. Dick and I spent hours talking MG and he invited me to return two years later to give a talk on Count Lurani. The story of the trips from Fox Ridge with Dick and Hank Rippert are now the stuff of legend as Dick was convinced that if it was discovered that Johnny Lurani had missed the flight then people would insist on their money back, and so Dick decided to tell everyone that Johnny had arrived and was tired and sleeping...but Ann was not fooled. I could not contain myself, I was laughing so much I had to lock myself in my room.*

*Next morning sitting alone in Hank's car, Ann came out and demanded to know where Lurani was. I mumbled not very convincingly that he had gone for a walk and that we should pick him up. She just gave me a long hard stare. When Dick came out told him what had happened, he decided when we finally collected Johnny at Logan that I should explain that he was supposed to be already here and that we were only going*

back for his luggage and that Dick wanted him to say on arrival that he was thrilled to have his luggage, which he did to Ann. Ann gave Dick and me the same long look. Johnny could not get over all the practical jokes and decided he wanted to join in. He sent me to tell Dick that he was very unwell. I went to Ann and asked if there was a doctor in the house, which Dick overheard. Dick had squeezed himself into a hired tux and tiny patent shoes and tore off to Johnny's room where Johnny was laughing fit to burst, the tears streaming down his cheeks. Johnny had to work hard to convince Dick that it had been his idea all along.

After all that I was determined that Dick should come to Africa...and as he wrote in Sacred Octagon. I had refused to leave his house until he promised to come..."would you want Norman Ewing living in your house forever?" So he came...and what a time we had.

It was my turn to share my country with the man I regarded as my MG Guru...involving him in stand building of an MG club stand all through the night, and then days later taking him off with the Debeils whom he had met on the MG World Trek to the wilds of the Kruger National Park, where silence rules and the lights go out early, as to game view you must be up before five. All this was new to Dick. We were standing around a braai (barbeque) talking too loudly for people in the adjoining huts who came out and asked us to be quiet. So we did and all the camp lights went out, the generators at each hut were silent, and only the distant roar of a lion could be heard. A Ratel (or Honey Badger) scampered past in the dark, its rough fur brushing against Dick's bare leg. The scream he let out would have wakened the dead. In moments the camp was a blaze of light as one after another the generators fired up. We scampered into our darkened hut leaving the meat on the fire, unable to contain our laughter. Dick lay on the bed laughing his head off, and every time I said it was harmless he just started laughing again and I knew he was really enjoying himself!!! We saw a fair amount of game, but not as much as we should have with all that laughter...even the hyenas backed off. Then it was time to head south to Port Elizabeth by train for the MG Indaba.

An overnight trip with a dining car and made up bed in his compartment- he was like a kid in a candy store. Over breakfast the next morning, still far from PE we discussed the final leg of his trip with some of his new friends on a thousand mile scenic drive to Cape Town in T Types, he was ecstatic. On our trips to Logan for Johnny we discussed and sort of planned the Ocean to Ocean, and now it was my turn to promise to come and enjoy the O to O with Dick and Ann and MG friends old and new. Later that year friends that Dick had introduced us to--forty eight in all--came to South Africa with Phil Hill! When I think of all the people that we met through Dick--the Lecksteins, Raymonds, Goldmans, Hites, Stelmans, Schorers, Boiteaus, Emblings and Sarvases--the list is endless, even John Dugdale and Wilkie Wilkenson at his wonderfully organised Kimber Centenary event at Rhode Island--because Dick's greatest skill was bringing people together and encouraging enthusiasm through his MG passion. Testament to this was his induction into the British Sports Car Hall of Fame. There was never a more worthy recipient, for he injected a level of knowledge and fun into MG ownership that was just incredible.

*In 2007 we sailed to New York on the Queen Mary to stay with the Lecksteins before bussing up to Oneota to stay with Dick and Ann, and share Cooperstown, Erik and Gina and the girls but sadly missing Leesa and Don. The parting was really, really sad, for I think we all knew that this was probably the last time we would all see one another. The bus ride back to New York was wet eyed and miserable.*

*Dick, thank you for being you. Your MG flock around the world is really going to miss you terribly. Every time I look at my MG models and toys I will remember you. Every time I read an MG book, I will remember you...and every time I drive an MG, I just know that you will be along for the ride! Farewell my friend.*

#### SECRETS TO INNER PEACE

If you can always be cheerful,  
ignoring aches and pains,  
If you can resist complaining  
and boring people with your troubles,  
If you can eat the same food every day and be grateful for it,  
If you can understand when your  
loved ones are too busy to give you any time,  
If you can take criticism and blame without resentment,  
If you can conquer tension without medical help,  
If you can relax without alcohol,  
If you can sleep without the aid of drugs,

Then You Are Probably The Family Dog!  
Handle every Stressful situation like a dog.



