

# Thumbs Up!!!

## THE MAGALIES PARK RUN



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1969



2016

OFFICIAL NEWSLETTER   MG CAR CLUB   JOHANNESBURG CENTRE

September 2016

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# MG CAR CLUB

## Johannesburg Centre



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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-THEMES - ENGLAND**



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# Thumbs Up!!!

## EDITORIAL



Gosh! How time flies? I never seem to have time enough to do all the things I was hoping to do. That must be because of since my retirement from full time work, a year ago, I have found myself to be more busy than ever. But, enjoyable work it is. Firstly I had a little TC that came in for a 'service' that turned out to be a major task, which included re-upholstery, fitting a new wiring harness, replacing all rubber shackle rubbers, engine mountings and seals etc etc.

I have also been involved in restorations of an MGA and an MGB, both Roadsters. And since then I have another 2 vehicles on the waiting list. I was not quite sure just what that word Retirement meant. I had visions of sitting on a "bankie" outside the back door, watching the sun rise, and waiting eagerly for the sunset. But, that I have found is a myth!!!

I have also found, one has to continue earning some sort of an income, especially when you own one of those new generation MGs. My ZT is again in Dave Wheeler's Hospital, awaiting the motor to be returned from the engineering shop. On this occasion it began gulping large volumes of water each morning. It was building up pressure in the radiator, indicating to me that there was a faulty cylinder head gasket. I am now considering joining that mysterious "MG Moderns Club". When is the next meeting taking place?

By the time this magazine reaches our readers, the Northern's Indaba will

have taken place. By all accounts it will have been one of the most successful Indaba's in recent years. A lot of hard work and thought has gone into the planning of this event to ensure its success. We shall all read about it in the next months Thumbs Up!!

I am pleased to report that this month's edition has been much easier to handle than the previous editions. I must apologise to Norman that his French Indaba, and Tour of France and Switzerland article was not included last month. That was purely an unfortunate error.

The next Major MG event is undoubtedly the End of the Year Christmas Lunch, which will be held at the same venue as last year, on Sunday 6 November. Please! Make a note of this date and let us make this a huge bumper 'MG' occasion. Contact Tony Maybank to make a booking.

Editor.

## **MG WEBSITES**

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# *From the Chair*

Wow! - I was thrilled to see so many of our members (and their friends) on the Sunday run to MaGalies Park. It turned out to be an ideal day, the distance and the scenery on the drive were great. For those who couldn't join us you will be interested to know that the whole contingent was able to make the tight deadline from meeting at the Witkoppen Total Garage to leaving at 10h00 to get the cars parked and to be on the river boat 'Booze Cruise' by 11h30. We spent a relaxing and sociable hour on the boat. The Pica Pau restaurant managed to cater for more than 30 of us. MaGalies Park is now run by First Resorts and every member of their staff went the extra mile to make us welcome. I have written to them thanking them for their efforts. What about repeating the run next year? The restaurant manager has suggested that we vary this by having them set up a braai for our group. The cars were all parked together in a taped off area with a guard. There was lots of interest from other MaGalies Park visitors- hopefully a little seed of interest from one or two of them will result in a few new members. Our committee (and the next) must set up a system for signing up members at such events. Fortunately Carol and I had our time share week at MaGalies Park the week preceding the run and we were able to plot the distance and fine tune the arrangements for the run. This run would have been great for the younger generation.

The forthcoming events promise to be even more exciting. The September Noggin 1st September is to be held off site and across the boerewors line. The Northern's Centre, who are hosting the Indaba, have invited us to attend an evening to meet and greet the visitors who will be arriving for the Indaba, some from great distances both nationally and internationally. Hopefully closer to the time we will be able to tell you about travel arrangements currently under negotiation.

The September Sunday run is to be a SATURDAY (4th September) run and will be to the Kitty Hawk Aerodrome which is also the venue for the Indaba. This gives the non-participants in the Indaba an opportunity to join and enjoy the Indaba activities for the day- the restaurant will be open. Again you will be advised of the details by SMS. We have provisionally booked the Christmas lunch at the Randpark Club for Sunday, 6th November, where we had the last one. We will have to have firm commitments and have the lunch prepaid. The club once again will subsidize the cost. This is an event that you must not miss.

