

# THUMBS UP!

**GOLDEN JUBILEE CELEBRATIONS!**



50th Anniversary of founding of MGCC, Johannesburg, with drive to Krugersdorp Airfield  
June 1969-June 2019

*Roger Bell*  
PHOTOGRAPHY ©

OFFICIAL  
NEWSLETTER



JULY  
2019



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# MG Car Club • Johannesburg Centre

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## Contact us



Please contact Mike Trollope on  
072 976 5505 to be added to  
the WhatsApp group.



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<https://mgccsouthernafrica.weebly.com>



[@mgccihb](https://www.instagram.com/mgccihb)

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

### **INDEMNITY**

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

### **DISCLAIMER:**

*Views, comments, opinions, advice or suggestions in this magazine are those of the contributors and are not necessarily those of the MGCC or its committee. Availability, condition and veracity of items advertised for sale are not guaranteed by this club or its committee. Whilst every care is taken in compiling the contents of the magazine and the advertisements, this Club, its committee, officials and representatives assume no responsibility whatsoever for any effects arising there-from.*



# *From the Chair*



I would like to start my report by apologising for the delayed magazine this month. Unfortunately, midyear busy season caught me off guard, and with the 3 big events in June it then compounded in to July. It is my fault and I take responsibility for the delay.

Happy Happy Birthday Joburg centre! The thought of 50 years of friendship and memories is an astonishing one, life-long MaGic family whom hold dear places in our hearts. On top of that, the achievements done by the club over the years are really awe inspiring. With that in mind, the only appropriate June Noggin was one where members shared their stories and their memories.

Recollections of Graeme White, given by his close friend Martin Pomelroy, memories from Stuart Cunningham about the Champion 500, Stories of space adventures and alien abductions from Kevin Loader, Pierre van Hell shared his experiences taking F1 drivers around Kyalami for the drivers parade before the grand prix (and may or may not have been over animated in his driving style) and Allan Uzzel reminiscences how they managed to get the one of the clubs precious sterling silver trophies back from Rhodesia.

All were lovely stories with loads of laughs and comradery. It really was a fantastic evening with a phenomenal turn out!

Next was showday. What a scenic venue! A full 360 view of Pretoria while still having historical structures right next to you. Not to mention the beautiful drive up the twisty roads, even managed to spot some Zebras early in the morning.

I was lucky enough to be involved in the judging of the

competition cars. It was amazing to see all these cars in such great condition. We really had to split hairs to separate some cars, which is when the small details really start to matter! Well done to all the participants!

The final event for June was the historical club run to celebrate our golden Jubilee. We started at the old Six guns steakhouse (in modern day times, now a Woolworths) in Linksville. We then took a drive to Ontdekkers and then straight all the way down to Jack Taylor airfield! I have included the route guide if anyone missed out!

The airfield was breath-taking! (Those who were there will understand) although it is the best way to describe the event! Beautiful planes (with incredible engineering) and loads of MGs!

One of the goals of the day was to recreate a great photo taken at the 10<sup>th</sup> anniversary and I personally think its remarkable photograph (it is the aerial photo in the 50<sup>th</sup> section). We all had a fantastic day. We are hoping to return soon, possibly even for Christmas lunch. None of this would have been possible without Norman and Anita, thank you so much for all your assistance.

The last note I would like to mention is for the 50<sup>th</sup> run in September, we will be selling special addition regalia. Jackets, jerseys, golf shirt to name a few. A detailed list with pictures and prices will come out soon. Please get your orders in as soon as the list is published, if you would like the items for the September trip. Otherwise the items will be delivered after the trip.

Safety Fast!

Mike

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# Noggin Summary



A special evening celebrating in the memories of the last 50 years.



*Hello Folks!  
I put a few pictures  
together from the  
Wynn's 1980 meet,  
and it looked  
like a good one  
for the magazine, so here is my  
contribution for Christmas  
Gavin*



A special thanks to Kevin Loader and Roger Bull for supplying photos for the evening

## Noggin Continued



Some special memories shared on the evening from legends such as Martin Pomelroy, Stuart Cunningham, Allan Uzzel, Norman Ewing, Kevin Loader, Pierre Van Hell. Just to name a few...



