

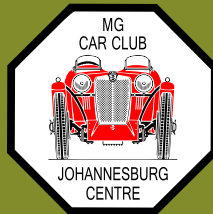
# Thumbs Up!!!

A fitting tribute for 60th  
Anniversary of the Twin Cam



Bob Kelsey reunited with the Twin  
Cam he raced 54 years ago

1969



2018

OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

July 2018

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## Johannesburg Centre



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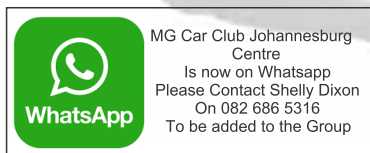
**A Natter and Noggin is normally held on the first Thursday of each month at 8pm**

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-THAMES - ENGLAND**



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

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# From the Chair



**Thumbs Up!!!**



Most of our lady members, along with countless similar minded people around the world, would have been glued to the TV watching the fairy tale wedding of Prince Harry and Meghan Markle. The pageantry, pomp and ceremony would put the Soccer World Cup opening to shame. It was indeed on the world stage. For those who have followed the Royal Family and watched the 'The Crown' and other British TV series such as 'The Iron Lady' you will have seen how important the British Car industry in general and MGs in particular, have been over the years.

The roll out of cars for the wedding was without a doubt the most spectacular we have seen for some time. To discuss just a few, Rolls Royce that delivered Megan to the cathedral was one of 16 built in the '50s for royalty - 15 still exist. There were a number of very special Bentleys. The one Bentley was very ugly, in my opinion, with a sort of hump back (probably only one of those ever built) but I believe that the statement that was being made was the future of classic cars and that was done by debuting the electric E Type Jaguar. Just think about the enormous audience attention to the car used by the fairy-tale couple driving to the reception – what advertising geniuses! Internal Combustion (IC) cars are to be phased out in European countries over the next 20 odd years and then what will come of the classic cars? Choosing an E Type may have been even more subtle than you think- E for electric!! This particular car was converted in Britain and is 100 Kg lighter than the original IC version and one second faster in the 0 to 60 Mph time. The range is in the order of 170 Km. I wonder if the British car industry is planning a comeback to produce the technology for converting the classic cars to electric. We have written about various MGs that have been converted to electric in this magazine before and just maybe the battery powered MG will be better than a car parked in a museum. The British car industry has been pretty much usurped by the Japanese and Chinese- or has it? This might just be a comeback.

Like the MGs used by royalty, every MG owned by our members gets royal treatment and everyone has a story to tell. Randall has submitted the results on his research into the provenance of his recently rebuilt MGA Twin Cam in the edition- a wonderful story.

During the last month we have had two interesting events. The June Noggin was something very different with Frank Schie (Geologist and Palaeontologist) talking about fossils and the June run to Magaliespark. Our July run will be an away run to Parys and the Vredefort Dome. These events are reported on elsewhere in the mag.

Our combined centres show day had to be postponed from the 24th June and will take place sometime during September.

Like the electric vehicles (EVs) we need to put a spark into our members and into attracting new members. Here is my spark- if you sell an MG, especially if you do this through the club media, add the cost of giving the buyer a free years membership to the sale price.

*Bruce*



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## **Weird & Wonderful Automotive World Records**

### *400 MINIs Beep Their Way To Deep Purple*



The world record for the largest ensemble of car horns.

In August 2013, in Grand Rapids in St. Ignace, Michigan, 400 MINIs lined up to beep their horns. But they didn't just beep once, or twice, or thrice. According to the record, the MINIs beeped their way through the classic rock song "Smoke on the Water" by Deep Purple.

Isn't beeping your horn excessively against the law...

# TECHNICAL

A bit of history for our younger members. Before the K53 drivers licence rules were developed and in the era of the MGTC which was produced with out indicators the law required drivers to use semaphore signals. When I did my driver's test in 1962 I had to do this and in fact earlier than that on a motor bike driver's test as well. Strange how the law changes- think about reflectors, a second tail light, safety belts, reflective tape on heavy vehicles etc. The only hand signal that I use now is the middle finger ( is this the 7th signal?) when I get cut off by a taxi - I don't believe that that is the law yet. I understand that the law prohibits hand signals now - anyway they are not much good at night and in our modern high speed driving it pays to keep two hands firmly on the steering wheel. In fact as I ramble here I am thinking of some of the lady drivers I see who manage to do their make up, smoke and use a cell phone all at the same time - it would be impossible for them to use hand signals