Submitted by Kevin

## MG Car Club Johannesburg Centre Christmas Lunch



Date: 12th November 2017

Cost pp:

For Club members R130.00  
and R165.00 for non members

***Your proof of payment will secure your booking***

Run Time: 10:00am

Lunch Time: 12:30pm

Account details: Mg Car Club

Standard Bank 00-48-05

Account Number: 00 203 458 1

***See the Forthcoming Events page for more details***



# THE ADVENTURES OF MG TC<sup>2456</sup>

England – South Africa – England

By Roger Bateman

Part three of the adventure

Continued from the September edition:

*Roger Bateman has made a special plea for anyone who can fill in other details of this car prior to 1967 to let him know. [Rogerbateman@rocketmail.com](mailto:Rogerbateman@rocketmail.com). The car was originally registered TP 188-354 before the new numbering system changed it to DND 787T This would help me work back to 1947!*

Continued from the September edition.

## 4. SOUTH AFRICA 1947 - 1986

This MG TC sports car, chassis number TC2456, was built at Abingdon, UK on 26 March 1947 and exported new to Durban, South Africa. The British Government's "Export or Die" initiative meant that a large percentage of new car production had to be exported to earn much-needed foreign currency after WW2. MG TC overall production was fairly low: a total of only 10,000 cars were built, of which 2,359 were built in 1947.

The MG dealership in Durban, McCarthy Rodway, occupied an impressive 1930s art deco-style multi-fronted building on Smith Street, with the showrooms at ground level facing the wide street and the workshops on the first floor. These were accessed by a ramp, which was said to be a real test of their mechanics' driving skills, making one wonder how they got broken-down cars up there.

McCarthy Rodway were Nuffield dealers for MG, Morris, Wolseley and Riley (and later all BMC products as well as possibly Jaguar and Rolls-Royce). They were heavily involved with the creation of Motor Assemblies Ltd of Durban in the 1940s, which was an assembler of various makes of English and American vehicles that were imported in kit form for supply to the local market. These included most Nuffield products - except MG, until the TD was introduced in 1950.

MG TCs were only exported as complete cars, and incidentally in right hand drive only. McCarthy Rodway received only 16 TCs out of the total 139 shipped to South Africa and Rhodesia 1947, so it would have been a pretty rare car in those days.



*A view up Smith Street, Durban. The McCarthy Rodway building can be seen at bottom left of the picture. This was in the mid-1960s but the scene would not have changed much since TC2456 was delivered there new in 1947.*

At this stage it is not known who the first owner was of TC2456. As so few MG TCs were supplied to McCarthy Rodway in 1947, this car was probably pre-sold and therefore didn't spend much time in the showroom; but undoubtedly it would have had its pre-delivery inspection in the upstairs workshop and probably several of its early services too.

The documents reveal that the car was painted red when new and registered by Transvaal Province (TP) with the number TP 188-354. The numbering system was changed at some point after 1980 when the car was allocated the number DND 787T (T for Transvaal), which remained on the car until it was exported to the UK in 1986.

By the 1960s the car was owned by Neil Albertyn of Pretoria, but it is not known when he bought it, nor from whom. He sold it to quantity surveyor Jacob Kat in 1967. Jacob was a great vintage car enthusiast and collector; at any one time owned several in various stages of repair. In addition to TC2456 it is known he had a 1938 Rolls-Royce 25/30, 1925 Reo, an Austin Seven Nippy and a Chevrolet as well as Jaguars XK 120, XK 150 and E-type. A true enthusiast, indeed.

The car was still red when Jacob bought it and described as being 'off the road', so presumably its first 20 years of life on the rough and dusty South African rural roads had been hard.

The car remained in this condition in Jacob's garage until 1969, when he sold a half-share to David Cleland, also a quantity surveyor whom Jacob had known since they were students together. David renovated the car to roadworthy condition, including repainting it green. In due course, in 1979, he sold his half-share back to Jacob. Distinctive features of the car were a chrome plated griffin mascot on the radiator cap and unique indicator lamps.



