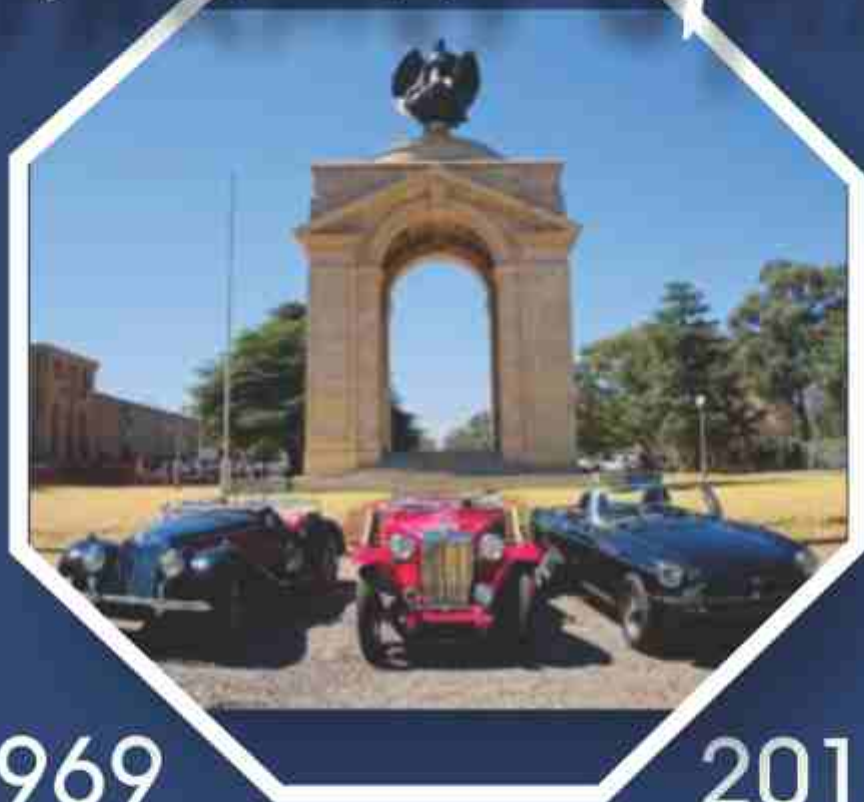


# Thumbs Up!!!



1969

2018

Prelude to Show Day at the Museum of Military History



OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

OCTOBER 18

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# MG CAR CLUB Johannesburg Centre



PO BOX 52336 SAXONWOLD 2132 JOHANNESBURG

## COMMITTEE

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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 "Thumbs 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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### INDEMNITY

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

### DISCLAIMER:

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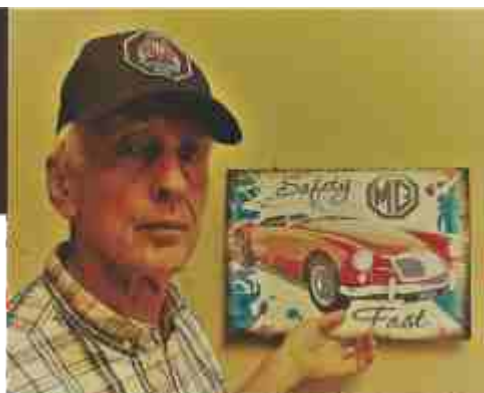
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# From the Chair



By the time you read this the combined Gauteng Centres Show Day will be history. Right now Norman is feverishly organizing all the things that make a Show Day a success. This is really getting him into the right frame of mind to organize the 50th next year. There is not much time left for organizing this very special event in the life of the club.

Talking of 50ths, last Sunday Carol and I were driving from Somerset West towards Franschhoek when we came upon a convoy of MGs (and a few odds and ends like a Ferrari) stopped on the side of the road. Leading that pack was Joan Parker in her red TD (and that TD has lots of stories to tell) followed by Brian Wallace in his green TC (we have written about this TC on the trip across the USA). We couldn't resist stopping and were invited to join the run since we were heading in the same direction. The club was repeating their very first ever Sunday Run to the same spot that they visited 50 years ago. It was in the grounds of the Franschhoek Motor Museum. I have included a few photos below. We met up with old friends, Bill Ten Oever, Fran and Mike Johnson and many of the folks we had met at the KZN Indaba, and what a good turnout, especially since some had travelled all the way from Cape Town.

