

Thumbs Up!!!



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OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE

November 2017

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MG CAR CLUB

Johannesburg Centre



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Standard Bank, Rosebank branch 00-43-05: Account Name &# “MG Car Club” 00 203 458 1
All Payments can be made directly into the MGCC Banking Account
Remember to reference your deposit with your name and preferably state your Membership No.

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

The Old Edwardian Club, Houghton.

For more details see Motoring Calendar in this issue of “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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Our Website: www.mgcc.co.za
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Printed by John MacKenzie of Kalalex Business
Forms & Systems cc Tel: 011 787-5620

INDEMNITY

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

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From the Chair



On Friday 14th I tagged along with Carol to do some shopping. I was amazed to see that Checkers had put the Christmas lights up already and then on the following day-Saturday I flew to Cape Town and again I was amazed to see both ORT and CT international fully decked out with lights. Clearly they are all hoping to extend the spending period to maximize income. Anyway, I now don't feel so bad about us having to have our year-end or Christmas lunch in November!

We have planned a special short run leading up to the lunch which is at The Factory in Norwood. I appeal to you to book as soon as possible to allow the caterers to prepare. We are assuming that the attendance will be similar to the last few year-end lunches, but we must confirm numbers.

Before you start the run at Old Eds, you will receive a printed brochure giving the history of the heritage mountain passes on the route with directions etc. We are also hoping to have CAP security to lead our cars - it is Johannesburg after all! But relax, Carol and I have driven the route a few times with no problems at all.

Now again, with the year-end looming, I must ask for volunteers to come forward to serve on the committee. I for one have reached my sell-by date and the committee, which has been thin this year, needs more members. The committee has various functions- the arranging of runs and noggins, the production of a magazine, paying for services and the keeping of the books, membership records and registers. All this only happens with the voluntary input from members and the committee. Ask your selves what you can do to improve the club next year.

I am encouraged by the fact that we have gained some new members, but sadly we have also lost some. Some of those, we believe, just didn't get round to paying the subscriptions. The 2018 subscriptions will fall due in December. Feel free to pay your arrears and the next if you did indeed fall behind.

Our October talk by Tess Rayner on Biomimicry was most interesting and informative. Judging by the questions and comments from the floor, I think that we all gained something and more importantly our future actions resulting from the awareness are likely, in some small way, to help with the survival of the human race and the planet.

Looking forward, we have the Northern's Centre annual Jacaranda Run, Norman's Birthday Run and the Vaal Run in January. The November Noggin will be an interesting address by Ian Swartz who has researched and written a book on the Protea, the first South African manufactured car.(The book will be on sale at the Noggin) All this is covered in the Forthcoming Events page

4 MGB GTs on the South African Veteran and Vintage Association Tour 2017

This annual event for all cars from Veterans up to 1997 models was based at the Golden Gate Hotel in the Drakensberg. 4 MGB GTs were entered, and all did well. The blue 1971 owned by Karel Wilken from the Piston Ring won the event. We entered for Piston Ring as well and came 5th in our Aqua [Turquoise] 1970. The yellow 1980 rubber nose was entered by Maluti Club [Bethlehem] Chairman Tertius Du Preez and came 7th. The white 1968 driven by John Jackson of Bloemfontein finished 13th out of 24 Post Vintage entrants. Forever active M.G. Club Member, Abie Brink was also there, for Vaal Ou Wielle, but not in an M.G. He was seen either pushing, driving or navigating Siggie Duvel's totally original unrestored 1923 Model T Ford which performed just as well as the restored Model T 's. This event was a sight to behold, with every category of Classics from 1911 models to a 1997 Porsche, trundling though the Drakensberg hills for 3 days.

Rodney Norton



MOTORISTS' FORUM

● This feature is available to motorists wishing to express ideas and opinions, or to ask questions of general interest. Letters should be addressed to CAR, Box 59, Cape Town, and must be signed. When the writer is criticizing or praising a car or product, a non-de-plume should not be used. The Editor and staff of CAR are unable to acknowledge or reply to letters, except by way of publication. Every effort is made to publish as many letters as possible each month. Opinions of writers are their own, and CAR cannot accept responsibility for views expressed.

"CAR" TEST FIGURES HELPED TO WIN AN M.P.G. CONTEST

I wish to congratulate CAR's staff on the accurate performance figures which they obtain during a Road Test.

Quite recently I entered a competition in which one had to determine to the nearest 1/10th of a mile, the distance completed by a Datsun 1200 pick-up with 2½ gal. of petrol in a special container.

Using CAR's performance figures (Road Test, October, 1964) I managed to obtain the exact answer of 99.7 miles. The driver of the vehicle kept a constant speed of 30 m.p.h. to get to his destination and a speed of 40 m.p.h. on his return.

This, I think, is proof of the accuracy of CAR's Road Tests!

W. VAN VUUREN.

College of Agriculture, Cedara.

CRC 5.56 — "ANOTHER USEFUL AUTOMOTIVE PRODUCT"

I HAVE CARRIED out a variety of tests on automotive and other electrical equipment with this product. I am sure the results will interest your readers. The product is available in aerosol cans, and is essentially a water repellent. The full applications claimed in the literature are too lengthy to record here, but the basic claims have been proved by me.

For instance, we rigged up a car in the steam cleaning bay with the motor running. Wet steam was applied into the engine compartment and the ignition was killed. The product was then sprayed on to the distributor, high tension leads and plugs, when the film of water could be seen to be dispersed by the action of CRC 5.56. The motor thereafter started up almost immediately.