*TC 2456 with Jacob's feline passenger as it was after David Cleland's renovation.*

In 1973 the car was featured in a film called *The Sargent and the Tiger Moth* by Koos Roets, the South African director

Naturally I was keen to find a copy of this film. There was nothing on the internet so I contacted the British National Film Archive, but without result. I also got in touch with the South African Tiger Moth Club who confirmed details of the aeroplanes but had no knowledge of the film. Eventually I found that the South

African National Film Archive did have a copy. They were very helpful, but could not release one to me without the permission of the copyright holder whom they had listed as Koos Roets, the director.

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Koos was happy to correspond with me about the film and he remembered TC2456 well, despite the intervening forty years. He told me that the MG was in excellent condition at the time of the filming, and that he had himself driven the car 120 miles to a farm near Standerton where the filming had taken place. The yellow Tiger Moth ZS BGL that was the 'hero aircraft' in the film was owned by Koos himself; and the leading actress, Katinka Heyns, was his wife.



*TC2456 in the opening scene of the film, The Sargent and the Tiger Moth.*

Jacob also owned one of the de Havilland Tiger Moth aeroplanes used in the film, then painted blue and silver and registered ZS CKX. He had bought this from Koos, who says that the MG had been intended to be the deposit on the purchase of this plane; but it seems, when it came to it, that Jacob couldn't bring

himself to part with the car. Despite owning the plane, Jacob did not register it in his name, nor gain his pilot's licence. This aeroplane has since been restored and is today kept at Rand Airport, Johannesburg.



*The Tiger Moth ZS CKX today which was owned by Jacob Kat in the 1970s and featured in the film with TC2456.*

However, as far as the film copyright was concerned, Koos told me that he had sold the rights to kykNET, a South African satellite TV service. After a bit of digging I was able to contact the chief executive at kykNET who generously agreed to send me a DVD. It took an anxious month to arrive but, when I was finally able to view the film, I was delighted to see that it really did feature TC2456; there are some unique features on the car which also appear in Jacob's 1980 photos and are still present today.

I was intrigued that in the film the MG bore yet another number plate. I contacted Koos again and he told me this was a false one; for authenticity the car had been given an appropriate Potchefstroom area number plate as the film was set around the University there.

Jacob continued to use the car for shows, car club events and so on until 1980. Then disaster struck. On 9th October 1980 Jacob was involved in an accident in which the MG collided with another car, causing it to overturn. Jacob was not seriously hurt and was able to crawl out from under the wreckage, complete with his trusty camera, and began taking photos of the scene. The car was quite seriously damaged: the windscreen was broken off, the nearside wings were crushed, the radiator shell damaged and his beloved griffin mascot lost its wings. This, of course, must have been the accident which caused the bent front axle and broken engine mounting that I discovered 30 years later.



*Some of the damage caused by the accident in October 1980, showing broken-off windscreen and crushed nearside rear wing.*



By the time the claim had been settled, Jacob had already sold the MG to a family friend, Glenda Pasley, in 1981. Ingrid introduced me to Glenda who has been extremely helpful by filling in details and background to this history, and periodically emails me with more things as she remembers them. She recalls that she had paid for the MG in instalments with the final one being on 15 June 1982. Glenda and Jacob were members of Pretoria Old Motor Club. They regularly attended meetings, including the annual Cars In The Park event where they displayed their cars alongside many other vehicles of all ages and types.

Glenda carried out a number of improvements to the car, and removed the damaged griffin mascot for return to Jacob for safe keeping. She had bought a new wooden dashboard, the very same one that Ingrid had carried back to London for me in 2017. It is the correct pattern for the car and was intended to replace the 'period-trendy' padded leatherette one (which can be seen in the Tiger Moth film and presumably fitted by David Cleland when he carried out the earlier renovation work) but Glenda never fitted it. Instead it had made its way to Jacob's mantelpiece where it stayed for the next three decades. The steering wheel was replaced as the original had been damaged in the accident. There was a vintage car specialist in Johannesburg called Rolo Motors who could obtain parts for these cars.