Many negative stories can be ignored when they sound like urban legends. Two stories that we have heard recently and the one seems to give credence to the other is that the chairman of SAMCA related an instance where a person phoned from the UK to offer to buy a classic car in Johannesburg. The car was a two door Ford Escort with a racing history. When the seller said that the car was not for sale at any price, the buyer replied that he would get the car anyway as there were many people who would get it for him at half the price offered. Now the story that adds credence to that is a report the classic cars are being stolen in the UK out of locked garages. Apparently the modus operandi is that the thieves are finding cars which are on display at shows etc and slipping a tracking device into or under the car so that they can be found when needed. They probably pre-sell the cars and collect them to

order.

In my previous reports I have mentioned that ex - South African, especially from the dry Highveld, cars are sought after in the UK and there are syndicates which are operating who are able to ship them out of the country never to be heard of again. The Alfa club recently reported a Spider being stolen from a locked up garage and we have had some MGs disappear from club members. I think we must at least take some precautions with our precious cars. In my opinion trackers are now old technology and as said above, now used against the owners. For a number of years when we have gone away on holiday I have taken a wheel off a car. Locks only keep honest people out!! Do you leave your MG car keys in the ignition??

Bruce



**REALLY COOL MG STUFF AVAILABLE ONLINE**

# WORLD'S OLDEST CAR FETCHES \$4.62 MILLION

The world's oldest running motor vehicle has been sold at auction for an astonishing \$4.62 million, more than double the pre-sale estimate, as two bidders chased the price up in a three-minute bidding war.

It was built one year before Karl Benz and Gottlieb Daimler invented the internal combustion engine.

The 1884 De Dion Bouton et Trepardoux Dos-a-Dos Steam Runabout drew a standing ovation as it was 'driven up onto the stage' at Friday's RM Auction in Hershey, Pennsylvania - to prove that this 127-year-old car really does run! - and attracted a starting bid of \$500 000, which was immediately doubled to \$1 million. Encouraged by the applauding crowd, the bidding went swiftly up to \$4.2 million (R33 million) - 4.62 million including the 10 percent commission before the car was knocked down to a 'unnamed buyer'.





The Dos-a-Dos (Back-to-Back) Steam Runabout was built in 1884 by George Bouton and Charles-Armand Trepardoux for French entrepreneur Count de Dion, who named it 'La Marquise' after his mother.

In 1887, with De Dion at the tiller, it won the world's first ever motor race (it was the only entrant to make the start line!) covering the 32km from the Pont de Neuilly in Paris to Versailles and back in one hour and 14 minutes (an average of 25.9km/h) and, according to contemporary reports, hitting a breathtaking 60km/h on the straights.

La Marquise has only had four owners, remaining in one family for 81 years, and has been restored twice, once by the Doriol family and again by British collector Tom Moore in the early 1990's. Since then, it has taken part in four London-to-Brighton runs and collected a double gold at the 1997 Pebble Beach 'd'Elegance in California'.



Count de Dion winning the first ever motor race.

# ***More electric charging than fuel UK by 2020***

***Submitted by Kevin***

*Source: AutoForum NewsBrief - 12/08/2016 <http://autoforum.co.za/View-News-Article.aspx?News=10846>*

There will be more public locations to charge electric cars in the UK than there are petrol stations by the summer of 2020 - that is according to new analysis by Nissan.

At the end of 2015, there were just 8,472 fuel stations in the UK, down from 37,539 in 1970. Assuming a steady rate of decline, Nissan predicts that by August 2020 this will fall to under 7,870.

In contrast, the number of public electric vehicle charging locations is expected to reach 7,900 by the same point in time. However, the accelerating adoption of electric vehicles means this crossover could happen a lot sooner.

Just over 100 years since the first fuel station opened - November 1919 at Aldermaston in Berkshire - the number in the UK has peaked, declined and is expected to be overtaken by charging stations designed for battery, not combustion, powered cars.

More than 75% of UK petrol stations have closed in the last 40 years, whilst the number of electric vehicle charging locations has increased from a few hundred in 2011 to more than 4,100 locations in 2016, as electric car sales take off.

According to Go Ultra Low, the joint government and car industry campaign in that country, more than 115 electric cars were registered every day in the UK in the first quarter of 2016, equivalent to one every 13 minutes. The campaign also believes electric power could be the dominant form of propulsion for all new cars sold in the UK as early as 2027, with more than 1.3m electric cars registered each year.