This procedure was carried out two or three times, again with the same results, and there is no doubt about the correctness of the manufacturer's claim.

Another test was carried out on a factory electric motor which, together with its control equipment, was located in a position where the equipment was prone to be affected considerably by moisture. This equipment frequently gave trouble through this moisture. The motor and control equipment were thoroughly sprayed with CRC and to date has shown no signs whatever of repetition of the trouble.

This product deposits a film of a highly insulating nature of approximately 5 microns as a virtually permanent film, and I have recorded this here as it would prove of great value if generators, alternators, voltage regulators, starter motors etc. were treated. Commutator motors should of course be sprayed while the motors are operating so that this film will not deposit solidly on to the copper of the commutator. By spraying when in motion CRC very effectively protects generator windings and the insulators between the copper.

I suggest all electrical equipment be treated with this spray as a very definite safeguard against moisture interference. In addition to spraying the distributor cap externally, it should be sprayed inside the cap as well. It will not have any effect on transmission of ignition sparks.

It is an excellent lubricant for hard-to-get-at places where oil can be messy.

We also found that it has a useful ability to loosen up rusted or seized bolts etc. In fact, there are a variety of applications which could readily occur to the reader.

Finally, there is a variation called CRC 2.26 where the deposit is only about 2 microns. This is specifically available for delicate electronic equipment where the 5.56 version would leave too thick a film.

This product is imported by Keen's Electrical Distributors in Johannesburg and is no doubt available from reliable electrical and automotive stockists.

W. L. JARVIS.

Box 120, Vanderbijl Park

[Thanks for another useful hint, Mr. Jarvis. Information of this kind is appreciated by your fellow-motorists!—EDITOR.]

WORD FROM THE MG CAR CLUB, RHODESIA

A MEMBER of the MG Car Club of Rhodesia regularly competes a "Twin Cam" MG "A" in hillclimbs, race meetings, etc., and its per-



formances are very impressive considering its age. And this car has done a trouble free 50,000 miles—low compression pistons have possibly rectified the early teething troubles.

Despite my praise for the MG "A", the MG "B" is a superlative car — what a pity it cannot be purchased in the Republic!

Here is a car with all the comforts of a saloon car plus fabulous performance. Completely standard, two M.G.C.C. members with these cars have put up very good lap times in local club meetings.

The MG Car Club in this country is very active both competitively and socially (even to the extent of indulging in charity cricket matches!) I am surprised that with our comparatively large population there are not more clubs of this nature in the Republic, although I hear the boys are very active in Cape Town.

So if anyone wants to join a first class club and own a "B" we would be glad to see them! I must warn you though—we haven't quite got around to installing T.V. sets in cars yet!

Congratulations on an excellent magazine; how about more Rhodesian competition news this coming season? (We are doing so.—Editor.)

MIKE FORD,

P.R.O., M.G.C.C. Rhodesia,
4, Dorset Road, Avondale, Salisbury,
Rhodesia.
Club address: Box 8322, Causeway, Salisbury, Rhodesia.

"ALLES IS DUURDER—BEHALWE..."

ALLES is duurder, prys styg, maar CAR verbeter tot baie hoër standaarde, en dit alles teen dieselfde prys — ongelooftik, maar waar...!

G. A. VAN DER LINDE.

Merdykstraat 14, Lambert, Germiston.

[Ons stres is om goeie diens te lewer, mnr. Van der Linde. Hartlik dank vir die aamseesgende woorde!—REDAKTEUR.]

"DRIVEL", THE MAN SAYS!

I AM SURPRISED that Mr. Wiley even bothered to comment on CAR's Road Test of the 220S (CAR, October, 1965). You will have noticed that the rest of us have simply ignored it. I had intended doing the same, but the tone of your reply to Mr. Wiley constrains me to react.

CAR is trying to tell me that my car is:
● Noisier than a Corsair.
● Slower on 0-60 than a Fiat 1500.
● Slower at the top than a Valiant. [Not on our tests—EDITOR.]

Do me a favour! With all due respects to your white-coated boffins, your fifth wheel AND your tame Stuttgart executive, this is pure drive!

J. N. VAN SCHALKWYK.

Caixa Postal 1120, Lourenço Marques.

[We hadn't tried those comparisons ourselves, Mr. Van Schalkwyk, but those are the impersonal and impartial figures, recorded by the same instruments on each test. But the 220S is slightly faster than the Valiant.—EDITOR.]

CORTINA TOP, OR VW?

READING THROUGH the September issue, the writer came across the article "30 Top Sellers". He noticed that the Ford Cortina was placed first, and the Volkswagen 1200 and 1500 placed third and seventh respectively.

Could you please inform the writer if in Ford Cortina you mean just one model or all five (5) models. If the latter applies then the writer wishes to point out this obvious error on your part for then the Volkswagen range exceeds the Cortina range to retain its position as the Top Seller in South Africa.

Your early attention to this matter will be greatly appreciated.

A. B. MATHER.

Stanger Garage, Box 42, Stanger, Natal.

[We publish official figures as given by N.A.A.M.S.A., which do not break down the Cortina models by number of doors, engine capacity and state of tune. Taking individual Cortina models, you may well be correct. Why not ask N.A.A.M.S.A.?—EDITOR.]

