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November  
2019



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# From the Chair



November started with our usual noggin however this month was to be a movie night. The film was 4L. it was about 2 long-time friends travelling in Renault 4L travelling from Spain to Mali to reunited with a dying friend. Highly recommended by Bruce Dixon, it went to top of my most do list for the Noggins. I pre downloaded the movie from Netflix got everything thing organised. Right let's do a sound check.... ERROR. Seems it did not want to co-operate with me trying to play off my cell-phone (I wasn't able to download it to my laptop). Right scramble quickly to source a version of Death on the Nile... Normans preferred movie anyway.

The Netflix movie seemed to play for a few seconds so I thought I might get lucky on the night and be able to play it... well it wasn't meant to be, I hope I can figure it out but in the mean time it will just have to go back on the to do list!

The classic Death on the Nile film was fantastic anyway, well at least I can say I enjoyed it. I had never seen it before despite hearing all the stories of the J2 MG in the film. Since a lot of classic movies are being remade these days it won't be long before Death on the Nile will be.... Enter google search... and yip release date is in October 2020. I hope they keep the J2 in

the new one.

Our Christmas lunch run was well attended and was a superb lunch, as it always is at the Krugersdorp airfield. So great to see so many familiar faces. And members that have been absent for a little while Like Pieter Knight! I would like to thank Anita for all her hard work, without her the lunch wouldn't have happened. Anita, you have been a super star all year! You have help whenever and wherever the committee has asked, you are amazing!

This month the was also a load of testing done by the Bloodhound team, I have included an article from their website in this magazine which is a great place to get update on what is happening. They also seem pretty active on social media, such as Instagram and Facebook so follow them on there to get updates as well. Some of our member took the drive up to Haksteenpan to see them and catch up with an old friend of the club, Andy Green. As a club we will try to organise the trip to watch the record being broken which would be run together with the Northerns club.

Safety Fast

Mike



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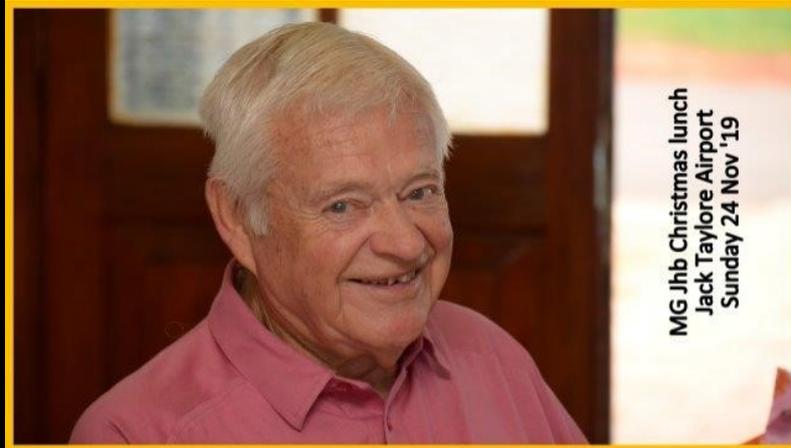
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MG Jhb Christmas lunch  
Jack Taylore Airport  
Sunday 24 Nov '19



MG Jhb Christmas lunch  
Jack Taylor Airport  
Sun 24 Nov '19





## Forthcoming Events

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

## Tri-venture weekends

In my younger and more vulnerable years I would have believed that a fine-looking car designed and built in a rainy climate would be waterproof. A misguided illusion I might add as we kept the rain and mist company from Johannesburg to Hazeyview. Wet from behind our ears to the bottom of our soaked feet. The reason for the journey into the usually warmer climate of Mpumalanga was to join the Johannesburg Centre and a band of Northmen to celebrate the Johannesburg Centre's 50th Anniversary.

The adventure was also the final leg of our MG Tri-venture series. We had completed the Berg and sea expeditions earlier this year and so the bush remained to be conquered. Our destination was Little Pilgrims Boutique Hotel where the Northmen celebrated their 40th year in 2018. We've heard that if you drink the Sabie water you will return so here we were pilgrims little and large booking in again. Admittedly the water in question had been filtered, boiled and mixed with some hops for sanitary reasons.