**1** I am about to **SLOW DOWN** suddenly

**2** I am about to **STOP**

**3** I am about to **TURN RIGHT**

**4** I am about to **TURN AROUND**

**5** You may **PASS ON**

**6** I am about to **DIVERGE RIGHT**

**These are the LAW!**  
**SIX** hand signals you should always use...

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*Submitted by Bruce*

# EVERY MG HAS HISTORY

Submitted by Randall Everson

## *My Research into the history of my Twin Cam YDH5/1830 also known as TU 16053*

After I got the twin cam I contacted Bo Gersing our local (and international) twin cam historian who came to my house to see this new find. As the engine was out of the car he pointed out that this may have been a racing car as there were several signs of modifications eg lightened flywheel, missing louver panels, competition clutch, highly polished inlet manifold and combustion chambers in addition there are 4 holes in the top front scuttle that line up with a Brooklands type racing screen. Bo's article on twin cams in the November 2017 issue of Classic Car Africa mentions this car, its drivers and number in the 1960 9 hour race.

Regrettably the seller was not aware of the cars history but did say it won't idle, is a sod to tune but it goes like hell. Which raised the question - could YDH51830 be the car driven by Len Cruickshank and Bob Kelsey in the 1960 9 hour race at Grand Central under the team of Scuderia Los Amigos?

Scuderia Los Amigos The papers I got with the car showed that it was purchased by an Arthur Kingsley in 1965 and the Motor Assemblies data show that the car was sold in March 1960 so the period from March 1960 to 1965 became a research challenge for me. Kingsley passed away in December 2014 and sadly his widow could not tell me anything about the car. I started with the Scuderia name and found that my local classic car dealer Alec Saunders knew the name as he had been a member of that team and better still he knew Bob Kelsey and in fact Bob lives not 10km from me - so next was a chat with Bob.

Bob is now 84 and has had a very successful sports and saloon car racing career during the 60s . Starting with a homemade hotrod, a Volkswagen Beetle, various saloon cars eg Ford Zodiac the MGA twin cam and the Hillman Imp in which he secured the SA Saloon car champion in the 1000cc class in 1968. Bob was one of the founding members of this racing stable along with Len Cruickshank M.A. Morelli, W.G.Fergusson and F Rundel, I have a copy of their founding constitution.

Morelli and Rundel were draughtsmen at the same company and one of their colleagues came up with the logo for the group a donkey being enticed with a large carrot. Bob's son in USA is a fervent cyclist and has adopted the donkey logo for his team, Bob promised to get me a copy. The Scuderia members were all amateurs who sponsored their own racing costs.

The race commentator and journalist who reported on the 1960 9 hour race referred to the team as the "Stable of Friends" and stated further that the team only entered to have some fun, not serious racing. The Rand Daily Mail staff reporter wrote " The cars of the friends are old by racing standards some of them being raced in 1958 so the group does not expect to match the Alfa, Saabs or the XK 120."

Entry list for the 1960 9 hour

There were two MGA twin cams and one 1500 in that race:





No 2 W. Fergusson and F. Rundel Twin Cam

No 9 Len Cruickshank and Bob Kelsey Twin Cam

No 15 G. Roe and C. Williamson (1500)

The Twin Cam Handicap required them to complete 635.8 miles for car no 2 and 610.8 miles for car no 9.

The lap times for the two were Car 2 1m 44.01 and 1m 51.4 for Car 9; both cars were competing against a Jag, Healey, Alfa, Porsche, Dart and Lotus Climax cars, surprisingly Car 2 was quicker than the 6 cylinder Austin Healey. In another race date unknown reference was made to another Twin Cam driven by D.G. Gruter and C.M. Skeen the article in the Rand Daily Mail was written by a journalist named "Camshaft."

Bob cannot positively identify my Twin Cam as the one he drove in the 1960 9 hour race at Grand Central, however he does recall some of the events. Len Cruickshank was the owner of the car and Bob was his co-driver in that race.

The rules were that no driver could drive more than 6 hours at a stint. Cruickshank as the owner of the car took the first 3 hour stint. Apparently near the end of his shift he spun the car at "members bend" without damaging the car and he continued to finish his 3 hours. When Bob took over he did his 3 hours and came in. Bob recalls that Cruickshank was still pale from his incident and asked Bob to do another 3 hours which he did also having an incident at the bend due to fatigue, but he carried on and completed the race. Car no 9 won its class and finished 10th overall. Car no 2 did not finish. Bob lost contact with Cruickshank and never acted as co- driver for him again.