MR. T. ASKS 23 QUESTIONS

1. IN THE LATEST "CAR Guide", the Ford Anglia's m.p.g. at 60 m.p.h. is given as 33.8 m.p.g. (should it not be nearer 37 m.p.g.?) acceleration to 60 m.p.h. is given as 29.8 seconds, (should it not be nearer 26.6 seconds?) and the maximum speed given is 73 m.p.h., (which should perhaps be closer to 75 m.p.h.?)

2. The Hillman Imp's top speed is given as 73 m.p.h. . . . and should this not be nearer 75/76 m.p.h.???

TECHNICAL

Biomimicry - Innovation Inspired by Nature

“The answers to our questions are everywhere; we just need to change the lens with which we see the world.” Janine Benyus

I first heard about Biomimicry nearly a decade ago when I was invited to a talk by Claire Janisch, Biomimicry professional and founder of BiomimicrySA. I was inspired and amazed by the vast range of possibilities that Biomimicry opened up - it was for me a new way of 'viewing and valuing' the natural world around me.

So what exactly is Biomimicry?

The term Biomimicry comes from two words, “bios” meaning life, and “mimesis” meaning to imitate. Biomimicry is the practice of learning from and then emulating life's genius to solve challenges and create more sustainable designs.

The core idea is that after billions of years of research and development, nature has already solved many of the problems we are grappling with. All the animals, plants, microbes and ecosystems on this planet are our consummate engineers, architects and designers and we should be looking to them, to their time-tested strategies and patterns, for the solutions and blueprints to the myriad challenges that we face. “The goal is to create products, processes, and policies - new ways of living - that are well-adapted to life on earth over the long haul”.

As Janine Benyus, author of *Biomimicry: Innovation Inspired by Nature* and co-founder of Biomimicry 3.8 and the Biomimicry Institute explains, “At the cusp of every design decision, biomimics have 30 million elder strategists to advise them. Rather than flipping through a catalogue of human inventions, or going on a retail safari, biomimics turn to nature for inspiration. Their mentors are the bacteria, fungi, plants, and animals of this planet, the organisms that clothe the landscape, cycle the nutrients, cleanse the air, sweeten the water, and create soil from rock. They are beings that can fly around the world without an engine, dive down ocean Everests without a tank, drink luxuriously from a wisp of fog, or shelter a dune from a hurricane gale. They surf the opportunities in their habitat while respecting the limits, and in that frame, they perform what seem to us to be technological miracles. “

The first question we should be asking is, “What would nature do here?”

“Biomimicry”, says Claire, “is not about thinking outside the box, but about thinking outside”. It is time for us to swing open our doors, step outside, widen our eyes and feel with our fingertips, the answers to so many of our questions.

Every so often an idea comes around that is a game changer. After we hear it and understand it, we never see the world quite the same ever again. Biomimicry is such an idea. It shows us that genius solutions to our challenges already exist. Right outside, in nature.

Tested over eons. When you realize that the simple act of learning from and emulating nature's time tested genius is so profoundly impactful, it's one of the most inspiring approaches to the world's big challenges that you'll discover. BiomimicrySA

EXAMPLES

BIRD-INSPIRED BULLET TRAIN



The nose of the Japanese Shinkansen Bullet Train designed by JR West

(<https://www.westjr.co.jp/english/>), was inspired by a Kingfisher's beak to reduce noise and electricity usage and increase speed.

Biomimicry Institute - www.biomimicry.org

FOREST-INSPIRED FLOORING

Interface has designed carpet tiles i2® that take inspiration from the imperfect beauty of nature. The tiles, like the leaves on the left, are slightly different in colour and pattern from each other and allow for random mixing.



LILY-INSPIRED IMPELLER



At the core of the PAX Water Mixer is the Lily impeller, named after its resemblance to the calla lily. The Lily replicates nature's spiral flow pattern - observed in whirlpools and tornados - to significantly improve the performance and energy usage of mixing water storage tanks. While the Lily is only 21 cm tall, it is capable of circulating millions of gallons of water with the same energy footprint as three 100-watt light bulbs.

WHALE-INSPIRED TURBINES



Blades designed using Tubercle Technology are more energy efficient. The wind turbine blades require lower wind speeds, increasing the amount of time and the number of locations where they can actively generate electricity.



Tony, Tess & Carol interrupted for a photo during their biomimicry conversation

Our Adventure on the Jacaranda Run

Tom and Hyla

After going into the Northern Centres Magazine recently we decided to take part in this popular annual event, Martie and I had done it on several occasions previously. To my surprise, when mentioning it to Hyla, she became very excited, especially that I was not aware that she had never seen the Union Buildings in her life before.

As a matter of fact, I myself have not driven through “Pretoria” for over 20 years -- So this was going to be a great adventure for both of us. I knew I would have to get used to all the new street names, as well as any road changes, to find our starting point.

I consulted the road map, and found that it would be very easy as we would be using the R21 Highway, on entering into Pretoria after passing the University and proceeding over all those strange street names, then, on reaching a T junction I had to turn right into Government Street. (That looked familiar) doing that, I eventually found ourselves entering into the Union Buildings parking area.

We were actually 35 minutes early, and already found that many adventurous folk had arrived before us. Not only MGs, but Triumphs and other sports cars, even a lone real Mazda Sports Car. I then ventured out amongst the Northern Members and we were welcomed by them all. Hyla was completely over whelmed by the size of this building. And looking across the town, with that haze of purple Jacaranda blooms, then she noticed the top of the Voortrekker Monument towering above the hills opposite. I was ever so pleased that I was able to let her experience this in her life.