In 1986 the MG was sold to Johannesburg car dealer MT (Mike) Braude, who also bought two cars from Jacob at the same time. These were a 1938 Rolls-Royce 25/30 limousine (SA registration DYC 273T) that had reputedly been a South African Government car, and a 1925 Reo (registration CPB 083T). All three cars were subsequently sold by Mike Braude to the same purchaser.

# Here is my 27 years with the MGA

Copyright 1999 Bob Wing

(Bob passed away in March of 2002. We'll miss him a lot at Electrifying Times... Do read PASSING OF A PIONEER by Don McGrath. R.I.P. Bob.)

## **CONVERSION OF A MGA TO A ZERO POLLUTION ELECTRIC CAR** *Continued from September 17*

ZAPI H2 120 VDC with regen now has Rudman Regulators installed on '59 MGA Roadster.

Greg McCrea was visiting one day and asked me when those Rudman Regs will get installed on the Optima batteries. I responded with an indefinite time schedule and Greg said why don't you bring it in to his Sacramento CA shop. This sounded like a good way to get the upgrade done more quickly so the MGA was towed for 2 1/2 hours to Electric Conversions. I had done all my own electrical modifications for the past 25 years but contracted for the welding and machining. The original motor mounts, adapter plate and some original battery racks are still in use with new racks added as the number of batteries increased over the years.

The original 96 V ZAPI H2 controller was modified to operate with a 120 VDC battery pack which saved me trying to sell the one year old 96 V model. All of the contactors and controller connections could stay in place as the contactor solenoid coils would operate on either the 96 or 120 VDC control voltage supplied by the H2. The H2 regen was already operating so the only change was to reprogram the H2 to increase the regen current slightly when throttle was released up to 50 A depending on car speed and gear, and to up to 150 A when the brake pedal is depressed. The hand held programmer can preset in 10 steps for many different controller functions and also read the controller temperature while the car is operating.

Four new Optima Yellow Tops were added to increase the range to 53 miles at 55 mph from 35. At 30 mph the range should be 86 miles compared to 70 miles according to a computer programme. Those 30 mph theoretical estimates may be too high with the frictional losses in the MGA but I will check it out.

Space was found in the trunk for four more YTs (Before the Optimas I had planned for Trojan T-125s). Since this decision was made just before the upgrade I called E-car in Portland (I find they are closer to the distribution God at Optima than others) and Optima dropped-shipped to me by UPS in 2 days.) The other 16 Optimas are prototype YTs although in a red top as manufactured in early '95. I had used these RT prototypes for about one year.

All of the Optimas were removed and tested along with the new YTs with a Zivan commercial tester through four discharge and charge cycles. Several of the RT tested low but were brought up to capacity. One of the new YTs would not come up on the second charge at all, one cell was bad.



Optima replaced the faulty YT. I have written John Olson, Senior Electrochemist at Optima, to find out the nature of the cell failure but have received no answer to date. This experience of a faulty new battery alone was worth the cost in time and money to have Electric Conversions do the upgrade.

Greg advised connecting two Optimas in parallel, then each pair in series rather than two series strings in parallel for 120 VDC. This way taking the strongest and the weakest battery paired, and then the next strongest-weakest pair, etc, the two strings should remain more balanced. Also, only 10 Rudman regs at \$20 each instead of 20 would do the job. No. 2 cable connects the pairs and 2/0 in the series connections, then 3/0 from the H2 to the 4 motor connections, this is regen remember. Most of the installation and recabling was done by Rick at Electric Conversions.

Samples were available to me of both the BattPro regulator designed by Mark Hansen and sold by Wilde Evolutions and the Rudman Regulator designed by Joe Smalley of Manzanita Micro is sold by Rick Rudman, E-Car and others. Since my batteries are placed in tight spacing, and with some on their sides, it was not practical to use the + battery post as the heat sink for the Reg as required by the BattPro. Also living in California with no freezing temperature my battery cases are open to the weather under the hood and in the rear trunk area where the gas tank used to be. Also I wanted to see all the LEDs at once. The blinking LED easier to see on the Rudman than the gradually increasing intensity glow of the BattPro.

At a electronic surplus store I found an IBM accessory box and mounted all the Rudman Regs in it. A fused lead from each battery junction connected through a multi-contact plug and socket connects to the regs. A pair of wires from each Reg then go to an external 5 ohm 25 watt resistor on a common heat sink. For final equalization battery charge every 2 weeks or so the cable connector can be disconnected to remove the regs from each battery and then fully equalized Optimas charged according to Optima recommendations for the final full charge of 2 A for 3 hours. I will not do this for more than 1/2 hours so as not to over gas any of the sealed batteries.