To celebrate our 49th wedding anniversary and to fulfil a long time ambition Carol and I travelled to see the flowers in Namaqualand and on the West Coast. We drove some 1000Km across the county on the N14 to Springbok and then South on various roads to Lamberts Bay where we spent a few days exploring places like Nababeep, Nieuwoudtsville and Clanwilliam (including their famous flower show). We also stayed at Olifantshoek, Poffadder, Augrabies and Upington. The most spectacular was the day's trip up Van Ryn's Pass to Nieuwoudtsville and then a return on the R 364 through Botterkloof Pass and Pakhuiskraal in the Cedarberg. This is a 100Km dirt road but to be recommended for the flowers and the scenery. Time prevented us from going all the way to Cape Town, however shortly after our return, sadly, my brother Leonard passed away in Somerset West, so we flew to CT, hired a car and after the funeral we drove up the West Coast and we were just in time to see the last of the flowers. We stayed over in Yzerfontein and visited the West Coast Nature Reserve and Darling where we were able to see their annual flower show as well. The two flower shows are only open for short time each year during the flower season.

I know the MG Car Club did this trip a few years ago, but I would suggest that the new committee seriously thinks of repeating it. It would be about 4000 Km round trip. Anita, Joe, Judie and Rolf did a similar trip over a full month at much the same time that included Namibia.

Subject to confirmation, our next Noggin will be a talk and slides of the recently completed pump storage scheme between Ladysmith and Bester not far from the Drakon Scheme that many of you have visited. This one is much larger and a more ambitious project that also pumps water over the escarpment ending up in the Vaal Dam.

We have only had one suggestion for the Christmas lunch and run. Any more ideas? Let us know ASAP. Things to consider are: Cost, secure parking and a location to end a run. Come on guys it is your club, enjoy it and participate.



*Joan Parker leading the convoy*

*Mike and Fran's award winning TD*



***Cars at the Cape Centres 50th Sunday Run picnic***







## TECHNICAL Part 3

*Submitted by Bruce*

Ask the customer if they fiddle with the cooling system. Do they regularly top it up?

Obviously they shouldn't do that. If they don't understand the basics of cooling system health, it is up to the workshop to educate them.

### **3. Cavitation erosion assisting in corrosion**

This is where air bubbles in the cooling system pound against the wall of the casting and the water pump. This action erodes the protective film formed by the coolant, revealing the unprotected surface underneath. The corrosive action then begins.

#### **Solution:**

Correct coolant maintenance will help prevent this. This includes holding the correct level of coolant and internal foaming minimisation.

### **4. Chemical corrosion**

When this path is removed or hindered, the flow will do whatever it can to find its way to the end.

The chances of a minor earth becoming the catalyst, such as claims about rear light globe earthing causing stray current, can be bit hard to believe. But we must not dismiss this theory completely because it can happen under extreme circumstances.

It is the main body earth points and engine earths that have to be looked at. The main battery earth is also very important. Panel damage touching cooling system components, earth points painted over after a respray and panel repairs are also contributors to stray current.

If the vehicle has a true stray current situation the correct amount or quality of coolant be it new or old will not help. If stray current exists, it will destroy an alloy component, radiator or heater core very rapidly. Stray current actively breaks down the protection properties of common coolants. This compromises the inhibiting ability to protect the cooling system.

The fact is that it is no longer a closed loop circuit. The system now has energy due to an external load applied that facilitates electron flow and this is electrolysis and stray current corrosion in action.

Stray current and stray voltage are one and the same thing, but we are going to call it stray current.

Yes, stray current does exist, but in a very small percentage of cooling system failures. In the majority of cases the system failure is man made, meaning that it is created by incorrect repairs after an accident or poor workmanship around the immediate area of the cooling system.

It has been perhaps unfairly tagged as the major contributor to cooling system failures because it rolls off the tongue easier.

Stray current which can cause damage can begin with a bad electrical connection due to a bad earthing point. The earth point has to be directly related because this is part of the path of a switched-on positive source carrying a load looking for any easy way to get to the earth point. Think of it as power going through a switch to a globe and going to ground to light up.

functions like electrical interior fan, engine fan operation and so on.

Get your quality high impedance voltmeter and check the earthing points – post to clamp, post to block, post to body, body to chassis and so on. This may take some time before any odd reading is seen.

Check the earth side voltage drop under cranking load. There should not be any voltage differential anywhere under load and the biggest differential should be for the heaviest load of the starter motor and that should be no more than 0.3 volts post to block while cranking.