# Notice Board

FJ Story continued

This is an update on F J's progress from his horrific accident.

He was fitted with the prosthesis, went through rehabilitation and thereafter practised walking, running and so on.

To obtain an MSA racing licence he had to meet with their minimum standards. As a result he practised in his dad's car, getting in and out as fast as possible, driving the car around the suburbs until he felt he was adept.

MSA agreed to test him on Thursday 4<sup>th</sup> July and issue him a licence if he met their standards.

A very nervous youngster arrived at Zwartkops raceway to drive a racing car in anger for the first time in 7 months.

The tests required him to alight the car in 8 seconds and to drive the car around the track.

F J did the 8 seconds test in 3 seconds, and his driving was tops. He passed the tests with flying colours!

A tribute to the young man's determination and guts.

Thank you to Peter Du Toit for making the track available for the test, and to MSA.

Thank you to all who have assisted in his recovery and to the various clubs who have asked their members to consider donations to the F J Smit fund to pay for the massive medical expenses.

We hope to see you all at the Zwartkops track when F J races officially for the first time, on 7<sup>th</sup> September 2019.

We will keep you updated with regards to his progress.

Below are the banking details for the F J fund:

F J Smit

ABSA Bank

Account number 9348879287.

## Stolen MGA

I have been reluctant to post and give updates on this story as it was simply a Facebook post with little information and I did not wish to add to a viral story. A problem of the 21st century.

I am finally able to report on the car as I managed to get in touch with the owner. Unfortunately I can confirm the post is true

The one owner car was stolen under a very strange house break-in where the car was the only item of value that was stolen. More bizarre is that the car has been advertised (advert has now been withdrawn), the owner was notified and police were contacted, unfortunately nothing came of it.

STOLEN CAR ALERT.

Red MGA

Engine number BP15GB15790

Vin 2551

Stolen from Johannesburg

contact your local police if spotted



If you do happen to see any adverts for the car (reg no. LNX 658 GP) please contact Mike (contact details on second page).

If you have any pictures of your cars in unique locations, or any news you wish to share with the club. Please email  
michaeltrolley@gmail.com

## OBITUARY- Bill ten Oever

Being our 50<sup>th</sup> year and our 50 year association with Bill it is relevant to recall some special events related to Bill who sadly passed away on 14<sup>th</sup> June.

Brian Wallace recalls that they drove together from Pretoria to the very first meeting at Baragwaneth Aerodrome back in '69. Bill was a founder member of the Johannesburg Centre and the Northern's Centre.

Bruce remembers him arriving at many of the Johannesburg events in his boat tailed M type. Bill worked for the South African Railways and had access to the foundry which enabled him to cast various missing parts of his M type. When Bruce and Carol joined the Cape Town centre on the commemoration of the first run and picnic to Franschoek 80 years ago last year they were lucky to be able to share some old stories with Bill. Bill retired early due to a crippling arthritis and moved to the Cape some 20 years ago. A story worth repeating is that Bill built his M type from bits that he salvaged from the previous owner some of which were stored under the seller's bed! Many of the parts were missing and had to be made (cast in the SARS foundry!) After moving to the Cape sadly Bill had to sell the M Type (usual reasons – space, money and time) and this was done through Norman Frost. It was acquired by a dentist in Kent UK. Bruce, at Bills request, has tried in vain to track this dentist down through various contacts and the UK Triple M register.

The M Type being by far the oldest MG in our club always got pride of place as seen in the photo taken in '79 at Baragwaneth Aerodrome. The other owners in the cars in the foreground are: The late Ted Young, Graham White who only parted with his one owner TC last year and our very own legend Esra Martins who turns 90 in July



Norman Ewing shared his memories:

Bill was a founder member of the Johannesburg Centre coming through to the very first meeting at the Six Gun in Linksfield in May 1969. Although he lived in Pretoria he religiously attended every run and noggin until he was moved to Cape Town. That move was Cape Town's gain and Jo'burg's loss. In 1970 he asked us to make contact with Flip Scholten in Holland which we did. Flip supplied him with all the drawings that he needed to build his magnificent little M-Type which he drove whenever possible with great joy...he and Lucille putting on a great show at the 86 Indaba, much to the enjoyment of Phil Hill. Lucille supported him with determination, sadly her health deteriorated and he was not the same without her at his side. To Lucille and family, our deepest sympathy...Bill was the epitome of a gentleman, and he will be sorely missed by all who knew and loved him. Farewell good friend....Pat and Norman

John Meiring shared his memories:

John has sent a few memories to be shared by others who will forever remember Bill.