Bo Gersing had a photo of a Twin Cam from that race that was copied to him by Warren Cruickshank, Len's son, so after talking to Warren, I got his mother Linda's contact details and spent a good time chatting to her about their good old racing days. Sadly Len had passed away a few years ago. Linda does not have email but promised to write me a letter about their racing days. So when I asked when did Len buy and sell the twin cam, she thought it was sold about 1963 or 1964 but they sold the car to Linda's brother, Teubes who now lives in Margate. What another lead to follow!

More hours talking to Teubes revealed that he used to be the pit mechanic for Len but after he bought the car from Len, he also raced it and did some hill climbs with the car. He traded it in at Lawson Motors for a new Renault R8 around 1965. Teubes says he has photos and papers somewhere and will find them out and send to me.

Now another interesting bit of info came to light on FaceBook the other day- a picture of a BMC vehicle agent's plaque in Pretoria and the name on the plaque is Kingsley and Marais, could this be the Arthur Kingsley that bought the car from Lawson Motors back in 1965. Lawson was a Renault & Volvo distributor and Kingsley and Marais were BMC (MG, Jag) distributors why not flog the MG off to a BMC agent. Just my theory.

True to his word Teubes, has sent me photos of the car in various events including the April 1960 club race at Grand Central; the June 1960 Krugersdorp Hill Climb, a ¼ mile sprint race in 1962. These events were over and above the 1960 9 hour race at Grand central.



From the various photos obtained from Warren Cruickshank and his uncle Teubes, I have no doubt that this is the car entered in the 1960 9 hour race at Grand Central, the link being the owner and the car registration number TU16053.

In addition, Teubes says that in one of the club races they broke the crankshaft and smashed the block, both block and crankshaft were replaced with new parts and the entire bottom end was balanced. He also recalls that the car was fitted with twin 40DCOE Weber carbs for club events and twin SU's for the 9 hour race.



*1/4 Mile Sprint Grand Central 1962*

Teubes thinks that Len, his brother-in-law purchased the car second hand from another racing driver, but could not recall who that was, so yet another link in the history of TU16053 that needs to be researched. (TU was the old Transvaal the reg for Florida.)

If any of the Thumbs Up readers can shed any light on this Twin cam or the owner please let me know, contact me on 0924140438 or email [reverson@mweb.co.za](mailto:reverson@mweb.co.za)

## **Weird & Wonderful Automotive World Records**

### ***Longest Car Skid***

Think you're a boy racer? Wait till you read this.

The world record for the longest car skid dates back to 1964 in Bonneville in Utah, USA. A jet-powered three-wheeler, called the Spirit of America, was driven out of control by Norman Craig Breedlove and began to skid, for nearly six miles!

In comparison, the longest car skid on a public road is 290 metres, made by a Jaguar during an accident on the M1 motorway in Bedfordshire, UK.

### ***Most Expensive Car Registration***

G4RY maybe? What about MR C001? Nope, the most expensive number plate ever sold contained just one digit - "1".

This number plate was sold at an exclusive auction organised by Emirates Auction Company and was bought by Saeed Abdul Ghaffar Khouri for Dh52.2 million, which equates to £7.2 million.

In comparison, a plate like C003 DUD would cost you £250.

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# FOSSIL HUNTING

This was Frank's introductory paragraph that he submitted prior to his talk:

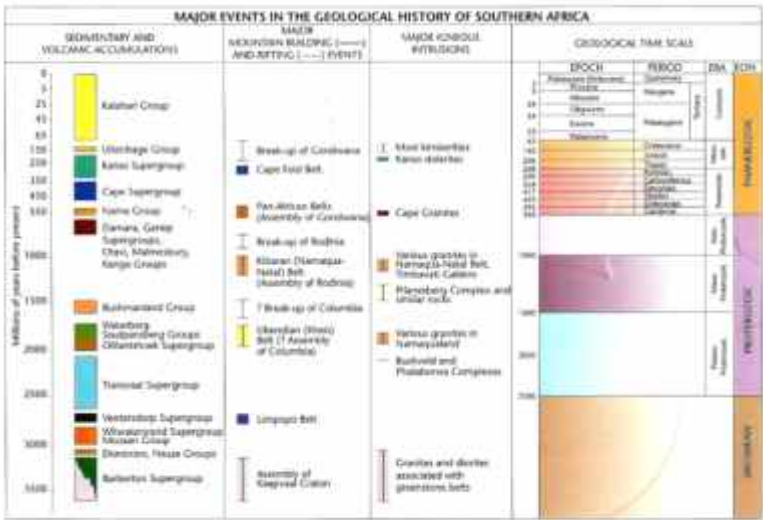
*“Starting off, the dominantly illustrated talk to be presented in layman's terms, will very briefly introduce some relevant aspects of the evolution of the earth's surface, evolution of life, geological time and phenomena, environment and climate as it relates to the fossil collecting field trip undertaken earlier this year in the Karoo.*