Edward Jones, EV Manager, Nissan Motor said: 'As electric vehicle sales take off, the charging infrastructure is keeping pace and paving the way for convenient all-electric driving. Combine that with constant improvements in our battery performance and we believe the tipping point for mass EV uptake is upon us. As with similar breakthrough technologies, the adoption of electric vehicles should follow an 'S-curve' of demand. A gradual uptake from early adopters accelerates to a groundswell of consumers buying electric vehicles just as they would any other powertrain.'

Nissan was the first manufacturer to introduce a mass-produced electric vehicle and has sold more EVs than any other car brand worldwide. The company has also been a strong advocate of supporting a convenient charging infrastructure - even so far as to partner with Ecotricity last year, calling on the UK government to introduce official EV charging point road signage.

Whilst the vast majority of electric vehicle owners charge at home, 98% of UK motorway services have charging stations, including rapid connectors that can charge a LEAF's battery to 80% in just 30 minutes. The 30kWh Nissan LEAF, launched in January, delivers up to 155 miles on a single charge - a range that covers more than 90% of the average daily commuting requirements.

Nissan also recently announced the joint development of an atomic analysis methodology that uses amorphous silicon monoxide (SiO) to increase the energy density of its lithium-ion batteries. This development alone could the increase driving range of future Nissan electric vehicles by 150%.

Supply of fuel within the Capital is also becoming scarcer. Central London has nearly half as many petrol stations per car as the Scottish Highlands; only four remain within the congestion-charge zone. A notable closure in 2008 was one of the country's oldest forecourts, the Bloomsbury Service Station, which had been operational since 1926.

Nissan's recent partnership with world-renowned architects Foster + Partners, provided a conceptual vision for the Fuel Station of the Future. The result isn't a conventional forecourt at all, but a combination of Vehicle-to-grid, battery storage, wireless charging, autonomous drive technology and over-the-air connectivity all combining to revolutionise how energy is used and distributed across Europe's major cities.

Nissan believes these technologies, run in tandem with all-electric vehicles, will play an increasingly important role in helping major cities like London reduce harmful emissions. It took just eight days for London to breach its annual pollution limits in 2016 with pollution levels reaching 3.5x the legal limit in some of the Capital's black spots.

## **Getting-Old is a Hell Of A Thing!'**

**Life is short . . . So Smile!**

**Do you wish to know the Endings of all the Fairy Tales?**

**If so, watch this space each month . . .**

**Submitted by Kevin**

**Snow White has not been so lucky...**



# THE STOLEN CAR

*Submitted by Kevin*

The proud owner of a magnificent 1956 Chevrolet convertible, wrote to say he had restored the car to perfection over the last few years, and sent this... On a very warm summer afternoon he decided to take his car to town. It needed gas, as the gauge was practically on empty, but he wanted ice cream, so he headed first to his favourite ice cream shop.

He had trouble finding a parking space and had to park the car down a side street. He noticed a group of young guys standing around smoking cigarettes and eyeing his car rather covetously. He was a bit uneasy leaving it there, but people often take interest in such an old and well-preserved car, so he went off to enjoy his ice cream.

The line at the ice cream shop was long and it took him quite a while to return to his car. When he did, his worst fears were realized ... his classic car was gone!

He called the police and reported the theft and then went back and bought a quart of pistachio ice cream.

About ten minutes later the police called him to say they had found the car abandoned near a gas station a few miles out of town.

It was unharmed and he was relieved. It seems just before he called, the police had received a call from a young woman who was an employee at a self-service gas station. She told them that three young men had driven in with this beautiful old convertible.

One of them came to the window and prepaid for 20 dollars worth of gas. Then all three of them walked around the car. Then they all got in the car and drove off, without filling the tank.

The question is, why would anybody steal a car, pay for gas they never pumped and then abandon the car later and walk away?

**The answer?**  
**See later in the magazine!!**





Discover the Rhythm of the Vaal River

# WHEELS AT THE VAAL

VINTAGE & STEAM FESTIVAL

2, 3 & 4 September 2016  
Sylviavale Heritage Museum

The Festival is a celebration of our heritage in the many forms that we encounter it. Sylviavale Heritage Museum offers a wonderful opportunity for the whole family to spend some quality time together, there being something for all ages to see, appreciate and enjoy. There's a children's playground with jumping castles, slide, swing and carousel, also boules, horseshoe pitching and outdoor chess.