In operation the Rudman Regs operate only while the LED is flashing slowly at first, then bypassing that battery by sending the current through the other Regs through the on board power resistor and the heat sink and the external shunt to next batteries in the series string. Rich Rudman says 'You don't want the LEDs to almost lock full on...you are driving the Regs beyond their bypassing abilities. A good fast flash is ok, about once a second. While the Regs LED is off ALL the power is going through that one battery, and no current is being bypassed. When the batteries voltage rises to the Regs trip point then the Reg flashes on to bypass another pulse.'

'The Charger should reduce its charge current when the entire strings voltage is just at the combined Regs set points...it should trickle charge at this voltage, and not over amp the batteries and the Regs. If the Regs are no longer blinking...they are no longer regulating...they must blink or else you battery voltage will be above 15.5...or about 1 volt over their set point. With a loadless Regs and 5 ohms of bypass on a external heat sink, the Regs are safe from overload...but they can't keep the battery voltage under control if you drive them to full on. To test this put a volt meter across a Reg protected battery and watch the voltage as the Regs start to work...

Once you have them blinking...if the charge current is still too high for the Regs..the voltage will stay in the regulation voltage area for a while and then the blinking will increase in rate and duration, at a certain point the flashing will increase and the voltage will then start to rise again. At this point reduce your charge current, or double up your 5 Ohm external load banks. The stock Regs will stand about 10 amps of continuous current...or 120 watts of waste heat. This would take 4 or 5, 5 ohm 25 watt resistors. Better yet crank down your charger to stay below 2 amps of finished float charge current.'

The charger must be set to turn off just before all the LEDS are full on and no longer blinking. That is exactly the way my 220 Vac Zivan charger operates. I am beta-testing a RUSSCO separate on-board 110 Vac for charging on the road when 220 Vac is not available.

On the dash I have an Cruising Equipment E-Meter isolated from the lighting battery and car ground with a COSEL 250 ma, model zus3 12 12 DC-DC converter (size 1/4" 7/8" x 1 3/8") available from Wilde EVolutions for about \$35. I use the Westberg analog ammeter to drive by to conserve my current draw. I usually leave the E-Meter on VDC when touring using the Ahr when charging. I can switch the E-Meter to 'Amps' when in regen as it reads instantaneous regen current. Also on the dash is a DPDT toggle switch for forward-reverse with a center off position.

Now for the summer driving with the top down. I am too tall to fit in the roadster with top up anyway. This keeps me off the wet and salty sea level roads as English sport cars are well known to rust out where the mud collects in the lower body. It has been exactly one year since the H2 without regen was installed as described in Part 1 of this series. It always takes longer than planned.

I am beta-testing a RUSSCO on-board 110/220 Vac charger with excellent power factor design. I will report on this development in the future. My previous RUSSCO controller had very a long life of over 11 years.

Nov '96 ZAPI H2 regen is fantastic

Since June 1996 I have been running my Italian ZAPI H2 400 amp 96 VDC controller in the standard traction mode in the '59 MGA Roadster. There are 16 - 12 volt Optima prototype deep-cycle batteries in two strings. The ZAPI 400 amp was much less expensive even with shipping from Italy added than other controllers for standard traction. The H2 is a well proven controller for pumps, lift trucks and EVs in Europe. For regenerative braking there is the added cost for two contactors; a changeover contactor (single pole-double throw) and reversing contactor (doubled pole-double throw) at \$190 and \$329 respectively. I require regen braking to go down hills with up to 18% grades from 400 to 1000 feet above sea level. My MGA drum brakes overheat and become dangerous on hills. There is no problem going up hill.

When driving with regen the car is in free-wheeling as long as the throttle is just barely on as if in compression with an ICE engine with the throttle released. Then when the brake pedal is applied the stop light switch connected to a relay a further speed reduction occurs as a larger regen current goes into the battery pack. Down shifting also increases the regen.

For regen to work without damage to the motor it is necessary to move the brush ring to a neutral position midway between the clockwise and counter-clockwise rotation setting.