Joining us in completing all three runs, with a snazzy T-shirt to prove it, were Richard + Avril and Tony + Anette. The Craddocks were the only ones to complete all three runs driving the same car. We are not sure if it's the same GPS used by Tony though as last we heard it had started directing Anette in Afrikaans...

The highlight of the weekend without a doubt was an extraordinary visit to the Kruger National Park. The organisers had arranged a picnic on Saturday at the day visitors camp on the outskirts of Skukuza. This was an amazing trip down memory lane and wonderful to think that the classic cars were just as at home in the park 50 years ago as they are today. The chrome, canvas and sensible pace of the MGs against an unchanged background.

Elegance aside, being in a car lower than the grass may not be the best way to view game. It certainly did give us an up close view of the bush and, as I'm sure Esra would agree, a new respect for the size of elephants. The group tally card for the day was certainly impressive and included a hyena with her cubs, a leopard with its prey up a tree, a hippo crossing the road and of course elephants, rhinos and buffalos.

The Main Dinner on Saturday night was had a 'My Gatsby' (we'll wait) theme and the hotel had entered into the spirit decorating the dining room for the night. Everyone had made an effort for their outfits especially the ladies. Feathers, flappers and beaded cigarette holders gave the day's twitches a chance to take more notes.

Sunday was a driving day. After the leisured idling in the Park, the roadster wanted to run. For those that recall the condition of the roads in the area last year, the good news is that they have been repaired and are in a fantastic state. We headed out from Havzyview towards Graskop and didn't look back. The bends downhill towards Pilgrims Rest were fantastic and were only matched by the meanders through the pines towards Macmac Falls and Sabie. Pepi's TF took the lead and hugged the bends with ease followed closely by Esra in his A, our B roadster and Richard's Y-Type bringing up the rear with much pomp and ceremony. A leisurely lunch at Sabie Brewery, where we met up with fellow northmen the Kellys and the Edens ended a grand day out.

Apart from it being Johannesburg Centre's anniversary, Norman and Pat Ewing also celebrated their golden wedding anniversary. The special occasion was marked with the presentation of a beautiful cake arranged by their daughter Sarah.

Norman had gone to extraordinary lengths to compile and print a commemorative booklet recording the 50 years of the Johannesburg Centre. Guests were presented with a copy as part of a complimentary gift back upon arrival. The book is sure to become an important part of the South African MG story making the adventure to Hazeyview

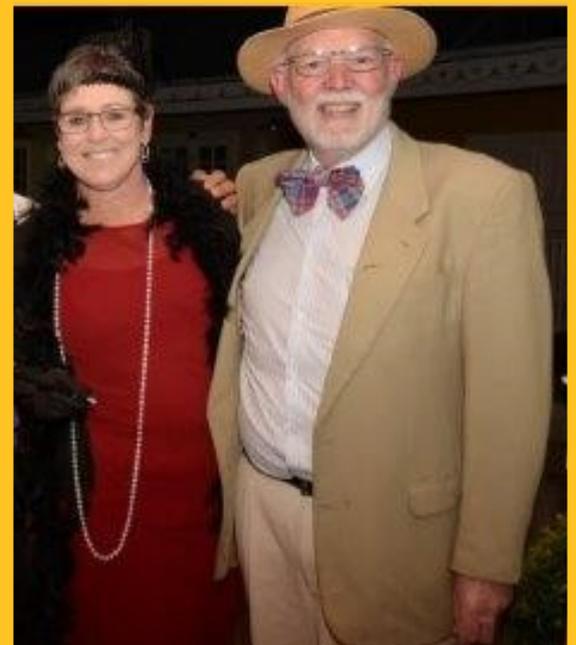
that more special.

After first breakfast we were back on the road and were soon trying to catch up with Tony and Anette who had left earlier that day. The weather had decided to stay in the Lowveld and the skies were clear which allowed us to take in the scenery that we had *mist* previously. We returned via Schoemanskloof where the roads were in great condition and we were fortunate not to have any stops for roadworks.