Bill was the epitome of integrity. I was honoured to know Bill as an MG enthusiast and commercially where I dealt with him in the supply of braking systems for SARS way back when. Many of us go back 50 years with Bill!

The building of his MG was perfect example of his passionate attention to detail, in his family, place of work and his hobby. It was exemplary to me and all those who had the pleasure of spending even a few moments with him.

Many will recall Bill's frustration in getting rid of the pink colour residue he could not get rid of when painting his pre-war red M Type white over and over.

John

RIP Bill and our condolences to Lucille and family

## Forthcoming Events

MG Noggin	Jonathan Burke to talk his studies into clinical trials	1st August
August Run	Irene Dairy farm and a Visit to Robin Clarke's Collection	11th August
MGCC JHB 50th Anniversary	Run to Numbi for a spectacular week-end, celebrating our milestone.	6th to 9th September
September Noggin SAVE THE DATE, NOT TO BE MISSED!!!	Robbie Howie. Successfully raced the Dakar rally!	5th September
Cars in the Park	Zwartkops raceway	4th August
KZN 80th anniversary	At Champagne Castle Hotel, R940pppd. Details and entry form at end of magazine	2nd to 4th August
Kensington Spring Fair.	Classic car display at Rhodes Park	8 <sup>th</sup> September

## Trading Post

I have the following MGTF (Modern) spares for sale:

\*Front brake discs - will fit TF 120/135. Not 160 uprated sports brakes. R2500

\*Clutch kit: 3Piece 215mm. R2500

Thanks for your help!

Shaun

0741065707



# Banking Detail for 50th anniversary in September

ALL FUTURE PAYMENTS MUST BE MADE BY **EFT DIRECTLY TO:**

LITTLE PILGRIMS BOUTIQUE HOTEL      FNB: ACCOUNT NUMBER 62742025598

BRANCH CODE: 210554      REF: YOUR SURNAME

PAYMENTS AS FOLLOWS:

PER COUPLE SHARING

	3 NIGHTS	PAY BY DATES	2 NIGHTS	PAY BY DATES
DEPOSIT	1000,00	20 <sup>TH</sup> MARCH	1000,00	20 <sup>TH</sup> MARCH
1 <sup>ST</sup> PAYMENT	1999,00	30 <sup>TH</sup> JUNE	1290,00	30 <sup>TH</sup> JUNE
2 <sup>ND</sup> PAYMENT	1999,00	6 <sup>TH</sup> AUGUST	1290,00	6 <sup>TH</sup> AUGUST

PER SINGLE

DEPOSIT	500,00	20 <sup>TH</sup> MARCH	500,00	20 <sup>TH</sup> MARCH
1 <sup>ST</sup> PAYMENT	1145,00	30 <sup>TH</sup> JUNE	845,00	30 <sup>TH</sup> JUNE
2 <sup>ND</sup> PAYMENT	1145,00	6 <sup>TH</sup> AUGUST	845,00	6 <sup>TH</sup> AUGUST

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# SHOWDAY 2019



# COMBINED CENTRES



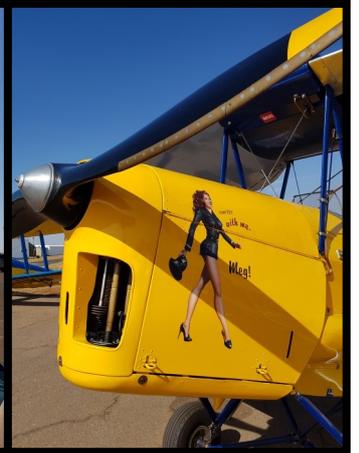
# GOLDEN JUBILEE



# HISTORICAL RUN

JACK TAYLOR  
AERODROME · VLEGVELD







# Autographs

Get your friends to sign this souvenir



First meeting at Six-gun Steakhouse May 1969



# MGs and TIGERS



**M.G.  
ENTHUSIASTS!!  
MEET AT  
BARAGWANATH  
FLYING CLUB  
ON SUNDAY  
29th JUNE  
at 10am  
or uncle charlies at 9-45am**