We are not introducing or asking for any current flow from the cooling system under normal circumstances. The late model cooling system is a closed loop system and there is no electrical load placed on it as long as the main earthing points are good and, as in the aluminium radiators, the core and heater cores are not grounded. We don't have a problem, but introduce a load externally like an earth that does not belong and you now have a problem.

If a radiator is on plastic tanks and rubber mounts, don't ground it. This applies to the heater core also.

What should we be measuring? The majority consensus is that more than 0.3 volts is too high. Some say that anything over 0.05 volts (50 milli-volts) becomes a point of concern. (How to measure this current will be covered in depth in a future edition.)

### Overview:

It is TaT's considered opinion that true stray current is a minor contributor to the big picture of cooling system corrosion.

Stray current does not rear its ugly head until other symptoms have started to come into play, forming the base foundation for this catastrophic chemical reaction.

### The basics

Carry out a full electrical system load test by turning everything on at the same time.

Look for any obvious external or internal visual problem with the lights on as well as

and don't really think about why it might have failed, regardless of whether it was alloy or copper.

The questions technicians should be asking themselves when working with cooling systems and replacing components like heater cores are:

Why are we replacing the heater core? Why did it fail in the first place and what was the cause?

When the core is replaced, do we finish off the job by flushing the complete cooling system properly and is this in our quote?

Are we only 1) adding water? 2) topping up the system with whatever coolant is on the shelf? 3) Do we capture the old coolant and reuse it?

Depending on your answers, you could well be loading your customer with a lot more than the cost of cooling system flush and new coolant.

### TaT recommendations:

Do not let the vehicle go without new coolant and the proper procedure being carried out.

Tell the customer that the job has to include a proper cooling system flush and new coolant – no 'ifs' or 'buts' and no compromises

A battery in itself does not react or create electricity/current until it has a load put on it, like hooking up a light globe to make the circuit. Therefore we can assume that if a cooling system has a closed loop system there is no load to facilitate excessive movement of electrons.

The VACC, in its 2000 article, 'Corrosion in aluminium radiators – the real story', opened with the comment that stray current corrosion had become the scapegoat for just about every coolant system failure.

From the enormous amount of feedback TaT has processed since raising the lid on cooling system corrosion, it seems this perception by the industry at large hasn't changed much.

Corrosion and its many causes remains a mystery to most technicians. With so much written on the subject, it's hard to know what to believe. TaT has attempted in this article to stick to the facts.

Note also that in this story, the heater core keeps getting mentioned. We tend to forget it, If you have to repair a cooling system, the system must be thoroughly flushed and new coolant added, regardless of the age of the existing coolant

In the event of a real problematic cooling system, it must be flushed and flushed again, and when you think it's done, flush it again

Don't change your core type, change your coolant regularly, and use only the recommended coolant for the vehicle

There is a good chance that the cause of a head gasket failure may be due to a cooling system corrosion problem, but this event is rare

If you have ticked all the right boxes to prevent a premature failure, write down the procedures involved and the products you have used on the invoice and charge for these accordingly.

*TaT is grateful to VACC Technical Department for the use of their corrosion images and for access to the VACC 1998 and 2000 Tech Talk publications.*

*In future issues TaT will cover testing, measuring, equipment types, performance and efficiencies of cooling system techniques for adding coolant.*

*Disclaimer: TaT provides this information for guidance to technicians and will not be held liable for any misunderstanding or incorrect application of the information. Technicians are also advised to follow proper workshop safety and environmental procedures in the handling of coolant.*





# MG

## THE MARQUE OF FRIENDSHIP



*Derek Langsford*

Living up to the motto of the marque I have taken on another project. After finishing the rebuild of my B GT last year I went around showing off the finished car to friends who followed the progress. One of my friends, Martin Campbell, was overwhelmed at the sight. He has a Mk1 1967 MGB GT, 3 syncro 4 Speed non-overdrive with narrow tunnel and an aluminium bonnet and no reverse light.



I met Martin in March 2004 while on a church camp. He was the table leader at my table and I immediately took to him as he is a very compassionate and humble man. It was only years later after I had bought my car that I found out that he had also bought one. He drove it home from Vereeniging to Ruimsig and then removed the engine and gearbox to replace the oil seals.