Shortly after 10.00am, Pepi called a drivers meeting, and explained the route, then handed out route schedules and street maps for the navigators. I then realised I would have a problem. There was so much for Hyla to see along the route, I would not get the instructions read out to me in time for the next turn. After much deliberation, we decided we would follow the other cars where possible, and just enjoy the sights as we went. After 30 minutes, we finally lost sight of any participants in front of us. We just continued on our sight seeing adventure on our own. Finally about 1.00pm we arrived at the Rietpan Nature Reserve. Where I was able to ascertain more details as to costs and facilities at the Reserve.

So, if Norman is unable to put his usual Birthday Run in December together, due to his recent illness, then this may be a very suitable days outing for our MG Club Members.

See the Advert elsewhere in the Magazine. Last occasion during the winter we found the animals had that ‘weekend off’. But on this occasion they had all returned so again Hyla was very happy to see a large variety, including Zebra, wildebeest, as well as 2 Rhino. Hope to see you all there, for the December Run.



“Not far from the Union Buildings, heading down Beckett Street”



“White & purple jacarandas in Herbert Baker Street, together with a mighty Midget”



Another view over Pretoria; a mixture of natural & man-made colours



Modelling photo shoot in Boots St adding to the array of colours



Boots Street - a combination of bougainvillea & jacaranda colours



More splashes of white & purple along Herbert Baker Street

The Jacaranda Run

The Jacaranda Run



Back at the club house, this little Nissan (built on a Langley chassis) belongs to Wendy (Pepi's friend)

The model is appropriately named "S-Cargo", originally brought into SA by the London Pie Company in 1993



Does the symbolism speak to you? Statue along Johan Rissik Drive in the nature reserve

The view out over Pretoria from the tower in the nature reserve near Fort Klapperkop



Lunch time; Paul, Rod, William, Sharon & Peter prepare to tuck in



The traditional braai back at the Northern's club house

A Very Bad Year for the BTCC Racing Season

Submitted by Tom Kirkland

I have been a keen follower of the British Touring Car Championships, over the past years and have been reporting on their reasonable successes in “Thumbs Up” as Editor, They have always been achieving wins, and have always been well up in the upper half of results over these years.

However this year has been very disappointing to see that they have been under New Sponsors “RCIB Insurance”. Firstly there were 3 teams entered this year, Aron T-Smith, Josh Cook, and Daniel Lloyd, but that was reduced to two teams after a few events, when Daniel Lloyd dropped out.

In general, they have had a few successes in the 10th position upwards, but unfortunately mostly in the lower positions, with several DNF “Did Not Finish” situations, with their best being a 4th at Donnington, being their best for the year.

The overall official Points Results were as follows:

1 st	Ashley Sutton	372 Pts	Sabaru Team
2 nd	Colin Turkington	351 Pts	BMW Team
3 rd	Tom Ingram	311 Pts	Speedworks Motor Sport Team (Toyota)
4 th	Gordan Shedden	309 Pts	Holfords Team (Honda Civic)
5 th	Rob Collard	256 Pts	BMW Team
18 th	Josh Cook	75 Pts	RCIB Insurance Team MG
27 th	T-Smith	25	RCIB Insurance Team MG
33 rd	Daniel Lloyd	6	RCIB Insurance Team MG

Hoping you can join me, in hoping they will improve during the next 2018 season.

As you all know, I own an MG ZT which is very similar to the MG on this Racing Series, I suspect that the Motors get changed after each event, and have some extra horses added somehow. I could not imagine mine lasting long, if driven around on a track at that speed. Possibly that is just “Wishful Thinking?” Or, perhaps they are reaching Retirement age?



The Origins of The Vintage Register

I have no personal knowledge of the origin of the Vintage Register thus to compile this item I found it necessary to seek help from various sources, including Roger Stanbury's item on 'The Vintage Register' on page 133 of "The MG Car Club - The First Seventy Years". On that page Roger mentioned Mike Allison and Phil Jennings as early secretaries of the VR and Geoff Radford as the first Chairman of the VR. Those three gentlemen have enabled me to fill out Roger's words.

In the mid-fifties, with the government of the time talking about compulsory annual inspections of cars that were fifteen years or older, there was concern that all the pre-Second World War cars would disappear. With hindsight we know they were wrong, as when the 10 year test (now known as the MOT) was introduced in 1960 it was not as onerous as feared, the test was then a basic test including brakes, lights and a steering check and was for 10 year old cars not 15, although this was quickly reduced to 7 years of age in December 1961 and then 3 years in April 1967, it made it practical and possible to own and run safely such pre-cars. About this time many 14/28, 14/40 and 18/80 cars had more or less disappeared from sight, when you consider there were approximately 1,938 early MG's cars built but only just over one hundred now exist about 5%, and many of the cars that are now on the road, were then in a dilapidated condition and/or hidden away in barns so there must have been as little as 2-3% of cars in use.

In 1955 at the MG Car Club's annual Silverstone meeting marking the 25th Anniversary of the club's formation, Russel Lowry, the then MGCC General Secretary, organised a parade for all those cars over 15 years old. Thus the launching of a 'Register' and he called it The Quindecimal (which means 15 years, it is thought that the Quindecimal referred to the years 1924 - 1939). However The Quindecimal covered all pre-war MGs and by June 1959 it had mustered just over 100 members.