*Some typical views of the Karoo scenery in which the field trip was located will be shown followed by an introductory discussion on how fossils may form and may be found.*

*The major part of the illustrated talk will concentrate on the field procedure, processes, and experiences as well as what happens later when the fossils arrive back at the laboratory for final extraction, preparation and study.”*



Frank's interest in Palaeontology came about though is profession as a Geologist.



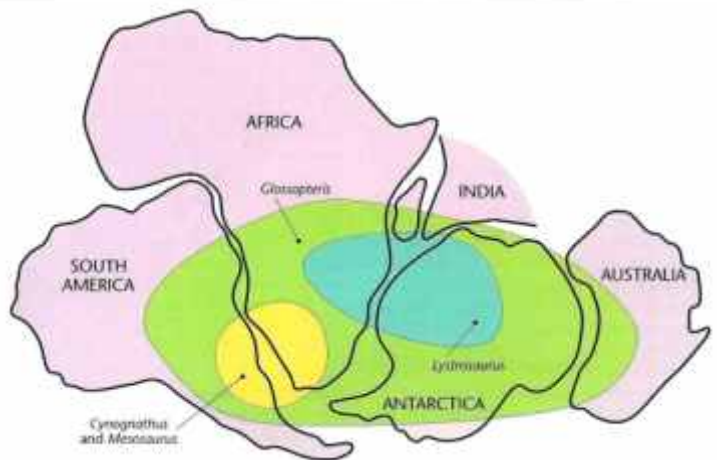
His talk took us through the 5 events in the 4.6 billion years of the earth existence. His talk focused on the period 2.5 billion years ago when the Karoo was a sea. That disappeared when the plates shifted splitting Gondwanaland into the separate continents of Africa, America, Antarctica, Australia Madagascar etc.



The fossil distribution has been important in showing how these plates were linked. He took us through the planning and organizing of a fossil hunt; the obtaining of permission from the owners of the land; the obtaining of permits to excavate fossils; possess fossils and to transport them. All these are required from each province through which they are transported.

The Karoo sea was formed with the sections of the earth's crust over lapping and lifting the Falklands plateau and forming a mountain fold.

His talk was focused on one of the worst mass extinctions - the Permian-Triassic extinction that occurred about 251 million years ago.



## FIVE WORST MASS EXTINCTIONS



**The Ordovician-Silurian extinction** occurred about **439 million** years ago due to a drop in sea levels as glaciers formed, followed by rising sea levels as glaciers melted. During this extinction, **25 percent** of marine families and **60 percent** of marine genera (the classification of the species) were lost. The earth cooled, particularly in the oceans where most of the organism lived.



**The Late Devonian extinction** took place somewhere around **364 million** years ago. Evidence supporting the Devonian mass extinction suggesting that warm water marine species were the most severely affected in this extinction event, has lead many paleontologists to believe that an episode of global cooling, similar to the event which that may have resulted in the Ordovician-Silurian mass extinction, may have lead to the Devonian extinction. What is known, however, is that this mass extinction killed **22 percent** of marine families and **57 percent** of marine genera.



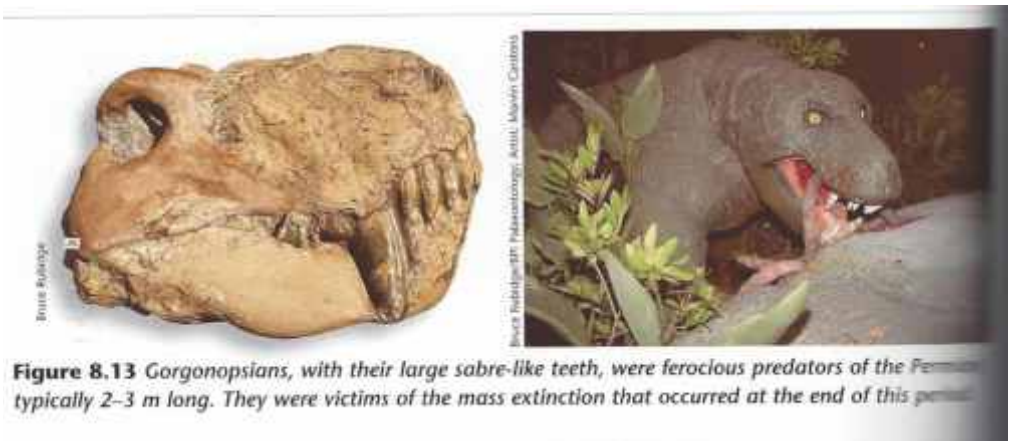
**The Permian-Triassic extinction** happened about **251 million** years ago and was Earth's worst mass extinction. **95 percent** of all species, **53 percent** of marine families, **84 percent** of marine genera, and an estimated **70 percent** of land species such as plants, insects and vertebrate animals were killed during this catastrophe. Still other scientists suspect that the impact of the comet or asteroid triggered the volcanism.