The initial installation took several days as the instruction manual is for the factory installers but after you have done it once it will be easier another time. Greg McCrea of Electric Conversions<[greg\\_mccrea@macnexus.org](mailto:greg_mccrea@macnexus.org)>, 214 14th St, Sacramento CA 95814, plans to assemble ZAPs in metal box with heat sinks and wiring complete so only the motor and battery cables need to be connected. A terminal block will be available for the microswitch and contactor solenoid lead connections making the installation much easier. Two different programming hand-held consoles are available at extra charge but Greg programmed mine before he shipped it to me so I did not have to buy one. One console model display can be dash mounted to give different read outs.

Compared to my four previous controllers over the past 24 years, the first thing I notice is that you can creep when starting. Although the 5k ohm linear pot is the same one used with other controllers, the H2 start program provides different speed curves so the forward start can be very slow, half the speed of walking, but moves up quickly to full current.

The electronic reverse is much easier to use than the manual transmission and it can work with any forward gear A dash mounted locking toggle switch with forward, neutral and reverse is very quick to use and the passenger cannot accidentally change it while the car is motion.

Also, it is important to have motor governor speed control. With the motor under no load even at 72 VDC and now at 96 VDC the motor runs too fast with the clutch disengaged. Certainly you want the motor under load to go much faster than an ICE as the electric has good torque at low speed but is much more efficient near its upper end. Why loose battery power to resistive heat through inefficiency?

To complete my 24 year old project I want a 7kW, 120/240 Vac onboard charger to use at home or on the road.

\* Awarded best Classic Car at the Silicon Valley EAA '96 Rally at Stanford Univ.

West Coast Wing: May 28, 1999

Zivan Smoother Beta Test Results (Photos of installation available upon request.)

# SWISS AND ITALIAN SPECIAL - BODIED M. G. Y TYPES

Before the Second World War it was common practice in the Motor Industry to sell running chassis to outside coachbuilders so they could be fitted with bodies designed to meet an individual customer's requirements. Coachbuilders in Switzerland were particularly well-known for doing this. It is perhaps less well-known that this practice was continued for a while after the War - particularly by the coachbuilders Reinbolt & Christe. One or two Italian coachbuilders also continued this trend.

The term "running chassis" tends to give the wrong impression. What was actually exported was almost a complete car, usually without the interior upholstery or seats and sometimes without parts of the main body. At this stage we know of nine Y Types re-bodied in Switzerland and three in Italy, all in 1948 except two of the Italian ones, and all right-hand drive except one. Brief details follow:

1. Built on the chassis of Y/1225 as an open two-seater based on the TC. Designed by J.H. Keller, it cleverly combined mainly Y Type parts with a Reinbolt & Christe-built TC-style main body, seats, hood and instrument panel. A standard Y Type engine was retained, with a NORDEC supercharger fitted. Only one was built.



2. Three examples of a four-seater convertible with two doors, built on the chassis of Y/1366, Y/1367 and Y/1380. Built by Reinbolt & Christe (possibly Keller-designed) these cars were really very close to being "Y Saloons with the top chopped off". They were sometimes referred-to as the "YRC" (for "Y - Reinbolt & Christe").



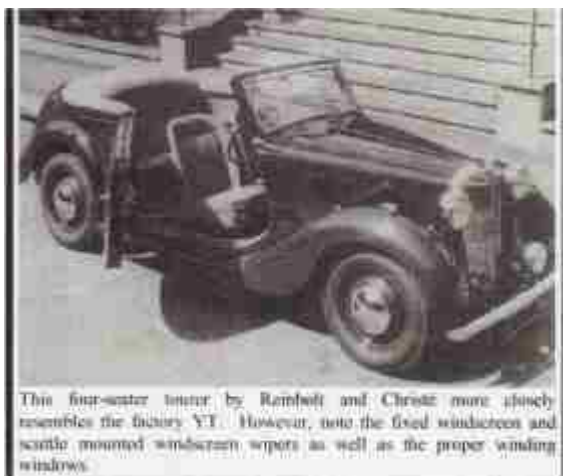
3. Y/1373 was an open four-seat, two-door convertible built by Beutler Bros. of Thun. The wings and running boards were re-shaped. A standard Y Type engine was retained. Only one was built and it still exists.



4. More usually known as the "Worblaufen Y Type" (they were built by Fritz Ramseier of Worblaufen, a suburb of Bern) were three four-seat, two-door convertibles, rather similar to the Beutler (see 3 above). The chassis were Y/1374, Y/1379 and Y/1381. The front of the car was "Y Type", while the rear was completely redesigned. The two doors were flat-topped, but, interestingly, were hinged at the front, unlike the previously-mentioned cars. A standard "SC" engine was retained. Y/1381 still exists.