During the existence of The Quindecimal, around 1958, John Guild, a naval officer and owner of an MG 18/80 Mk 1 PL 8282, although not an MG Car Club member, organised one or two informal get-togethers for these early M.G. owners and some successful meetings took place. One of these was held at The Hut at West Meon in Hampshire not far from Winchester on the 10th June 1960. Eleven cars attended and ranged from Lytton Jarman's Bullnose 14/28 to Chris Barker's 18/100 Tigress.

A friend of John Guild, Pat Tennant, who owned both an 18/80 Mk 1 Speed Model MG 1214 and a Mk 1 Saloon MG 1199, was at West Meon and expressed an interest in the possibility of a Vintage Register; John agreed to act as secretary but did not want to take on the full range of the models covered by The Quindecimal. F Wilson McComb, who was also at West Meon, wrote to Russel Lowry on the 13th June 1960 suggesting that the proposed group should take on the new title, 'The Vintage MG Register', and become a sub-section of the M.G. Car Club. Thus the Vintage Register was born, with the announcement being made in the September 1960 issue of Safety Fast. The new group would cater for the early models of MG the 14/28, 14/40, 18/80 and Tigress cars, but would not include the M-type, leaving that in The Quindecimal, part of which would later morph into the Triple-m Register.

During those early years of The Vintage MG Register, the M. Car Club was really more interested in the then more modern MGs such as the MGA and the new MGB, unlike today where anything and everything MG is revered, for example the MG Express van of the early 2000's now owned by the Club.

Pat Tennant relinquished the Register secretaryship to Norman Sylvester, owner of an 18/80 Mk 11 Speed Model AYU 812, who in 1965 passed the post to Mike Allison. The Triple-M Register, although in its early period of development, was now expanding and in the summer of 1967 Wilson McComb, who had restored a two seater MK 11 VE 5212, became the next Vintage Register secretary, while Mike Allison, having sold his 18/80 Mk 11 MG 1035 tourer went on to concentrate on Triple-m cars for which he is now famous and is member No 1 of the Triple-m Register. Membership was not large, hovering around thirty members with the usual cars and owners appearing at the main meetings of the period. Wilson McComb held it all together until March 1973 when he announced in Safety Fast his resignation.

By this time Gordon Cobbam was MG Car Club General Secretary and he persuaded Jim Bowman to become the new Register secretary. Jim, an engineer and then owner of an 18/80 Mk 11 two seater, GG 1627, did all possible in offering technical advice to owners.

Things really began to move when in 1980 Phil Jennings was asked if he would take on the Register. Phil, one of the early Triple-M members also owned an 18/80 Mk 1 Fabric Saloon, MG 1124, and took on the Register with enthusiasm and, as well as getting essential spares made, compiled a complete history of all the known remaining register cars world-wide; this was published as Early MG and he has also written, with Robin Barraclough, Oxford to Abingdon, a compendium of all the cars eligible for the Vintage Register.

Up to 1986 the Vintage Register had always been operated by one member but the constitution of the MG Car Club now with several Registers and Centres under their wing, deemed that a chairman, treasurer and secretary were required. So on the 14th December 1986 the first AGM of the Register was held at the club offices at Studley. Geoff Radford, who then owned an 18/80 Mk 11 Speed Model, ALB 3, was elected chairman. David Potter, owner of the ex-Jarman Bullnose 14/28 four seater, became treasurer with Phil Jennings continuing as secretary, all positions being held for a three year period. Under Geoff's leadership the Register moved on even more, with Geoff editing and producing the first Register Magazine. His aim being to get members to get out and about and use their cars, natters were organised, mostly around the M25 to enable members from all over to meet up. Meetings were held at West Meon, where the first meeting took place in June 1960 and at Brooklands which was in its resurgence following years of neglect.

The late 1980s saw an increase in the interest of MGs built before 1931, with the Register now on a solid footing and exactly 100 cars recorded (twelve bullnose, thirty two flatnose, thirty 18/80 Mk 1, twenty four 18/80 Mk 11 and two Mk 111s) in the ownership of 87 people. Others were also known or strongly suspected to exist in various states, it was thought possible that there were another twenty or so cars. Of the cars known at that time, sixty nine were in Britain, nine in Australia, four in Jersey, three in each of Ireland, United States of America and Holland, two in each of New Zealand and Sweden and one each in South Africa, Germany, Switzerland, France and Austria.

The Register was the first Register of the MG Car Club and remains the smallest. It holds an AGM held at the beginning of March, and organises one or two trips away each year. It also publishes a bi-monthly Bulletin, full of reports about events, personal experiences of members, interesting technical articles from members and friends.

John Cooper - Vintage Register



Submitted by Denise

THE ADVENTURES OF MG TC₂₄₅₆

England – South Africa – England

By Roger Bateman - Final Instalment

Anyone with any information on this car please contact Roger Bateman - contact details at the end of the article

6. REPATRIATION

The three cars were bought by a businessman from Manchester, UK. I was able to trace him through his firm's address on the export documents. Remarkably, he was still the proprietor and happy to talk with me. He recalled that he had purchased the three cars as an investment from a dealer in Johannesburg, presumably Mike Braude, who arranged to ship them to him in the UK.

The cars were paid for via wire transfer on 26 June 1986 from National Westminster Bank, Manchester to the Santan Bank, Pretoria.

The three cars were driven to Rosslyn, which is an industrialised area to the north of Pretoria, where they were packed into two containers (1 x 40 foot and 1 x 20 foot) before being transported to Durban Harbour ready for shipment to the UK. The Bill of Lading was dated 12th July 1986. They were loaded aboard a container ship operated by the Mediterranean Shipping Co of Geneva called Simona 1 which sailed for Felixstowe, UK on 22nd July 1986.