**The End Triassic extinction**, taking place roughly **199 million to 214 million** years ago, was most likely caused by massive floods of lava erupting from the central Atlantic magmatic province triggering the breakup of Pangaea and the opening of the Atlantic Ocean. The volcanism may have led to deadly global warming. **22 percent** of marine families, **52 percent** of marine genera, and an unknown percentage of vertebrate deaths were the result.



**The Cretaceous-Tertiary extinction** occurred about **65 million** years ago and is caused by impacts of a several kilometre-wide asteroid. Yet, some scientists believe that this mass extinction was caused by gradual climate change or flood-like volcanic eruptions of basalt lava. This extinction destroyed **16 percent** of marine families, **47 percent** of marine genera, and **18 percent** of land vertebrate families, including the dinosaurs.



## 3D PRINT OF INTERIOR OF THE BURROW



We got Frank to deviate from his talk on this period to tell us about the Vredefort Dome where we are planning our away run. Just briefly the 'dome' is the centre of the biggest ever meteor strike to have hit the earth some 2.5 billion years ago which left a crater 300 km in diameter. Johannesburg is situated on the edge of this crater. The strike was catastrophic and lifted the 25 km thick earth's crust forming the dome, as would a pebble thrown into water form a pinnacle in the centre and ripples around it. Johannesburg is built on a ripple!

# MG Joburg Centre

## Run to **MaGaliespark** Sunday 10 June 2018

*Hello readers of the Thumbs Up!,*

It's been a while since I wrote an article for the magazine, but I had to write this one as the day at Magalies Park was really enjoyable. Bruce and Carol organized the outing to Magaliespark and it was a quality run. Three cars, six of us; Bruce, Carol, Bryan Van Der Schyff and Maureen and Kevin and I set off from the Total garage at 10am, joining the usual throng of cars and bikes on their Sunday run road out to the dam. We met Rod and Sharon Herman along the way, who came from their home on the other side of the dam. In true MG style, Bruce had a minor adjustment to make to the rear wheel of his B at our meeting place



At the Magaliespark Golf Club, our MGs were given special parking with the golf carts in the shade and we too had a shady spot for lunch on the deck under a tree. This was a lovely lunch, the food was plentiful and delicious and the company great. Being just eight of us we were able to get to know one another better; Bryan and Rod, both long time members of the club who had never met, found they had quite a bit in common to chat about.

Whilst many would opt for a sleep after a good Sunday lunch, our option was to go for an hour's stroll around part of the park and the golf course ably led by Carol. Magalies Park is always some two degrees warmer than Johannesburg and is blessed to have wonderful winter weather with clear blue skies and sunshine. We certainly had our fair share of vitamin D for the afternoon. We came across naughty monkeys and a variety of buck on our stroll, along with a few golfers in their carts. Having stretched our legs and walked off lunch, it was back to the restaurant for 'tea'; water for most and couple of draughts for Bryan and Rod. On the way out we saw for the first time a new arrival at the park- a golden mane wildebeest. Who would have thought that such an ugly beast could have such a pretty mane?





Testament to what a relaxing day being the fact that Kevin and I only arrived home at 5.30pm. Please enjoy the photos taken by Kevin and sorry that you missed out on what felt like a good family lunch.

Many thanks to Carol and Bruce for organizing the run and we look forward to the July club away run to the Vredefort Dome which should be very interesting.



*Jenny Loader - Pictures by Kevin  
13 June 2018*

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## **Weird & Wonderful Automotive World Records**

### *The longest car*

Built by legendary custom car guru Jay 'Hollywood' Ohrberg, the American Dream was a 100 feet long limo powered by two Cadillac V8s, running on 26 wheels with a pool and a helipad at the back. A true 75-seater.