5. A Keller-designed, Reinbolt & Christie-built, two-door, four-seat convertible with a full-width body (ie. no running boards) using a Y Chassis (number not known) and running gear, Y radiator grill and Y wheels. The headlamps were neatly faired into the large, elegantly-flowing front wings (like the TF). A very nice-looking car, it appeared at the 1949 Geneva Motor Show and was judged third in its class in the Concours and Fashion Show.



This four-seater tourist by Reinbolt and Christie more closely resembles the factory YT. However, note the fixed winddeflector and scissor mounted windscreen wipers as well as the proper winding windows.





6. In September 1948 Zagato Carrozzeria showed its "Panoramica" saloon body on a Y Chassis (number not known) at the Turin Motor Show. This car was known to Zagato as the "MG1500" (reason not known), and all mechanical parts, engine, dashboard and instrument panel were Y Type. The front seat was the bench type. The body had unusual windows curving into the roof at the top, to allow excellent all-round views (hence the name).

The windscreen was a three-piece unit. Only available to special order, only one was built, as far as is known.

7. In late-1952, Roger Barlow, a film producer and President of International Motors in Los Angeles, approached the Italian coachbuilder Carrozzeria Castagna to build a special body to his own design on a YB chassis he had acquired from M.G. He wanted a left-hand drive 2+2 convertible with a VISTOTAL pillarless windscreen. Castagna closed down in 1953, although they did complete the car, although not to specifications. No reason was ever given, but Roger Barlow accepted it anyway. It still exists in the U.S.A. (Note that this effort was after Barlow's failed 1948 arrangements with Zagato, Castagna and Farina to put Italian-designed sports bodies on Y chassis).



8. Little is known about this Vignale-designed body on a Y (or YB) running-chassis with engine. It had a large, slender sporty body of the Ferrari, Aurelia or Alfa type, but was underpowered for its size.

## CLUB RUN SUNDAY 10TH SEPTEMBER TO **"THE CHECKERED FLAG"**, BENONI

The cream garden wall at 188 Pretoria Street, Benoni, belies what is hidden behind its neat facade. What was originally a residential house is now home to "The Checkered Flag" motor racing museum, owned by their club and 'big' Steve. (Yes, Checkered Flag as opposed to Chequered Flag.)

We came in through the front door, not sure what to expect and what an eye-opener. Every single wall in the 'house' and the three showrooms is covered with photographs of racing cars, drivers, race tracks and 'you name it' all neatly displayed and labelled.

In the showrooms outside, cars and bikes belonging to club members and those collected by Steve are parked in neat rows and all are in immaculate condition, so clean and polished that it must be on-going work to keep them in that condition. Cabinets house numerous trophies and racing overalls from such notables as Sarel van der Merwe and the Schechter brothers amongst many others. But, it is the mind boggling collection of model cars expertly archived in cabinets that 'floored' many of us; definitely collectors' paradise and Steve has been collecting for 20 years. Everyone's cameras were busy capturing this all on card (no film anymore, except for Rodney Norton).

Unfortunately, no MG racing cars on the floor, but we did spot a set of MG cufflinks and a couple of MG models in the cabinets.

The pub (inside the house) is obviously a popular watering hole for club members; Dave Wheeler is a member. The hosts were very accommodating and had lit two braais for everyone to use and also thoughtfully provided plates and cutlery in case we didn't have! It was most pleasant after having looked round this amazing collection to sit at the octagonal tables outside in the spring sunshine under umbrellas and enjoy our lunches and conversation.

Our thanks go to Dave Wheeler for facilitating this visit, to Bruce and Carol Dixon and to "The Checkered Flag" club for their hospitality. It was a most intriguing and interesting visit.



Jenny Loader 11 September.