**GOLDEN JUBILEE RUN  
TO KRUGERSDORP AIRFIELD  
SUNDAY 30 JUNE 2019**



10th Anniversary



Baragwanath 1979

## **DIRECTIONS FROM LINKSFIELD TO**

Drive up the ramp and turn right onto Club Street. Drive straight along Club and 8th to Louis Botha Avenue and turn left. At the traffic light AFTER the VICTORY filter right onto 1st Avenue (do not veer left onto Houghton drive). Straight onto Mt. Exit at EMPIRE Road and turn right. GO STRAIGHT, becomes STANLEY. Then KINGSWAY, past UJ and



## **KRUGERSDORP FLYING CLUB**

Helen Joseph, becomes Perth. Turn right at traffic lights on Portland. Now STRAIGHT ... becomes MAIN Street. Then Ontdekkers ... then Voortrekker. Cross over the lights at Paardekraal. Now it is a straight run through the suburbs. Viljoen ... then Schoeman and Wheeler. Cross Robert Broom and follow twisty road to the airfield, sign posted as Jack Taylor airfield.



# Norman Talk's

## The "Golden Oldies" Show!

Wasn't that just the most fantastic noggin – truly MaGical! To have Stewart – all 96 years of him – standing at the front thanking the members for the love and support he and Thelma received for his time in hospital and then the Castrol 500 which he touched on, but which Pepi spoke of. Martin Pomeroy coming out too thanks to the Loaders Ubering him. Telling us so much more than we ever knew about Graham White and his involvement with Ecurie Aquila and how his brand new TC was delivered and paid for in 1949. Then Esra still full of fun describing the trips with Clive Alexander to Moscow (and Aussie when they tried to take Pepi off the straight and narrow at 2am) and Uruguay.

The late Bill Wallis, president Worldwide of the MG Car Club, described the Johannesburg Centre when he came as "the most adventurous, most travelled, fun loving and knowledgeable car club members in the world," something Phil Hill said as well in his speech at the Joburg Sun. That we as a centre, thanks to Phil Howie, were given the Grand Prix drivers parade for so many years, or that as a centre we went on overseas tours to Holland, the UK, Northern Ireland, South America, the USA, Germany, France, Switzerland and Australia shows that no other marque club or centre worldwide can hold a candle to this centre. That we have used the Blue Train five times and that we have had as our special guests: Jean Kimber, the daughter of Cecil Kimber; Innes Ireland, Paddy Hopkirk, Don Hayter, Phil Hill and family, Henry and Winnie Stone, Tom Swallow, Jim Dietz and Andy Green puts us in a class of our own. Add Stirling Moss to that mix. Alan Uzzell's description of the return of the Nuffield Cup, and Kevin Loaders account of registering the ZB from outerspace, only added to the entertaining evening.

Pierre van Hell's story of his Grand Prix parade adventure, followed by the story of his first race in the Twincam complete with Decastro trousers and gardening gloves, just goes to prove what I have maintained all my MG life – this is NOT a car club, it is a "people's" club. The cars are just the catalysts. I said that when I became chairman in 1978, and I believe it still!

I am thrilled that we now have a chairman the age we were when we started the club...and as for that Noggin, it was totally fantastic Michael...Robin Hartgill would have loved every minute of it. Congratulations!

Octagonally,

Norman

P.S. Stewart has promised to give us a copy of the Castrol 500 – something to really look forward to.

SORRY – SEPTEMBER EVENT IS FULL



## Supplemental Information & Instructions for Balancing Center Lock Wire Wheels

### A Little History

Back in the 1980s, we began receiving complaints about wire wheels that were "egg shaped" or so far out of round they could not be balanced. We wound up checking every wire wheel upon receipt using a jig mounted wire wheel hub and a pair of dial indicators. After 6 months, we knew beyond the shadow of a doubt that 99.99% of the wheels were within tolerances. Why then, were we getting so many complaints? It turned out to be the equipment used to balance the wheels. As the new computer controlled balancing machines came into use, our problems increased because the new equipment (and the new technicians) did not understand how the wire wheels had to be mounted in order to be balanced. We prepared these instructions and since then, they have been included with all our wire wheels. Complaints about wire wheels essentially stopped in a matter of weeks. Now, when we get a complaint about wire wheels, it almost invariably comes down to a shop that has ignored our instructions because they have total faith in their "universal" state-of-the-art equipment.