# N rman Talks!

## THE SADDEST OF TIMES

On our journey through life there are good times and sad times which we have to deal with come what may. This month the sad ones have been the hardest to deal with.

Sitting in church listening to what a life a neighbour had had in her youth in England, as her niece and brother, who had flown out, described her early life and joyous years that followed when she emigrated and married. Only then was it obvious how little we had known about her. I had only spoken to her when I had given her a lift to and from the Norwood Mall - a long walk for someone young and fit - let alone for someone in their eighties- and she enjoyed the lift in the black TF.

Days later Peppi phoned to say that Adri van den Berg had passed away. Adri had been instrumental in setting out the 2005 MGA Tour route that I had proposed at our meeting at Midrand. His competent rally knowledge was superb. Pat and I set off in a sombre mood to church in Villiera Pretoria North to be joined by Esra, Alex and Laurie Steyn, his rally pals, and a packed church of mourners.

We were back in Pretoria two days later to pay respects to Trevor and Marcelle Beddy who unbelievable had lost their daughter - Charnée a tragedy beyond belief. I knew only too well how Trevor was grieving, having been down that road, and wet eyed we headed home.

Sadly, more would follow; When I switched on the TV for the test match a note came on to say a moments silence would be observed for Syd Nomis. I sat there totally stunned - then I phoned Hugh Bladen- who told me my pal of over 50 years was gone, and I wept again. His son Gary arrived from Zurich at 09h10 on Sunday and prayers at the Nomis house that evening brought back so many memories. Those special moments that made grieving easier. The last game of rugby I ever played was in Randfontein and Syd and I both working overtime that Saturday morning, had jumped into 'Midgy' to tear off to Robinson Deep. Memories are the one thing that enable us to celebrate the life of those we love so dearly. May they all rest in peace.

*Octagonally*  
*Norman*

# MODERNS

## *Dug out of the Thumbs Up archives by Bruce*

I have now got pencil to paper and as promised in last month's newsletter set forth our adventures in "popping in" a Marina engine into a B. Here Goes!

As the Marina is advertised as having the heart of a MGB, and my own B engine wanting a good overhaul, it was decided to purchase the Marina engine when the offer of one came up recently. As far as it is known no-one else had done the exercise, therefore, we were unaware of the problems we had let ourselves in for.

The first thing was to get the B engine out - a relatively easy job and then to compare it side by side with the Marina engine. At this stage, it should be mentioned that my B is a '69 model and has chassis prefix GHD 4, so for earlier B's other problems may be encountered!

The Marina flywheel and backing-plate could only be retained if the Marina starter-motor was used (pre-engaged but using different pinion gear), but the B backing-plate had to be used to match the B gearbox bellhousing. In this way B flywheel and starter were utilised. (the Marina flywheel incidentally is smaller and has a different number of teeth)

Problem number two was a little more serious by virtue of the fact that the B spigot shaft is considerably bigger i.e. has a greater diameter and a deeper penetration into the crank than the Marina, which of course comes with a Triumph gearbox, leaving us three alternatives :-

- (1) Use old B engine crankshaft (or buy a new one for R180.00),
- (2) Remove B gearbox spigot shaft and turn down to match Marina crankshaft,
- (3) Bore out end of Marina crankshaft, fit a B bush (Unipart No. 22H 1416) to match B spigot.

It was decided to adopt (3) as (1) would have defeated object of engine change, and (2) would have made B gearbox useless for future engine changes!

Thus the crankshaft from Marina was removed. By measuring the protrusion of B spigot shaft from bellhousing face, it was calculated that a minimum depth of 37mm required to be bored out of crank. The measurement into the crank being taken from flywheel crankshaft interface.

(b)

The B crank is in fact bored out to almost 45mm.

The work was entrusted to A. & J. Engineering, who in turn arranged for V.O.M.S. to balance cranks' aft, flywheel, and pressure plate assembly. Total prices R12 and R23 respectively, for a very good job.

The engine was then re-assembled using new gaskets and seals.

We found that it was necessary to use the front-end plate from the B, since the B engine mounting brackets would not fit on to Marina front-end plate. A new B waterpump (Unipert No. GWP 115) was fitted as the old one had seen better days. The Marina waterpump could have been used but it had been damaged in the accident which led to the motor being taken to Crash-Flash! Had the Marina waterpump been used then neither B or Marina cooling-fan could have been used because :-

- (a) B fan would not fit onto Marina waterpump.
- (b) Marina fan would have fouled B's water pipes

leaving no other alternative than to fit an electric fan (more expense)

Further items transferred from B to Marina engine were :-

- (1) Thermostat housing (direction of Marina outlet pipe incorrect - but possibly correct on pre- '69 B's)
- (2) Heater pipes, and the control valves.
- (2) Marina warning light systems taken out for B waterpump sending unit and oil pressure gauge connections.
- (4) Engine block drain tap - we haven't bothered in fact.
- (5) Oil cooler attachments.