Classic cars will be on display with other machinery such as steam engines and smaller stationaries, many of them on live demonstration. Watch blacksmiths at work. Shop at the many arts and crafts stalls, antique dealers and auto jumble. Foodstalls and delicatessen will serve tasty food to the choosy and hungry. The Pub serves wonderful craft beer. Come for live entertainment and good times with friends and family at the Sylviavale Heritage Museum, 14 Vaal Drive, Vanderbijlpark. Lots of safe parking and fun over the week-end.



## Entrance fee (Sat & Sun)

Adults - R60  
Pensioners - R30  
High School Scholars - R30  
Junior School & Younger - Free



## Festival Times

Friday 2 Sept - 16:00 to 22:00  
Saturday 3 Sept - 08:00 to 22:00  
Sunday 4 Sept - 08:00 to 17:00

Contact: Siggie 082 492 5214 • Abie 084 652 952

sylviavale@heritagemuseum.co.za • GPS S 26° 44' 07.25" E 27° 49' 09.25"



## **ARTICLE FROM COVER**

# **SUPER MG RUN TO MAGALIES PARK 14TH AUGUST 2016**

A big 'thank you' goes to Bruce and Carol Dixon for their wonderful organisation of our club run out to Magalies Park on the banks of the Hartbeespoort Dam on the 14th August. For those who were not able to attend you missed a wonderful opportunity to drive your car out into the country and experience a relaxing and most enjoyable day.

The meeting point was the Total Garage corner Malibongwe and Witkoppen Roads and when Kevin and I arrived there were already maybe six cars; but the cars just kept arriving until we were a convoy of nearly 20, a grand sight on the road out to Haarties. Members who we had not seen the whole year 'came out of the woodwork' and there was much kissing and hugging on the petrol station forecourt.

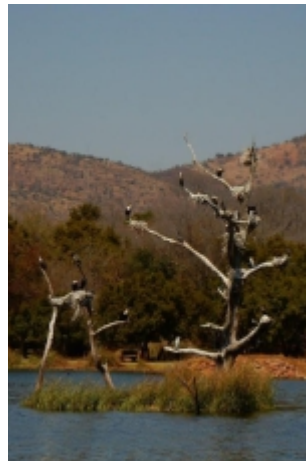
Bruce and Carol had spent the previous week at Magalies Park at their time-share and had organised with the management the arrangements for the day which made it a breeze for our arrival. An area under the trees had been roped off for our parking with a guard in attendance for the day and then it was short stroll to the river and onto the boat which had been booked for our hour cruise on the dam. We didn't have to do much other than take a comfortable seat and enjoy the scenery passing us by. A few members brought snacks (thanks Jeanne for the crackers) whilst most were content with the drinks on offer and the company of friends.

For the birders amongst us, there were plenty of water fowl to look at as well as the rather large 'weekend cottages' that abound on the banks of the dam, making up the community of 'Haarties'.

Back on land, lunch had been arranged at the Pica Pau restaurant in the resort and even though we were a large group the waiters were efficient in bringing our orders as quickly as possible, for the country air had made us hungry.

Everyone was free to leave and make their own way home once lunch was over, but Kevin and I stayed to go on a short ramble with Bruce and Carol to see a bit more of the resort and spot some game on the golf course.

The club thank Muis Lombard the Magalies Park Resort Manager and his team, especially Kevin who escorted us to where we needed to be, Capt Andries from the boat and Susan and Heidi. Their efficiency and welcome made this enjoyable day a breeze and "the run of the year" as declared by Norman.



*Stunning pics submitted by Kevin*







# The French Connection



Two years planning and involvement came to fruition with a truly glorious European Event in Le Touquet. My very special friend Philippe Douchet could not have done more for the group I took over, and those neighbours I met over the last two years who willingly opened up their homes made it truly possible to participate in an event which at R18 to the Euro would have been a financial nightmare. Added to this, Philippe made cars available for family, friends and the South Africans and brother Bernard was happy to put his Jeep at our disposal for sight seeing.