### *Stats behind The Checkered Flag*

*We had a chat with Jimmy (a member of the Checkered Flag club) & gleaned the following stats:*

*50 cars (+/- 7 not being Steve's); the popular / favourite cars are always parked near the exit doors.*

*57 motorcycles (+/- 10 not being Steve's):*

*Carol Dixon commented "how cute, some motor bikes have their own bedroom".*

*The Scott motorbike is one of two works bikes made and has a very rare 600cc engine, unusual as the factory was only known to make 500cc engines.*

*Experts in UK confirmed the existence of the works bikes and were gobsmacked to find one in SA.*

*Over 7000 motoring models (Steve has been collecting for +/- 20 years).*

*Too many photographs to count; every wall was covered with car or racing photos.*

*The car engines are started at least "monthly", with many cars being raised to have their wheels turned.*

*Membership of The Checkered Flag is capped at 40 people.*



*Bikes varied from old to new, big to small*



*Just some of the car collection in the 2nd hall*



*A TVR parked innocently near the back of the one hall*



*Part of the Alfa hall*



*The Fiat hall*



*Just one of the many many models - a Lotus Cortina, Hentie favourite*



*Dave & Hentie admiring the view*



*Wally, Derek & Glen talking ICE (internal combustion engines) outside Dave Wheeler's workshop*



*A few million rands worth of cars parked near the exit*



*Some history about the museum*



*A view of the Manx Norton*



*Lunch time; Mike, Shelley, Michael, Carol & Keith taking a break*



*Entrance to the 2nd hall*



*There were a few bikes that take part in the Isle of Man races*



Stewart Reeve was at Piston Ring on Sunday 17th. It was his 80th birthday  
 Norman is doing well- we hope to see him back in the fold soon  
 Congratulations to Judie and Rolf on the marriage of their daughter in Switzerland

Good news that Thelma Cuninghame went home on Wed 27th Sept post her hip op & is recovering well.  
 Congratulations to Wendy Smyth who turned 70 years old in September.

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



# TRADING POST

## *Cars for sale*

Wanted MGTD windscreen frame part- the RH vertical channel section of the frame around the glass- Phone 082 457 8338

Two MGB engines freshly over hauled. One early 5 main bearing and one is an 18V Late model- Phone 073 453 6690

Peter Knight has his TD up for sale

Bob Osborn has produced a list of many parts MG and other classic car parts surplus to his requirements.

Stephen Grover is looking for hens teeth! He is after a gear box for a B V8.

Michael Dixon is in search of a Twin Cam engine (rarer than hens teeth!)

Supercharger wanted for my T type Mg. Call Rajesh on 0813540612

Any unwanted TC parts considered. Call Rajesh

I have an MGF Hydrolastic Suspension Pump, Brand New, for Sale, imported from England.

Price R1,750

Chris Colverd 0766144027



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



Great Link

Gert Jubileus' weekly Steam Report

<http://sandstone-estates.com/images/pdf/gert/25%20July%202017x.pdf>



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## ***Forthcoming Runs, Noggin's and Events.***

### **October Noggin Thursday 5**

Guest speaker is Tess Rayner -talk on Biomimicry- this is the science of looking to nature to resolve problems. Examples: a bio-degradable plastic made by copying the exoskeleton of a prawn, the shape and form of the Japanese bullet train copied from an insect. Many of the manmade plastics are polluting our environment and we need to relook at what the human race is doing.

### **October Run Sunday 22**

#### **Jacaranda Run**

This is a long standing tradition and it finishes off at the Northerns Club House for a "bring and braai"

The Johannesburg contingent will meet at the north bound Shell Ultra City at Midrand on the N1 at 08h30 to depart for the Union Buildings at 09h00 to arrive there at 09h30.

### **November Noggin-Thursday 2**

To be advised

### **November Run—Sunday 12 November**

Christmas Lunch.

Venue: The Factory, Grant Avenue, Norwood @ 12h00 (Secure parking)

Payment by EFT to the club's account R 130,00 PP for Johannesburg Centre members, R 165,00 for non-members (this includes the gratuity), Book early as we are limited to 60 in total. Remember to use your name as a reference on the EFT

There is a fun run, the "Tour De Jozie" on the way to lunch:

meet at Old Eds @ 10h30 to depart from Old Eds at 11h00. Brochure with points of interest and route Map will be given out at the Old Eds briefing at the start. Heritage history and magnificent views guaranteed.

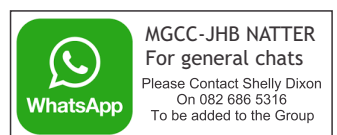
### **December Noggin- 7**

Social Evening (Uber home if you have to!)

Social evening at Old Eds

### **December Run - 10**

Norman's Birthday





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