The Marina engine is fitted with a General Motor AC mechanical fuel pump, which some folk maintain are less troublesome than the S.U. electrical pump. The AC pump was left in position - mainly to block up the hole in the crankcase! - and could be connected up with relative ease. The AC pump is incidentally well nigh impossible to remove once engine is in place!

In order to use original B fuel supply system, the B float chamber covers and floats were transferred to the Marina S.U's and thereafter complete B piping system retained.

The exhaust manifold from Marina is identical to B, and inlet manifold is essentially the same.

(c)

The only minor differences to the latter item are the Marina crankcase breather system and air filters. The Marina breather system was retained and B air filters used.

The Marina motor came with an "up-to-date" Lucas alternator (with internal regulator), but to avoid wiring changes the B equipment was used.

The oil and filter (cartridge type) were changed at 300 miles. On a recent tankful of mixed motoring which included a round trip to Pretoria via Brits, 32.5 m.p.g. was returned. All very pleasing.

Finally, one or two points which are of interest :-

- (1) The Marina engine has a single chain to drive camshaft whereas B has two.
- (2) Before installing Marina engine saw off extraneous piece of metal on sump base - failing which you won't get the two bottom bellhousing bolts tightened up!
- (3) The Marina clutch plate is suitable for B, but not the pressure plate as Marina has thrust bearing, whereas B has carbon thrust ring.

Next month - how I made a V12 go into the Midget!

## Set your sights on 2020

### An MG Indaba not to be missed!



#### OUTDSHOORN : 2020

Thursday 3rd to Sunday 6th Sept

The **MG Car Club - Cape Town Centre** invites you to join us for the 2020 Indaba.  
Costs : Single R4250 / Couple R7500 (these are estimates subject to finalisation)

If you are interested in attending the Indaba, please drop the organisers an email : [indaba2020@gmail.com](mailto:indaba2020@gmail.com)

Entries for the Indaba will open on September 1st, 2018.

Entry forms will be available on the website: [www.mgcc-ct.co.za/indaba2020](http://www.mgcc-ct.co.za/indaba2020)







Sadly we have lost some MG folks during the month with the passing of Adri V D Berg after a long illness and the tragic loss of Charnée Beddy.

Did you know that Stuart Cuninghame's son was 4th in the DJ this year. He said that this was only made possible by having the best mechanic in the world - Stuart!!



Some exciting news is that MGs took part in the Great Train race organized as an annual event by VVC. There has been a suggestion that we get more MGs next year. The above brilliant photo by John Mackenzie



*Pics by Pierre and Stuart*

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



MGCC CENTRE  
Is now on Whatsapp  
Please Contact Shelly Dixon  
On 082 686 5316  
To be added to the Group  
For serious notifications



MGCC-JHB NATTER  
For general chats  
Please Contact Shelly Dixon  
On 082 686 5316  
To be added to the Group



We wish Derek Langford a speedy recovery after surgery to reattach his bicep after a DIY mishap”  
We wish Alex, Sue and Scarlett Moody all the best in their move to Switzerland’

‘Our condolences to Wendy, William and James Kelly and family on the passing of Wendy’s Dad’

*Submitted by Denise with permission from Kevin From Roodepoort Northsider*

29 June 2018 Conte

## A night out with the Toastmasters

**Langd Wilewende**  
Langd Wilewende

**Florida** – On the evening of Tuesday, 19 June, the Florida Toastmasters welcomed and celebrated their new committee for 2018/19.

The theme for the evening was ‘Facing the leadership ladder’ and their guest was ‘Leadership is not a medal, it is a marathon jersey. The most important part is not winning, it is joining the team’.

The guest speaker for the evening was none other than the well-known global speaker Douglas Rogers who had the audience eating out of his hands as soon as he started speaking. Douglas has been a member for over 30 years.

The Toastmasters committee for the year 2018/19 is made up of Vicom Kuzer as president, Robert de Krom as vice-president of education, Deonno Mbowane as vice-president of membership, Owen Horsting as vice-president for public relations, Kevin Nodder as secretary, Brad Cassel as treasurer, Matthew Knight as secretary-at-large and Paul Meyer as Toastmasters past president.