When I went to visit Martin one day I noticed his car standing on ramps with the

bonnet off and partly stripped. We chatted a while and he was excited to get working on the car but found it difficult as health issues have prevented him from doing so. He had heart surgery a couple of years ago and was then diagnosed with Parkinson's disease. His daughter arranged a work party for family and friends to come and help put the engine and gearbox back in so that he could carry on with the small stuff. But, alas, he is not able to do the finer things like putting electrical connections together or even a nut and bolt for that matter. I could see that he was distressed.

When I took my car to show him when it was finished I could see that his health had deteriorated, and I sensed that he was wishing he could get the car back on the road.

After some serious discussions at home with Ivy and the family and some serious prayer, I went back to visit Martin and his wife Margie. Chatting to them I found out that they had devoted 25 years of service to the Walk To Emmaus Community of Southern Africa, (The Church Camp where I met Martin). I then instantly made the decision. I knew what I had to do. I turned to Martin and said, "How much would you like to see our car back on the road", his reply was a certain and sure, "Very much." Without hesitation I said that if he supplied the parts then I would undertake the job of putting it back together. The labour would be my way of giving back to him a little of what he and Margie had given to so many people over the years. Well, we all were in tears as they never expected this to happen. I had to make a plan to get the car to my house and without the help of Cameron McLeod I would not have managed



*Martin watching Cameron securing the car for transport.*

Once I got it home the first job was to take the engine and gearbox out again as I want to clean up the engine compartment and also give the engine a new coat of paint in the correct colour. It would also give me the opportunity to check out the engine and gearbox mountings and all the relevant bolts. My aim is to make sure that the car is roadworthy and safe as far as possible; mechanically, electrically and the brakes. The car has stood for a few years so it needs a good going through.



Next step was to remove the front suspension as the rubbers etc. looked rather suspect. Once out and stripped I had all the parts sandblasted, primed and painted. I was on a roll. Then disaster struck, I injured my arm and left me in a state unable to work on the car. Now three months later I am able to start light work and will start to assemble the front suspension before tackling the back end. At some point a previous owner

did a telescopic shock absorber conversion and it has been a battle to find the correct shocks. I have enlisted the help of my brother, Wally, again to rebuild the carburettors.



There is minor bodywork needed that can be done at a later stage once the car is back on the road. The interior needs some attention as Martin had removed everything to repair some surface rust on the floor. Unfortunately living out on a small holding is the problem of rats, the passenger seat got a bit chewed up but I have managed to have it repaired already. As soon as I am able to lift things again I can get stuck in and get it sorted out. I will be looking for some missing parts at some point and would

like to ask anyone if they could help source them. One thing I am looking for is the correct steering wheel or even the slotted one of the 70's cars. A previous owner had put the later wheel from a rubber bumper car and it looks too obvious.



Once finished Martin will only be able to drive the car around his property with a passenger. It is difficult for him to get to the Noggin at night and for me to fetch him is a round about route and to get out to Ruimsig and back in time will be difficult for me.

Martin has accumulated a trailer load of spares along the way that I have collected and listed. I will use what is needed and then we will sell and swap to offset some of the cost of repairing his car. Amongst other bits and pieces there are a couple of spoked rims and doors and a spare GT body albeit a bit rusted. I stripped the cross member out to use. The bonnet is aluminium but has been butchered a bit on the sides but I am sure someone with the knowhow and ability might be able to rescue it.



At some point a previous owner somehow managed to insert the Car Number on the registration papers instead on the VIN number starting GHD3. I have tried through British Motor Heritage Trust to find the number but they will only do so through a search which involves a fair amount of money.



I am very humbled to be able to do this for Martin as I feel it the right thing to do for someone who has offered an enormous amount of time in leading people on the right path in life.

*MG will always remain the Marque Of Friendship*



## MG Car Club Show Day - 30 September 2018 at Ditsong Museum of Military History, Johannesburg

Well done to the organisers from the Joburg and Northern's clubs of this year's show day, for the wonderful event it turned out to be; all the hard work behind the scenes made for a great day.

The colourful sight of MG's parked between historic planes, tanks and cannons, made for an interesting combination of 'man's marvellous machines'.

Kevin and I were tasked with capturing results of the judging of cars entered in the 'D'état' and 'Tops Only' competitions, but Kevin was able to get around and 'capture' many moments of the day on his camera.

It was good to see so many familiar faces enjoying themselves in the sunshine, along with members of the public who were treated to the bonus of a car show at the military museum.

Congratulations to the winners of the various categories from Richard and Avril's Grover's beautiful 'Y' Type, judged 'Car of the Day' to the weirdly outrageous Dinosaurs of Peter and Paul's winning Commique entry; this was indeed a day enjoyed by all.