Despite the rain and mist en-route to Hazeyview, the roadster performed beautifully. The Sunday run was exhilarating and was perfect for blowing away the cobwebs.

With the final leg completed our Tri-venture goal for 2019 has been reached. 3 runs, the Durban Dash, the KwaZulu-Natal 80th Anniversary and the Johannesburg Centre 50th Anniversary completed in 3 months. And not to mention 3 thousand km as well. Not bad for years motoring.

A sincere thank you to the organisers of the weekend and everyone who makes the MG runs, Adventures.



**This article is extracted from the bloodhound website. A great place to visit if you want more articles, videos and updates on the project! [www.bloodhoundlsr.com](http://www.bloodhoundlsr.com)**

## Andy Green's Diary – November 2019

We did it! 628 mph, 1,010 km/h. Bloodhound exceeded all our expectations by blasting past 600 mph and making it look easy.

However, just before we get carried away about how 'easy' this sport of straight-line racing is, we did have to work quite hard in November to get this amazing result.

Things started well enough with rapid progress up to 500 mph. As mentioned in last month's diary, we were also getting on top of a couple of car handling problems. After our initial testing, it became clear that we didn't want to run the car in crosswinds above 10 mph – fighting the steering at several hundred miles an hour convinced me of that quite quickly. The other key problem we solved was making the brake chutes fly steadily behind the car, rather than oscillating from side to side. This was key to being able to go faster safely. If the car needs to slow down quickly (see below...), the chutes are there to rescue it, so they need to make things better, not worse.

### Fighting the steering

After hitting 501 mph in early November, we were hoping for a couple more quick runs up through 550 mph to 600+, to finish our high speed tests. It wasn't going to be that easy. At the end of the 501 mph run, the 'Fire' caption had come on in the cockpit, indicating an engine bay overheat. Needless to say, I shut the engine down fairly quickly, just in case. Bloodhound's rescue crews were alongside the car within seconds, confirming that there was no sign of fire.

The heat detection system around the engine uses something called 'fire wire', which changes its electrical properties (resistance and capacitance) when it gets hot. However, the electrical properties will also change if the fire wire gets slightly damaged. On close inspection, we found a small 'kink' in the wire that could well have set off the warning. The wire was fixed and tested, and we were ready to go again.

### Hot stuff

On the next high speed run a couple of days later, the 'Fire' caption came on again, accelerating through 470 mph. Within one second I had throttled back the engine, before deploying the brake chute, which flew rock-steady behind the car – this is the time when it needs to be working perfectly! Once again, no signs of fire, so we had to look deeper with a full strip down of the rear end

of the car. More fire wire damage was found and sorted. The temperature stickers inside the engine bay also showed local overheating, requiring some simple modifications. This is all part of test-and-development engineering: it's what this year's high speed test session was all about.

After these minor interruptions, the car behaved perfectly. Four more runs were needed, 2 with the airbrakes deployed (which work better than expected – good news!) and 2 at high speed to complete the testing.

The final run was meant to hit just over 600 mph, but it didn't quite work out like that. The calculated distance for the acceleration was just under 4.5 miles (7 km), so 'Rescue 1' was positioned at Km 7 to make a radio call as I went past, backing up the in-cockpit distance readout.

As I went blasting past the Km 7 mark, I heard the call from Rescue 1. The car was only doing 580 mph at this point. We had a small safety margin to play with, so I counted another 2 seconds, hit 600 mph and then throttled back. The engine took a fraction of a second longer than usual to wind down: Rolls-Royce had warned us it might do this at high speeds. Despite this, I only saw a peak speed of 608 mph in the cockpit. All good so far.

### The final run

In fact, up to this point, the run had been pretty much perfect. You can see a compilation of the onboard footage in the video of our final run. To give you some idea of what I'm doing, here's a breakdown of the run in 10-second chunks:

#### Zero seconds. RAF air traffic controller Jess

Kinsman's voice breaks through the noise of the jet engine: '*Bloodhound, Control, Clear to Roll, Wind is Southerly 3 gusting 6 mph*'. Brakes off, right foot pushing the throttle pedal forward to the detent for max. dry power. A small tweak of steering to straighten the car up, already doing 30 mph, check the engine is at max. dry, select max. reheat which lights almost immediately. The car is already doing 100 mph.