The event itself was superb -- great drives -- great food -- and friends by the score -- many of whom I am now encouraging to come to the Indaba in 2018. Not since 1986 has there been an event with Glenn Miller Orchestra -- and this one had three more players than ours at the 86 Indaba. However it is always the people who made these events so special for me. Two years ago I pleaded with Ester Kirkland (Cecil Kimber's grand daughter) to grace the event, and she and Eddie not only came, but may well visit South Africa one day. Annabel and Jerry Brown came in a specially kitted out Camper van. Gerry is seriously ill with cancer which has bent him nearly double and to see him belting around on his fold up bike was truly inspirational -- when he wasn't driving one of the K3s!

We have promised to try and see them next year. Jerry was the other half of Brown & Gammons. Martyn and Allison Wise came to spend time and we have agreed to see them on our way to Sandra -- like I say it is the people who have always made these events for me. The last two days of a jam packed three weeks were really relaxing with all signs of the colds and flu that members of the party had over the preceding three weeks gone; it was time to enjoy Signal du Bougy and a meal of the inevitable "Malekovis" which went down a treat. The hilarity continued to Philippe not being willing to unhitch the Merc tow vehicle from the trailer and insisted he see us off at Geneva, drove the Merc with massive trailer in tow in and out of the airport. What a guy. And so it was home only days after show day to deliver the specially made drop arm to Bob Wilmot and to hear from him what an incredible job Rajesh had made of running Show Day, having been thrown in at the deep end, and to be told how incredibly persuasive he was in getting Bob to drive the J2 to Show Day and win. Congratulations Bob! Well done Rajesh - The future awaits you!

Once home, off the Zwartkops Airbase in "Tuffy" the black TF, running superbly, a great car. The most thrilling part of the Air Display was the Vampire; just incredible to think I was at school when that was active in SAAF Service. Then the following week to Wemmer Pan where the little Opel Kadett that Maureen Wilmot donated to the Museum, looks as spick and span as ever. The lunch at the "Troyville" was wonderful - as was my steak. Ma Gic!

Norman.

# Norman Talks!

On the second week in August 1966, fifty years ago, I was finally able to register MGA roadster as a MkII 1600, despite the fact that only the tail lights were MkII. Realising that made me feel really old!!! Fifty years ago!!!

I moved jobs in 1964 (after four months totally paralysed in the Princess Nursing Home) to Kiley Baker, there I met Archie Jansen, who had his MGA stolen - taken to the hills south of Mondeor and set on fire, after the engine, gearbox, seats and wheels had been taken. It was not insured and Archie was desperate to get R100 for what was left of it. I gave him R150 which was over two weeks pay, and two and a bit years later and lots of pieces later it was a BMC Sage Green chrome wheeled 'A'. What stories it could tell today.

Norman

*PS. The other bits? 1622 block and gearbox from a Rhodesian Austin, destroyed on its way to the Coast: Chrome wheels built from 11 bought in scrap yards, as was everything else required.*



*A photo taken at the August noggin following Stephen's talk about the MG trip to Switzerland & France.*

# TECHNICAL

## ANYONE FOR T...

TECHNICAL Anyone for 'T' Part 2 Continued

The HIF 6 carb butterfly also incorporates a spring loaded release valve this must be soldered shut.

Under boost conditions the engine requires more fuel so a higher capacity fuel pump is required not only that but the fuel pressure has to be higher than the boost pressure, if not excess fuel will be blown into the intake. To achieve this a modern high pressure centrifugal fuel pump is required. At 130HP the B engine needs about 50 L/hr but modern pumps deliver far in excess of this. I found the VW Combi 2L pump delivers 125L/hr at 3.6 Bar (50Psi) pressure. To be able to use this a boost controlled fuel pressure regulator is needed, this regulator has a feed from the intake air plenum so as boost pressure rises so does the fuel pressure.

Under no boost conditions the fuel pressure is 4-5 Psi as per normally aspirated engines and the regulator must be set to this at idle speed so at boost pressure of 7 Psi the fuel pressure is at 11-12 Psi.

Now what about all that excess fuel, it has to be returned to the fuel tank. The USA spec cars have such a return line but it is too small and I had to run a new 8mm pipe back to the tank.

Pressurised air from the compressor is not uniform and it needs a plenum chamber to stabilise, Corky Bell recommends this chamber should be at least the same volume as that of the engine in this case 1800cc.