This ship herself has an interesting history. She was built in Italy in 1963 and originally named Simonetta. Her main engine was a nine-cylinder, two-stroke Fiat B750S.9 developing 12,600 bhp at 135 rpm - numbers which all seem very odd to those more familiar with motor car engines. Her maximum speed was 16 knots, which is rather slow by the standards of today's ships.

Simona 1 unloading at Felixstowe in 1983/4. The scene would have been pretty much the same when she unloaded TC₂₄₅₆ here in 1986.



The ship was sold in 1981 to the Mediterranean Shipping Co. She was adapted to carry containers and re-named Simona 1. She lasted in this form and ownership until broken up in 1986 at the vast ships' graveyard at Chittagong, Bangladesh, where scores of ships are beached along an 11 mile length of

coastline and torn apart for scrap by locals wearing little more than loin cloths and sandals.

The voyage which transported TC₂₄₅₆ from Durban to Felixstowe in 1986 must have been one of the last undertaken by this ship before sailing to her fate at Chittagong later that same year.

The Manchester businessman told me that he did not register TC₂₄₅₆ in the UK but had instead immediately part-exchanged it for a new MG Maestro saloon with Southern Brothers, a British Leyland dealer in Bolton, which is only 12 miles from Manchester. What happened to the Rolls-Royce and Reo are unknown, but presumably they were also sold quickly to turn a profit.

Southern Brothers Ltd no longer exists and nor do they appear on the list of UK owners of TC₂₄₅₆; but they presumably sold it on because vintage cars were not their business.

So, to whom did they sell it?

Well, I think now we can make an educated guess which brings us full circle back to The First English Owner. Firstly, remember he was a director of a car dealer in Preston and lived in Blackpool - both places not a million miles from the Southern Brothers garage in Bolton - in fact, very close geographically indeed.

The motor trade being what it is, he may well have heard about the MG 'through the trade' and might have 'taken it off their hands' as stock for his classic car dealing sideline. He would have registered it in the UK to make it more saleable.

It is with some relief that now there can be no doubt about the probity of the import of the car. It is entirely feasible that he may not recall the car because it was just one of many that he had bought and sold over 30 years ago. Just an old man's memory being unkind.

7. MG TC2456 TODAY

Today TC2456 is a nicely patinated, well-travelled, much-loved old car that is in regular use. It shares a garage with a 1937 Riley Kestrel 12/4, a 1932 Austin Seven and a 1971 VW campervan.

The 1990s English body restoration is holding up well. The paint and interior are still very smart and the car attracts favourable comments and appreciative waves wherever it goes. Glenda Pasley's wooden dashboard has at last been reunited with the car but the instrument faces, faded from original pale green to silver in the fierce SA sun, have been left as they are as homage to the first 40 years of the car's life. Similarly, the dents remain in the radiator shell, mementos of Jacob's accident; it is interesting to reflect that the radiator has had these dents for longer than not.

The unique indicators, made by Pinetown of South Africa, are still on the car and functioning well.

Since purchasing the MG in 2015 I have undertaken a programme of repairs, both to overcome inherent faults and to make it more suitable for modern roads and continental



Stopped for coffee at a village café in France

The damaged front engine mounting plate has been replaced so the engine sits square in the chassis. There is now a new clutch. The steering has been greatly improved by the installation of a VW steering box upgrade. The bent front axle has been straightened and fitted with new high tensile front stubs. The rear spring hangers have been strengthened, as has the gearbox rear plate. The bodged rear axle, revealed when a half shaft broke on a steep hill in Clovelly, Devon in 2016, has now been properly overhauled with high tensile tapered half shafts, high ratio differential, new differential carrier and taper roller bearings. The water pump is now a heavy duty type with 7-blade fan.

For modern touring I have made a few discreet improvements, all reversible if so wished in the future. I have concealed a period Lucas rear lamp behind the spare wheel which acts as a 'high level' stop, tail and rear fog light, only obvious when it shines through the spokes. All lights are LED for brightness on modern roads with minimal drain on the battery. I have also mounted a spare fuel pump and coil on the bulkhead in typical vintage style, ready for instantly swapping over the connections should one fail. Also a modern USB style socket is concealed between the seats for charging GPS sat nav and mobile phone; two concessions to modernity that are actually very useful!

8. ACKNOWLEDGMENTS

The author expresses grateful thanks to the following people who have been unstinting with their help and advice:

Ingrid Crawford, Glenda Pasley, Bruce Dixon, Koos Roets, Yolisa Pahle and Karen Meiring (kykNET), Eric Worpe (MG T-Register), Will Morrison.

9. FOOTNOTE

Another MG TC, number TC2459, was also on built on 26 March 1947; being three chassis numbers after my MG, it would have been three cars behind on the production line. Undoubtedly it was shipped to McCarthy Rodway of Durban in the same consignment. This car is still in South Africa and is now owned by Brian James, the grandson of Reginald James who was a member of Shackleton's Imperial Trans-Antarctic Expedition of 1914-1916. It had been passed to Brian by his father, David W. "Viv" James, who had acquired it in 1996 from a Mr Petersen (who had owned it since the early 60s, having bought it from someone in Pinelands, a Cape Town suburb).



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Driving into a French sunset.