PS I thought the DJ's music selection was just right for the occasion as I did catch some folk doing a little 'jiggle' every now and then to an old favourite tune.

Jenny Loader  
30 September 2018



*MGCC\_show-day\_01.jpg Some of the prize winners from a marvellous show day*



Pics by Kevin



The d'Etat cars under the wings & Tops only under shelter



Welcome to Abie, organising from coffee after a trip from the Vaal



Thanks to Jeanne for getting folk to sign the register (encouraged by Hentie)



Some of the manne; William, Stuart, Pierre & Koos



A good turnout of T-types & MGAs



A view of some Tops only entrants parked in the aviation section



Instructions for the drive home; Bruce guiding Carol



What a team, the two Johns at work



Rodney Norton greeting Peter Steyn



Robin Clarke (Chief Judge) making a hasty exit to Dave Westaway's amusement





Welcome to our MG President;  
Tony Craddock arriving in his TC  
driven by his son Mark



Bob Baylis & George  
Denlen catching up



A B-line



Thanks to Theo (DJ) for  
all the period music



Peter & Paul fighting against  
fossil fuels



Michael doing  
a valiant job  
collecting all  
the score  
sheets



Judging underway; Alan & Joe



Good to  
see Daphne  
Gretg  
chatting  
with the  
van Hells  
& Hains



A royal wave from the  
Watermeyers on their  
arrival



The  
Concours  
d'Elegance  
judges  
"working  
things out"



Being entertained with a song



Back to V-J Day in Times Square & the kissing sailor  
The Mosterts in disguise)





No doubt a technical discussion, but Dave has the answer

Double A; twin sisters, Annette & Avril



This cannot be a fishing story? Jenny & Margaret's mystery conversation



Maureen & Annette - good friends



Ray Leppan celebrating, yah show day is finally here



General view; a Y-tourer sandwiched between two Magnettes



Bo Giersing chatting with Lorraine & Roger Pearce



Cars from the Greig Garage; Stuart brought along his dad's TD



Michael Trollope assisting his mum (Mary Anne) with the certificates



Reviewing the final results, Norman, Dave & Robin at work



On the wagon, Peter, Joe & Anita



George & Margaret Schiering with their son Anton (visiting from Holland)



Another visitor to show day



Packing up to go home

## **SHOW DAY 2018 Ditsong Museum of Military History By Derek Langsford**

As Show Day drew nearer I was contemplating entering my MGB GT in the Tops Only Category. It would take too much preparation for the Concours d'Eclat and I also felt that it was not up to standard as far as I was concerned. Well, at the September Noggin, Bruce and Norman, convinced me otherwise and asked if I would be a marshal, so the preparation began. Much to Ivy's dismay as there was work to be done around the house. I spent two full weekends and some evenings cleaning scrubbing and polishing. Then the day arrived, arriving at the venue just after 07H00 to find a few cars there already and some busy people. With a dash of speed I parked the car under the wing of the Dakota and set myself up. Something to remember, I don't fit under a Dakota wing. Bumped my head a few times. After a short while the cars started coming in and soon there was a great vibe, what a great venue for Show Day. Guiding the new arrivals into place and directing a bit of traffic we were on the go. How awesome it was to have such a MaGical gathering of so many different models. It is not surprising the MG is the Marque of Friendship. I would like to take the opportunity to thank everybody involved with the organization and planning, you guys did a marvellous job. The Elegance and Comique classes were awesome to watch. A few people that are not members that were there were impressed by the wonderful atmosphere. But then that is who we are. I was not expecting any award as the standard of the cars was very high. Yet to my surprise I was lucky and all my hard work paid off in the end... Winner – Silver for my MGBGT. Thanks guys. I think I can speak on behalf of everybody present that it will be a Show Day to be remembered.

Yours truly, Derek Langsford













Pics by Derek

# MG's Little Mistake

This is an extract from MG enthusiast Magazine September 1988



One thing stands out from the study of MG history: Cecil Kimber never missed the chance of a smart piece of publicity- even if it sometimes called for a few liberties with facts!! And one of his smartest was this dinky little commercial vehicle, built by MG themselves at Abington in early 1930's

It looked great in MG racing colours, dark brown and cream (cream crackers!) the "High Speed Service Van" legend on the side was a stroke of genius. Nobody else in motor industry had a van that was half as dashing as this, so naturally it attracted a lot

of attention – just as Kimber intended it should do. Of course it wasn't a very high-speed vehicle and there was precious little space inside to carry anything much, because it was based on the contemporary M-type MG Midget chassis, with a wheelbase of only 6 foot 6 inches (that's less than a Mini) and power output of only 27 bhp. In fact MG's "High Speed Service Van" was probably hard pushed to do more than 60 mph.