Picture the car running a 7 Psi boost and you need to change gear, you take your foot off the accelerator and the carb butterfly shuts but instantaneously there is still 7 Psi pressure in the plenum this pressure will want to be released and the only release is back to the compressor resulting in a back pressure which can damage the compressor and also put strain on the turbo thrust bearing. To overcome this a dump valve is fitted to the plenum and this is that swish sound you hear on racing cars.

One of the challenges in forced induction be that turbo or supercharger is the generation of heat, compression causes heating and more so in a turbo that spins at 150 000 plus RPM. Hot compressed air and fuel can result in detonation ie the uncontrolled combustion of the fuel in the cylinder. Detonation also known as pinking can cause major damage to pistons of an engine if left unchecked.

Cooling of the compressed air is solved by fitting an after cooler, cooler air is more dense therefore more lbs/Cu ft and more oxygen that the engine needs Other solutions for detonation, is to retard the ignition timing, the fuel/air ratio might be too weak or the engine compression ratio is too high. Higher octane rating of the fuel will also reduce detonation.

Another solution to cooling the fuel/air mixture is to spray a mixture of methanol and water into the plenum this will reduce the temperature and the methanol will increase the octane rating of the mix.

I have some detonation above 7psi boost and have fitted a richer needle in the carb and retarded the timing. The micro spray or a MSA boost controlled ignition timing retarder are future options but for now I limit the boost to 7 psi .My turbo has an integral waste gate controlled by an actuator that has a boost connection and can be adjusted regrettably I could not find a 10 psi actuator and had to settle for a 14,7 psi unit but by adding a second spring acting against the actuator spring I was able to reduce the operating pressure to 7-8psi

I have also found that the standard distributor is suitable at low boost although several speed shops offer remapped dizzies with max advance of 32° at 2800 RPM something to consider for future.

There you have it for now in part 3 we can look at fabrication and getting this lot into the engine bay.

Randall

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## ***From the article THE STOLEN CAR The answer***



They couldn't find where to put the gas!



# TECHNICAL TIP

## Technical tip 2

Ever been faced with a scored shaft where the oil seal runs well there is a simple method to repair this.

My recently acquired MGA came with a standard oil leak from the timing chain cover, quite normal was the generally accepted comments, in fact they went further and said if it doesn't leak there is no oil in the engine

Well I don't like puddles of oil on my garage floor and it's a drag to push the drip tray under the car every time I park.

My 1958 still has the old style felt seal in the cover but after removing the radiator and the engine mounts (they needed replacing anyway) I removed the crankshaft pulley and found that the sealing boss on the pulley was badly pitted and scored, eureka the source of my oil leak.

I thought that since I have got this far I may as well change the timing cover for one with a proper lipped oil seal from a B engine but what to do about the scored pulley boss, options were, get a new pulley, metal spray or hard chrome the boss and re machine or look for a second hand pulley. The cost of a new pulley is in excess of R2K so that's out the other options were just as expensive as it was a small job.

The internet provided the solution which is a thin sleeve that fits over the worn shaft, the MGA Guru website had all the info I needed and off I went looking for these sleeves and suppliers.

I found SKF here in SA stocks them, only problem is they don't keep the size required for the MG anyway this was a much cheaper & simpler option so I bought the closest to the correct size.

SKF brand theirs as Speedi Sleeve I later found out that Timken also manufacture a shaft repair sleeve their brand is Kwik Sleeve. Most SKF distributors either have stock or can get them from their suppliers.

The old damaged boss must be machined down to the size recommended for the sleeve which is only 0.025mm thick (0.010 thou) and comes with a tool for fitting and other than machining your damaged shaft you only need a hammer to fit the sleeve and that's it for problem solved for less than R360.

The attached SKF installation directions show just how easy this is.



*Clean and measure the diameter of the worn shaft and mark the area where the sleeve will cover the scored portion of the shaft.*



*Place SKF SPEEDI-SLEEVE on the shaft and then place the special installation tool over the sleeve.*



*Tap the installation tool with a mallet until the sleeve is seated on the shaft over the marked area. Remove the installation tool.*

***For fitting instructions, go to: GOOGLE - SPEEDI SLEEVES***

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## *Two Wedding Anniversaries this month:*

Carol and Bruce Dixon celebrate their 47th Anniversary on the 30th August. Well done Carol for putting up with an MG NUT for 47 years.