DISCOVERY OF A MG WORKSHOP & SHOWROOM OF MG'S IN MATOSINHOS / PORTO IN PORTUGAL

On the last day of our journey in Portugal during September 2017, Joe and I discovered the most interesting MG Workshop and across the road a showroom of MG's belonging to "Mr. MG of Portugal" Agostinho Masedo named "Robalo & Macedo". Next door an impressive parts and spares distribution centre named "A & M" of MG and classic car parts co owned and managed by Joao Monteiro, parts imported from the UK. What a convenient set-up.

Language was a bit of a problem as Agostinho Masedo does not speak English. Fortunately our Portuguese friends who took us there, and Joao Monteiro did all of the talking and in no time (same as we have experienced in many MG places we have travelled to in the world), the MG family sparkled in its MaGic and we made new MG friends.

Agostinho opened a bottle of champagne in his boardroom filled with MG memorabilia and trophies of MG events and made us feel so welcome in his space of beautiful MG's.

He furthermore presented Joe with a bronze badge of the 20 year anniversary of the MG Car Club in Portugal; a badge of 25 years existence of his company Robalo & Macedo and a bronze and porcelain plaque of the European MG Event of 2017 which they hosted in Porto, Portugal in June; and I received a golf shirt of the event.

Agostinho, accompanied by Joao Monteiro from the spares supplier next door, showed us around his showroom.

We came across pre and post war MGs and many MGAs of significant history. We came to the conclusion that he is an "MGA man".

He showed us an MGA which he said as a young boy, he got a hiding from his Dad as the owner of the MGA told his Dad, he scratched the car. He felt so falsely accused and then told his Dad that one day he will show that man that he will own more MGs than he would ever have.

The day came when Agostinho bought his first MGA, and it so turned out that that was the very same

MGA he was accused of scratching and got a hiding for. Now how is that for coincidence?

Our minds were totally blown away by the hospitality and kindness of these two people.

They are very keen to come to South Africa in the future.

Joe and Anita de Castro



MG on Display at the RAC

The Royal Automobile Club was founded in 1897 by Frederick Richard Simms with the primary purpose of promoting the motor car and its place in society. The Club introduced the 1000 Mile Trial in 1900 and, following the success of this, the Tourist Trophy was first held by the Club in 1905, which remains the oldest continuous competitive motor sports event. In 1907, King Edward VII awarded the Club the royal title, which is held to this day, sealing the Club's status as Britain's longest-standing and most influential motoring organisation.

In 1927, the Royal Automobile Club in Pall Mall were very much exercised by the record breaking exploits of Henry de Hane Segrave in the 1000hp Sunbeam, powered by two Sunbeam Matabele aero engines, claiming the World Land Speed record at 203mph. Meanwhile, in Oxford, Cecil Kimber was perfecting a special rolling chassis for his next offering from the MG works: the MG Sports Six. Though it used many Morris components, it was further refined in 1929 and called the 18/80.

As you entered the Royal Automobile Club in Pall Mall during the week beginning Monday 18, an MG 18/80 would have greeted you, Displayed in the stunning Rotunda, the period MG and beauty and elegance of the Rotunda echo through all the halls, with gold chandeliers and stunning paintings, every inch of the club has been carefully crafted. During the RAC building's illustrious history, this is only the second time an MG has been displayed in the Rotunda.

The MG displayed was a 1930 18/80, fitted with 'Speed Model' coachwork by Carbodies of Coventry. One of its earliest owners was the famous racing motorcyclist, Geoff Monty, who, in the 1950s and '60s, formed a racing partnership with Dudley Ward. During the years 1945 to 1987, owner Morgan Marshall of Imperial Motors in Bristol had several sporting successes with the car in events such as the Land End Trial. It is said that he covered some 300,000 miles during this time. Today, this car is in regular use with its present owner.

Being only the second MG ever displayed in the RAC building, it was a very special occasion. The MG Car Club President, John Day, said: "It's a tremendous honour to have an MG in the RAC building. It's the seat of British Motoring as we know it. As soon as the MG Car Club were asked to organise this, we jumped at the chance, as the RAC have always championed the cause of the motor car right from its inception. Kimber got it right when designing the 18/80. It has presence on the road and it has presence here in the RAC building."

The Chairman of the Royal Automobile Club, Tom Purves, who is a big advocate of the MG Marque, said: "It means a great deal to have an MG on display. MG is a wonderful and very important brand in British industry. It made lot of people very happy and employed a lot of people, and to have one here in the Rotunda of the Royal Automobile Club seems entirely appropriate. I can't imagine over the years how many of our members have been MG owners, I myself have owned MGs and The MG Car Club was the very first Car Club I joined when I was 17, so MG has always been close to my heart."



Submitted by Denise

INVITES FROM THE NORTHERN CENTRE

Upcoming Events

The Great Train Race

Sunday 26 November 2017

In November we are planning an event with the "Friends of the Rail" where we will run an event from Pretoria to Cullinan.

The train departs from Pretoria Station in the morning, where those who would like to take the train (envisaged as those without a Y chromosome) board the train and head off with great head of steam in the direction of Cullinan.

Cars will then follow the route as closely as possible, hoping to intersect the train where possible on the road. Much hooting, blowing of whistles and taking of photographs to be included...

The train stops at Rayton, where rail bound passengers are fetched and taken to Cullinan by MG. Alternatively, the "FOTR" run a bus which may also be used.

In order to confirm whether we are able to do the event or not, we need get a relatively concrete indication of interest. If you are interested in attending, please be sure to contact Rob-in Clarke on the details below.

