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OFFICIAL
NEWSLETTER



October
2019



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Alternatively Please feel free to contact any of the committee members above.

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October, After our loads of busy September festivities. We continued with our Annual games night! Based on a similar model to last year, using model cars as tokens around an over sized board that somewhat resembled Oval racing! We did add some new variations to the mix this year, new questions like anagrams and “which car is this” were some of our main additions. Well one of the MG JHB teams and the Jaguar club were slogging it out all night... back and forth... Neck and neck the whole evening. And, of course, finished in a draw... enter the tiebreaker! Well don't these guys draw on the tiebreaker! Ok well then here is another tiebreaker.... A draw!!!! The evening had to be declared a draw nothing could separate the 2 teams! And they had both done so well that it was the correct decision.

So, a huge congratulations to Colin and Bev Black and Norman Ewing (representing the MG JHB club) and to the Jaguar club. Jaguar won it last year and the reigning champions have managed to retain their crown... partially.

We had amazing feedback of the event, so many people enjoyed it. If you have not been to the one last year or this year, I really encourage you to give it a chance. It not just your normal quiz night it so much more than a quiz night... it is a games night!

The October run was to join Northerns on their Jacaranda run through the beautiful streets of Pretoria. Unfortunately, I was unable to make it as I needed to focus on my varsity studies. But I do know it is an amazing run. The pictures always look so beautiful. Hopefully next year I will be able to participate.

Safety Fast

Mike



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Games Night



Forthcoming Events

MG Noggin	Social Evening	9th January
SAMCA RUN	Stonehaven	19th January
AGM	Old Eds	6th February

MGA Twin Cam Stories

The MGA is one of the best looking, affordable and best behaving sports cars ever built. A delight to drive, solid, no shakes and rattles like the TRs, Healeys, Morgans and Alfa spiders, and you only get into trouble with an MGA if you hit something. However, the MGA was short on horsepower by at least 30hp to make it competitive with the TRs and Healeys in a straight line. Enter the 108hp Twin Cam in 1958 which was essentially an untested competition car with 4wheel disc brakes and Jaguar D type style knock off wheels. In competition, the Twin Cam was exceptional – in the 1959 Grand Central 9hour, George Mennie's Twin cam was second on the grid, behind the Maserati, and ahead of Porsches, Alfas, Darts, and finished 3rd overall. Previously the same car finished 2nd in the Roy Hesketh 6 hr – very impressive.

There were two problems with the Twin Cam engine which caused production to cease after only 2111 cars were built – a multitude of guarantee claims, and the factory never managed to fix the problems. The engines were not properly balanced, and some, but not all had vibrations at about 3500 rpm (cruising speed) which caused the carb floats to hang, leading to lean running and holed pistons. The cure was to balance the engine, fit flexible carb mounts (or Webers) – the problem has now been solved. The second problem was that the engine would easily rev to more than 8000rpm, resulting in valves colliding with pistons – it was safe up to 7500rpm. Fatal in the hands of amateurs.

In the last 20 years I have amassed a collection of Twin Cam restoration projects, with the idea that this would keep me occupied and generate some retirement income for quite a few years to come. My first MG was a TA non-runner in 1963, in Cape Town, followed by several TCs, also non-runners, a restored TC sold to Stuart Shub of Rex Trueform more than paid for my first MGA 1600 in 1967, and then briefly enjoyed a Twin Cam, which I sold on behalf of a friend. This was YDH5 1943, red with black trim and a white alloy hardtop – the hardtop went onto my MGA 1600. The Twin Cam was bought by Charles Batham, who had started an independent MG car club in Cape Town, later affiliated to the MGCC. Charles painted the Twin Cam orange (South African racing paw-paw) and raced it at Killarney, together with other club members with MGAs, Ronnie King, myself etc. It was not without incident and against all the rules. Fast forward 25 years to 1992, while I living in London, I was told that YDH5 1943 was for sale in Cape Town, returned to its red colour and needing attention – I bought it and shipped it to the UK. I kept it for a few years but did not get around to restoring it, sold it to Chris Greaves in 1996, and it is now owned by Ken Johns in Australia and is in show condition.

The second Twin Cam experience was YDH5 930, a white roadster with black trim, bought for R500 in 1969 from the original owner, a bank manager in Cape Town. The car had been stolen and recovered on the Cape Flats, minus wheels and carburetors – fitted new from Robb Motors by the insurance. It was free revving and went like hell, but used a huge amount of oil, leaving a smoke trail everywhere, difficult for anyone to pass me – I had to stop to fill up with oil between petrol stops. At that stage I was doing my engineering thesis at UCT, and someone told me that there was a Twin Cam for sale in Belville for R300 (more than a month's salary then) – it was YD2 2597, one of the last built by Motor Assemblies in Durban in 1961. I bought it and now had 2 Twin Cams needing attention, plus a spare engine in pieces under the bed.

Driving behind a dark red Porsche 356 one day, driven by a good looking blonde, I suddenly became hooked and had to get one.