Further success for his Miller, and while delivering his speech, “First, everything you have said about it with everything that you have.”

Toastmasters helps to improve members’ public speaking abilities while providing opportunities to learn leadership skills.

Part of the Toastmasters International programme, Toastmasters Clubs meet every second week and members learn by delivering speeches based on materials that focus on the development of different speaking skills and styles.

Members who can make arguments, speeches.

They learn leadership skills by organising and conducting meetings and by motivating others, as a different person leads the meeting each week.

They will be holding their next meeting on Tuesday, 3 July at the Happers House in Alton Centre.

For more information, visit <http://floridatoastmasters.com>. Their Facebook page is <https://www.facebook.com/Florida2018/> or email us at [floridatoastmasters@gmail.com](mailto:floridatoastmasters@gmail.com).

**Post producer:**  
Paul Meyer  
Phone: Langd Wilewende

Kevin Nodder told a inspiring story about failure and the first machine.

## TRADING POST

*Cars for sale*



**MAKE AN OFFER**  
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# TRADING POST



## *Spares wanted & for sale*

Front brake discs  
- will fit TF  
120/135. Not 160  
uprated sports  
brakes. R2500  
Clutch kit: 3  
Piece 215mm.  
R2500  
Phone Shaun-  
0741065707



### Parts Wanted

Original Generator for 1948 YT - With fitting for Reduction Gear for Rev Counter.  
Can swap for Good Condition Generator without the Reduction Gear fitting.

1 only Trafficator Unit, in reasonable working Condition, as found on the Y-Type.  
Contact Tom Kirkland 082 445 6770 or kirk1@lantic.net

## *Cars for sale*

### MGB GT

1971/2. Teal blue. Tan interior. Webasto roof

### MG TC

1945 (15th off line after the war) Chassis number 0265. Green Body and interior.  
*Please call to make a time to come and see. Open to all offers.*

*Tel: John Leishman 076 377 6366*

**This MaGnificent 1980 MGB R/B is  
available complete with minilites etc .  
Call Gill Marguerite on 082 688 0733**



44 years of an Edwardian MG [built 1936 in King Edward 8th reign] - it is time to find a younger custodian of the elegant MG SA Tickford Coupe which lives in McGregor.

Extensive work history available. Formerly owned by the late Phil Howie and driven up Munro Drive by Phil Hill - see "Norman Talks" December 2017

R680k to the "right home" Keith Poole - k-mpoole@lando.co.za or 023 625 1306



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**Like being first to drive  
an MG up the Sani Pass,  
we are first  
in the business of  
supplying parts for  
your MG.**



# MG Ads

This month, an advertisement contributed by a recent visitor to Johannesburg from Canada and MGCC club member John Fry. Did MG, I wonder, ever sell a car to any female customers? As stated by John himself, this "...would certainly be a bit non-PC these days!" He came across the advert at a Classic Car Show in Birmingham UK recently and thinks it dates from about the time the MGB was launched in 1962. This little gem is from British Leyland Canada and, as per John's email, the motel has long since been demolished.



## HAPPY NEW YEAR!

From all of us to all of you. And what better way of bringing in the New Year than with an MGB and a pretty girl. The MGB measures in at 1796 c.c., 90 horse-power, 100 miles per hour. Clara Sarkozi, our top hatted vision of what every sport wants for Christmas, figures out at 35-23-36. Scene at Toronto's new Seaway Towers Motor Hotel by Herb Nott's Camera.

Please send any ads of interest in your possession, especially if they are specific to South Africa, to me Jonathan Burke at [jonathanb182@gmail.com](mailto:jonathanb182@gmail.com) and we will put them into the Thumbs Up.



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

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

### ***July Noggin- 5 July***

Presentation on Insurance of classic cars by Jason of Classic Vintage and Collectable (CVC) Insurance Brokers

### ***July Run- weekend of 6/8 July***

An away run to Parys and a visit to the Vredefort Dome (a National Heritage Site). A separate WhatsApp group has been created for details. Unfortunately this is now fully booked.

### ***August Noggin - 2 August***

New date to be arranged with Old Eds-suggested insurance presentation by Mike Brett

### ***August Run - 19 (3rd Sunday due to public holiday on 9)***

Bring and Braai at the home of Ian and Daphne Cass . Meet at the Block House at 11h00 to arrive at the Cass home at 11h30. They will provide braai fires.

### ***September Noggin- 6 September - TBA***

September run - SHOW DAY ! - date to be advised- possible 2nd Sunday



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

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