### Before you take your wheels to be balanced...

There are a couple of things that need to be done.

#### Check the splines

Jack up the car. Support it on jack stands.

Remove one wheel at a time, and thoroughly degrease and clean the splines on the wire wheel hub.

Inspect the splines carefully. Fig 1 shows new splines. Fig 2 gives you the traditional guide to worn splines. If the splines are worn, replace the hubs. Putting new wire wheels on hubs with worn or damaged splines will quickly damage the splines in the wheels.

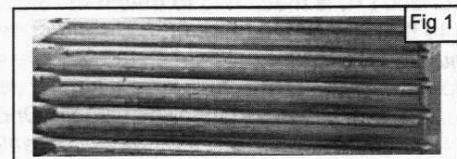


Fig 1

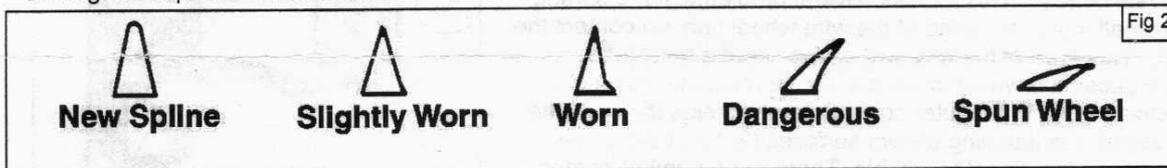


Fig 2

#### Check the wheels

If the splines are OK, pick a hub to use to check the new wire wheels. Thoroughly clean off the beveled surface on the hub where the wire wheel makes contact (3a). Use a tooth brush and solvent first, then a wire brush if necessary and take your time. Clean and degrease the wheel nut, particularly the bevel (which contacts the wheel) and the threads. Once the hub and wheel nut are clean and dry, mount a new wheel, and tighten the knockoff normally. Attach a sharpened pencil to something high enough to bring the pointer up level with the rim of the wheel. I tape a pencil to a jack stand, but a stack of wood will work fine. The point of the pencil should almost touch the wheel at the point shown (4a). Do not use the rim bead (4B) as a reference. Rotate the wheel, looking for the section of the wheel that comes closest to the point of the pencil. Move the pencil in until it is just touches the rim. Now rotate the wheel until there is a gap between the pencil and the rim. Measure it and record the number. Repeat this with all of the new rims.

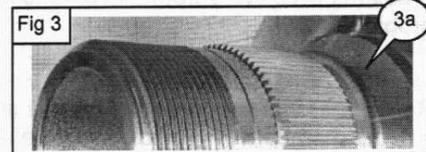


Fig 3

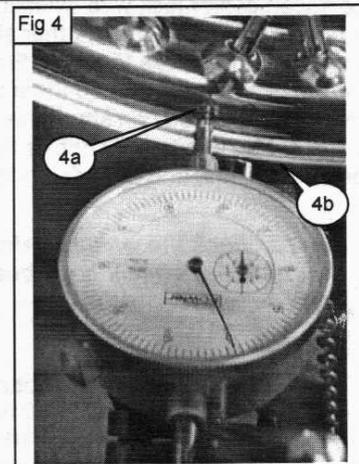


Fig 4

#### Original Specifications

Triumph: maximum "wobble" of 0.094" (~ 3/32" or 2.4 mm).  
MG was more particular, calling for 0.055". (~ 1/16" or 1.4 mm)

If your wheels check out OK, they can be balanced.

*Please check the wheels before you have them mounted. The manufacturer will not accept any warranty returns if the wheels have been mounted, and regrettably, that means that Moss Motors cannot accept them either.*

## Balancing Center Lock Wire Wheels

The best way to have wheels balanced is on the car. That way you balance all the rotating mass, and it always produces the best results. However, many shops no longer have the proper equipment. Static balancing, also called bubble balancing is simple and very effective. Most shops will want to use the computer balancing machine because it is quick and very precise.