*Likewise, Tom and Hyla will be celebrating their 2nd Anniversary on the same day. We are still enjoying our New Life Together!*

Tom's brother Ray, is recovering well, after his ordeal of having 11 serious operations in a space of 5 months, and is presently at a Rehab Centre in Auckland Park.

We also congratulate all those having had Anniversaries or Birthdays during the month.

***All members:***

***Please let us know of any happenings in YOUR lives***

# ***A.A.A.D.D.- KNOW THE SYMPTOMS!***

SUBMITTED BY KEVIN

Thank goodness there's a name for this disorder.

**Age-Activated Attention Deficit Disorder.**

This is how it manifests:

I decide to water my garden. As I turn on the hose in the driveway, I look over at my car and decide it needs washing.

As I start toward the garage, I notice mail on the porch table that I brought up from the mail box earlier.

I decide to go through the mail before I wash the car.

I lay my car keys on the table, put the junk mail in the garbage can under the table, and notice that the can is full.

So, I decide to put the bills back, on the table and take out the garbage first...

But then I think, since I'm going to be near the mailbox when I take out the garbage anyway, I may as well pay the bills first. I take my cheque book off the table, and see that there is only one cheque left.

My extra cheques are in my desk in the study. So I go inside the house to my desk where I find the can of Pepsi I'd been drinking. I'm going to look for my checks, but first I need to push the Pepsi aside, So that I don't accidentally knock it over.

The Pepsi is getting warm, and I decide to put it in the refrigerator to keep it cold.

As I head toward the kitchen with the Pepsi, a vase of flowers on the counter catches my eye--they need water.

I put the Pepsi on the counter and discover my reading glasses that I've been searching for all morning. I decide I better put them back on my desk, but first I'm going to water the flowers. I set the glasses back down on the counter, fill a container with water and suddenly spot the TV remote.

Someone left it on the kitchen table. I realize that tonight when we go to watch TV, I'll be looking for the remote, but I won't remember that it's on the kitchen table, so I decide to put it back in the den where it belongs, but first I'll water the flowers. I pour some water in the flowers, but quite a bit of it spills on the floor.



So, I set the remote back on the table, get some towels and wipe up the spill.

Then, I head down the hall trying to remember what I was planning to do.

At the end of the day:

The car isn't washed,

The bills aren't paid,

There is a warm can of Pepsi sitting on the counter,

The flowers don't have enough water,

There is still only 1 cheque in my cheque book,

I can't find the remote,

I can't find my glasses,

And I don't remember what I did with the car keys.

Then, when I try to figure out why nothing got done today,

I'm really baffled because I know I was busy all day,

And I'm really tired.

I realize this is a serious problem,

And I'll try to get some help for it, but first I'll check my e-mail....

Do me a favour.

Forward this message to everyone you know,

Because I don't remember who I've sent it to.





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## **Forthcoming Events: Runs, & Noggin s**

### **September Natter and Noggin**

#### **Northern Centre Club House - 1 September 2016**

Pre-Indaba get together at the Northern Centre club house in Pretoria East. Boerewors rolls provided and a Cash Bar available. The Clubhouse is on the corner of 26th Avenue and Umgazi Road, Menlo Park, Pretoria. This is near to the Atterbury Road interchange on the N1 Freeway.

The geographic / GPS co-ordinates of the Clubhouse are S25 46.495 E28 16.035

### **September Run - 3 September.**

Run to Kitty Hawk Aerodrome in Pretoria East on SATURDAY . This is the Concours day for the indaba. Day visitors have allocated parking if you are not registered for the Indaba. The convoy will meet at Craftsman Auto (Dave Wheeler's workshop) in Great North road, Benoni. Tom Kirkland will direct the convoy which departs at 09h30. You can drive directly to the venue should you find it more convenient. 369jr, Boschkop Road, Pretoria East. Entrance from R631.

### **MG National Indaba 2016 - 2 to 4 September 2016.**

2016 Tshwane MG Indaba. Your contacts from the Northern Centre are: Pepi Gaspari (082 410 1569) / Steve and Hazell Eden (082 372 8740)

### **October Natter and Noggin - Old ED's - 6th October 2016**

Talk on the Castrol Vintage Oils

### **October Run - Sunday, 9 October**

Run to be confirmed. Suggestions welcome.

### **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 via Tony Maybank- 0116789267, Tony@mgcc.co.za

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



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