Too slow? Well .. too fast, actually, as the MG Car Company soon discovered when the local police started to take a keen interest in their new vehicle. What Kimber had quite forgotten, when he gave instructions for its construction, was that in those days, there was a flat overall 30 mph speed limit on vans, lorries, busses and coaches, inside built up areas, on single-carriage







*A reminder that "Jaw Jaw is better than war war" (Churchill)*



MG folk at the noggin listening to Robin Clark (bottom left) talk about the forthcoming show day at the Museum of Military History".

# Norman Talks!

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God! The one that follows  
clouds!

**It reminds me of my M.G.**

There are still a few genuine genuine M.G.s in the hands of 'old hands' today.

**\* SAFETY FIRST**

**THE M.G. CAR COMPANY LTD., Abingdon-on-Thames**



On and on to victory...  
how often have I seen  
something... like the look  
of M.G.'s in the old  
Dunkirk-Turkey hour race.  
No wonder this trip

**reminds me of my M.G.**

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Being 'military' here, and  
that girl makes things seem so  
different (but not!)

**It reminds me of my M.G.**

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"On behalf of my family, I would like to thank all MG car club members for your wonderful messages of condolence, flowers and attendance at the memorial service of Rudi de Groot.

To those who sent a monetary gift to Monday Club in lieu of flowers, my grateful thanks. Your love and support is greatly appreciated.  
Much love Anneke"

Our sincere condolences to Tony Maybank on the passing of his mother



"It was good to see Stuart and Thelma at the last Noggin"

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





# TRADING POST



*Cars for sale*

*Spares wanted & for sale*



William Hocking  
Car is in Ramsgate KZN  
Cell no 082 895 1658  
Email is: Will Hocking [fiferoad@vodamail.co.za](mailto:fiferoad@vodamail.co.za)

(95% complete chassis up nut and bolt restoration 46 TC with a bucket load of new and used parts. Going as a job lot for R310,000.00

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

### ***September run - SHOW DAY ! - 30***

September at the War Museum Saxonwold



### ***October Noggin 4 October***

A talk and slide show on the Nguni Pump Storage scheme and Report back on Show Day

### ***October Run- Date to be confirmed***

Jacaranda Run in Pretoria organised by the Northern's Centre finishing up at their club house. We have to cross the Jukskei so have your passport ready!

### ***November Noggin 1 November***

Inter club Quizz

### ***November Run Sunday 8 November***

CHRISTMAS LUNCH AFTER THE RUN- route / lunch venue suggestions welcomed.

### ***December Noggin 6 December***

Theme to be confirmed

### ***December run 9 December***

Norman's Birthday - Venue to be advised

### ***January Noggin 3 January***

TBA

### ***January Run 13 January***

Annual run to the Vaal. Breakfast at Stone Haven. Let's keep this wonderful tradition going.

### ***February Noggin 7 February***

AGM

### ***February 10 February***

Another traditional run to Hogsville for Valentine's Day





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- Wedding hire cover
- Wedding, events, exhibition use
- Historical events liabilities
- Temporary detached parts cover
- Cherished remains
- Reinstatement extension for total loss
- Medical assistance and Medical Emergency Evacuation RSA, Lesotho, Swaziland, Namibia, Botswana, Zimbabwe and Mozambique
- Emergency Roadside assistance
- Cross border repatriation
- Vehicle repair, hospitality and repatriation costs outside RSA
- Earned Loyalty 2 years claim free on the insured vehicle – basic excess waived
- Excess Waived over 55 years of age
- Locks and Keys – limit R5 000

**Contact your broker: Michael Brett**

E-Mail: [michael@mbainsurance.co.za](mailto:michael@mbainsurance.co.za)

Michael Brett & Associates CC (1990/10750/23) | 8 Knoppleddoring Street, Randpark Ridge

Tel (010) 140 1007 | Cell 062 923 0666

Authorized Financial Services Provider 13150

**Find out more: [www.cclc.co.za](http://www.cclc.co.za)**

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**AT TEL (012) 471 1000**

**FAX (012) 471 1090**

**OR WRITE TO:**

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