Cost is R220 per person on the train, which may decrease if we are able to confirm a group of more than 25 passengers. This is for a return ticket, but the return does not necessarily have to be used.

Please contact Robin Clark to express your interest at: rjc@mweb.co.za

Date **Sunday 26 November 2017**
Time: **Departure from Hermanstad Station at 08:00**
Where: **Miechaelson St, Hermanstad, Pretoria, 0082**



Sunday 25 February 2018

We are planning an MG orientated Boot Sale on 25 February 2018.

This remains a relatively long way off, but we are hoping that the advance warning will allow enough time to get things down from the shelves & out from under the work benches. We all have items which we have accumulated over the years which are now surplus to requirements, but may be of particular use to other members.

An event like this only works well if there are worthwhile items to buy and to sell, so please keep an eye out when you are in the shed over the summer.

The club will provide braai fires & the usual amenities will be available.

Date Sunday 25 February 2018
Time: 10:30 onwards
Where: MG Car Club Northern Centre Clubhouse

TRADING POST

Cars for sale

Wanted MGTD windscreen frame part- the RH vertical channel section of the frame around the glass- Phone 082 457 8338

Two MGB engines freshly over hauled. One early 5 main bearing and one is an 18V Late model- Phone 073 453 6690

Peter Knight has his TD up for sale

Bob Osborn has produced a list of many parts MG and other classic car parts surplus to his requirements.

Stephen Grover is looking for hens teeth! He is after a gear box for a B V8.

Michael Dixon is in search of a Twin Cam engine (rarer than hens teeth!)

Supercharger wanted for my T type Mg. Call Rajesh on 0813540612

Any unwanted TC parts considered. Call Rajesh

I have an MGF Hydrolastic Suspension Pump, Brand New, for Sale, imported from England.

Price R1,750

Chris Colverd 0766144027



1953 MGTF for sale. Fully restored- Licenced and registered. Asking around 500K negotiable. Call Rajesh on 0813540612.



TRADING POST

Cars for sale

ZB For Sale



Damask Red Magnette which I had purchased from Alan Farnell (MHDSRIP) in 2011 & it has been garaged over this period in the Basement where I have offices .

Meyer Blumenau 082 449 6882 .



To Roger Pearce.
70th birthday on 23
October

Nice one for us - over 60s:

.....If my body was a car, I would be trading it in for a newer model. I've got bumps, dents, scratches & my headlights are out of focus. My gearbox is seizing up & it takes me hours to reach maximum speed. I overheat for no reason and every time I sneeze, cough or laugh either my radiator leaks or my exhaust backfires!

Thanks Kevin

Wonderful news- Thelma is back home and doing really well after a procedure

Norman is continuing to improve but the specialists are still not happy with his breathing.

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

We are still No1



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

Forthcoming Runs, Noggin's and Events.

November Noggin-Thursday 2

A talk by Ian Schwartz documenting the entire genesis and history of this famous South African built Sports car, which pre-dated the Dart. Ian is also the author of a book covering this development.

Ian's book will be on sale

November Run—Sunday 12 November

Christmas Lunch.

Venue: The Factory, Grant Avenue, Norwood @ 12h00 (Secure parking)

Payment by EFT to the club's account R 130,00 PP for Johannesburg Centre members R 165,00 for non-members (this includes the gratuity), Book early as we are limited to 60 in total. Remember to use your name as a reference on the EFT

There is a fun run, the "Tour d' Jozie" on the way to lunch:

meet at Old Eds @ 10h30 to depart from Old Eds at 11h00. Brochure with points of interest and route Map will be given out at the Old Eds briefing at the start. Heritage history and magnificent views guaranteed.

December Noggin- December 7

Social Evening at Old Eds(Uber home if you have to!)

December Run - December 10

See next page



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

"Norman's December Birthday Run"

(Please Bring your own Cake)

TO

RIETVLEI NATURE RESERVE

ON

Sunday 10 December 2017

*Meet at Shell Ultra City on M1 North
for 10.30am departure.*

How to get there: Proceed to next offramp. Take the Old Pretoria Road, proceed +/- 3 kms to robot, turn Right into Nellmapius Drive. Continue straight through Irene, under railway bridge then continue over the R21 highway, just after the on ramp going to ORT and Kempton Park, proceed slowly to next robot and turn right towards Olifantsfontein. After 2 – 3 km turn left to the Rietvlei Nature Reserve. Follow signs to Ticket Office.

From the East Rand: Proceed on the R25 north, take the Nellmapius off ramp. Turn Right, proceed past R25 south on ramp, then right towards Olifantsfontein. After 2/3 kms turn left at Rietvlei Nature Reserve sign.

Adults R55.00 pp. Children 6-16 R30.00 ea. Persons older than 60 (Pensioners) R32.00 pp

Bring your Lunch Basket full of Lunch Time Goodies, and something to help it down with.

And a Pair of Binoculars would come in very handy.

**Several Picnic Spots and Bird Hides will be found in the
Reserve**

For more information call Tom Kirkland 082 4456 770 or Email kirk1@lantic.net

*Also
remember*

MG Car Club Johannesburg Centre Christmas Lunch

Date: 12th November 2017

Cost pp:

For Club members R130.00
and R165.00 for non members

Your proof of payment will secure your booking

Run Time: 10:00am
Lunch Time: 12:30pm

Account details: Mg Car Club
Standard Bank 00-48-05
Account Number: 00 203 458 1

See the Forthcoming Events page for more details



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