So the white YDH5 930 and the 1600 were sold to Peter Jack in Cape Town, plus the spare Twin Cam engine – Peter painted it black and it was then known as ‘Black Bess’, much later it went to Rodney Green, returned to old English white, then to Rod Paxton in EL. When I returned to SA from the UK in 1995, I was told that YDH5 930 was for sale at Exoticars in Randburg, so I bought it again. (a short while later I also bought Roger Pearce’s very fast YD2 2600 from Exoticars, but that is another story). YDH5 930 drove extremely well, a bit of a challenge with the close ratio gearbox, which I suspect was transferred by Peter Jack from my 1600 (built by me in 1969 from a gear set supplied by Derrington’s in the UK). Also replaced the horrible telescopic rear shocks. I eventually sold it back to Exoticars and it ended up with Trevor Burnett in Natal, and now with Peter Posniak and seen frequently at VVC meetings – a great car.

In order to fund the Porsche 356B, and subsequently a 356A and 356A Speedster, I also sold YD2 2597, my ‘66 MGB and my piano. YD2 2597 went to John Randall in 1972 and on to Rodney Green in 1975 (his famous ‘Twinks’), who has owned it since, and provided it with a very impressive competition history.

I then went through a period of 20 years with all sorts of other cars, moving countries 4 times, but no MGs until I repurchased YDH5 1943 in 1992. A few more Twin Cam stories to come, including Black and Green Mambas.

Regards

Bo



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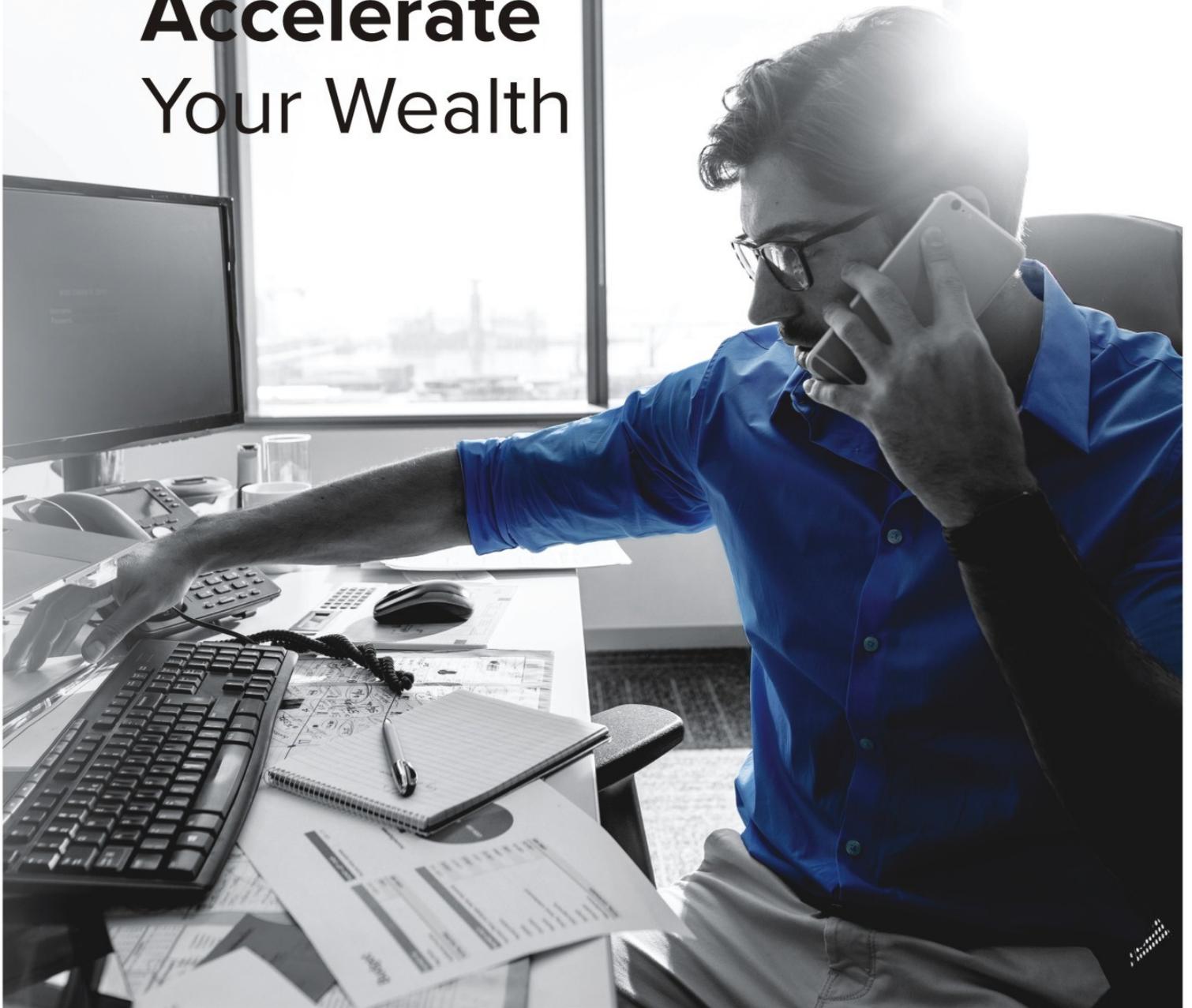
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