The illustration (Fig 5) shows the right way and one of the many wrong ways to mount a center lock wire wheel on a balancing machine.

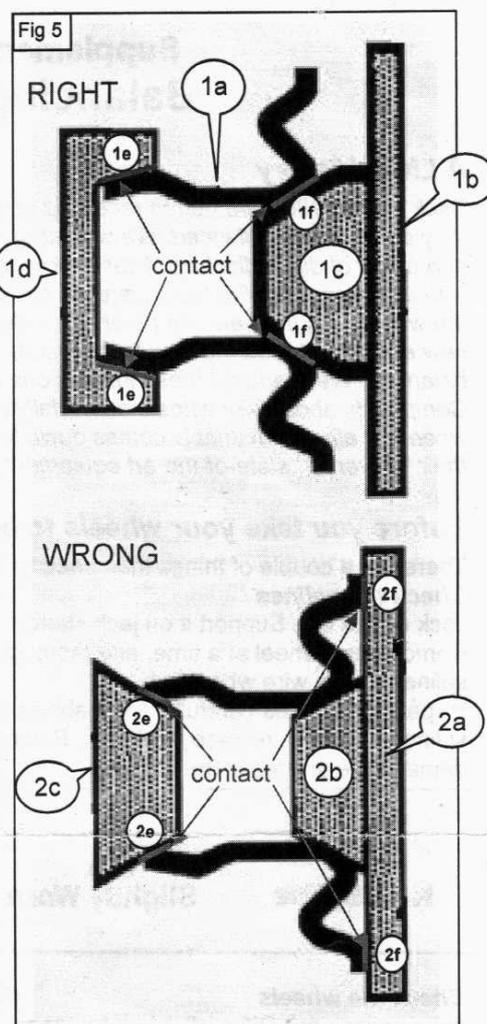
### RIGHT

The splined hub or center section of a wire wheel (1a) is mounted on a computerized wheel balancing machine, which consists of the base plate (1b), the sprung cone (1c), and the balancer lock nut (1d).

There are only two machined contact surfaces on the hub of the wheel. The outer surface (1e) is where the wheel nut makes contact. The inner surface (1f) is machined to match the sloped or angled surface machined into the wire wheel hub. *If the sprung cone (1c) and lock nut (1d) touch the hub of the wire wheel anywhere else, the wheel will appear to be "out of round", and if they balance the wheel, it will take an unusual amount of wheel weights to "balance the wheel". Once on the car, the wheels will vibrate terribly because they have not really been balanced.*

### WRONG

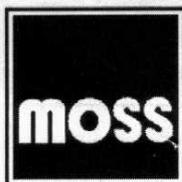
Wire wheels are frequently mounted on computerized balancing equipment using two "universal cones". This causes several problems. If the sprung cone (2b) is too small, the outer edge of the wire wheel hub will contact the base plate at (2f). This area of the wire wheel hub is not a machined surface and it will cause the wheel to wobble on the machine, making it look like a defective wheel. If the outer cone (2c) goes inside the lip of the hub of the wire wheel, it is touching on two surfaces (2e) that are uneven, and this will also cause the wheel to wobble. There are a number of other problems which vary from machine to machine, but these are the main problems.



### How Do I Get This Done Right?

Remember that they are your wheels and your car. Have them balanced on the car if possible. If that cannot be done, ask the members of your club who balances British wire wheels in town. Call the shops yourself- ask them if they have balanced center lock wire wheels. You want to talk to the technician that did it. If they tell you they wobbled a lot and took lots of weight, find another shop. If they say they have done it and they have the proper adapters, check it out. If they have the pieces to mount the wheel correctly (as shown above) see what happens with one wheel. If you checked the wheels before you had them balanced, you know that the technician telling you the wheels are out of round is mistaken, and you can share this document with them and see if they have the proper equipment. If they don't, take your wheels to another shop or have the wheels balanced statically (bubble balanced). Remember to grease the bevels, splines, and threads on the hubs with white lithium grease before you fit the wheels.

**Please check the wheels before you have them mounted. The manufacturer will not accept any warranty returns if the wheels have been mounted, and regrettably, that means that Moss Motors cannot accept them either.**



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Instruction Sheet 980-222 June 1988, Revised December 2008



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