#### 10 seconds – 120 mph.

The car is accelerating at full power, adding another 20 mph to the speed every second. The power from the EJ200 jet engine is just awesome. At just over half a mile from the start, the car hits the filled-in ruts of the 'old' road across the Pan, already doing 180 mph. The

suspension soaks up the bump, the only one I'll feel during the whole run thanks to the amazing work of the local population in preparing the world's best high speed race track.

20 seconds – 290 mph. Above 200 mph, the car starts to slide around more and more, as the high speed metal wheels begin to 'plane' over the hard mud surface. The light winds are enough to push the car around (you can see the movement in the video).

30 seconds – 440 mph. I'm still working at the steering to keep the car straight. On the audio you can hear me reminding myself to go '*Easy on the steering*' so I don't risk making it worse. The car drifts right a little, as I let it yaw gently into the wind. 3 miles into the run, the car crosses the old 'causeway' road at 500 mph, with barely a blip of movement through the chassis.

40 seconds – 550 mph. As the drag builds up, the acceleration slows down a little, but we're still putting on 10 mph every second. I'm punching in steering inputs of up to 30 degrees each way, with much quicker movements needed at the higher speeds. The car gets to Km 7 showing 580 mph in the cockpit. I count another 2 seconds.

Good chute!

50 seconds – 600 mph. The moment the needle touches the '6' mark, I throttle back. The engine lag is noticeable. In my head I'm already running through the first steps of the emergency shutdown drill, just in case, when it starts to wind down less than one second later. As soon as the car settles at idle thrust, I reach down with my left hand to pull the lever for Chute 1. A short pause, then a 'thump' as the chute hits us with an extra 6 tonnes of drag. The speed falls off very quickly now: losing 100 mph takes less than 4 seconds.

60 seconds – 420 mph. One minute after releasing the brakes, the car is slowing down through 400 mph. The steering is settling down, helped by the rock-steady performance of the brake chute, and I can follow the line very accurately from now on. The end of our 10-mile race track is now less than 3 miles away, but we'll stop with plenty of distance to spare.

70 seconds – 280 mph. As the car slows down to 250 mph, I get ready to ease the wheel brakes on with my left foot. Applying exactly 45 Bar of hydraulic pressure (that's a fairly firm press on the brake pedal) will give us optimum brake performance. Let's not forget that we're still doing 250 mph though, in a 6-tonne car, so it's going to take about 25 seconds to stop after I put the brakes on.

80 seconds – 180 mph. Not much left to say. After driving at over 600 mph, it feels like I can get out and walk at this point...

After the car stopped, the data showed a peak speed of 628 mph, about 20 mph faster than I thought (and of course over 20 mph faster than I was aiming for). If I look a little perplexed in the video of the run, then that's why. I assumed that the slightly slow engine wind-down had caused at least some of this difference, but a full 20 mph? That's over 2 seconds of full-power acceleration at 600 mph. I couldn't understand it.

A longer look at the data after we got back to our Tech Camp, plus reviewing the cockpit video frame-by-frame, gave me the answer. The GPS speedo had 'jumped' by 20 mph during the run, as one of the 3 onboard GPS feeds gave a poor signal (this is one of the reasons why the Land Speed Record is measured with external timing lights and not onboard GPS). It's an unusual fault, but an easy one to fix with a software filter. Another 'win' for the high speed testing.

Despite the small GPS glitch on the last run, the end result was a fabulous one. We went out to South Africa hoping to get the car over 600 mph and, if there was enough performance left, to touch 1,000 km/h if we could. 628 mph, our peak speed, equates to 1,010 km/h – job done! A perfect end to a great high speed test session. As our Operations Director Stuart Edmondson says in the same video, 'This car is *absolutely* ready for Land Speed Record speeds!'. Quite so.





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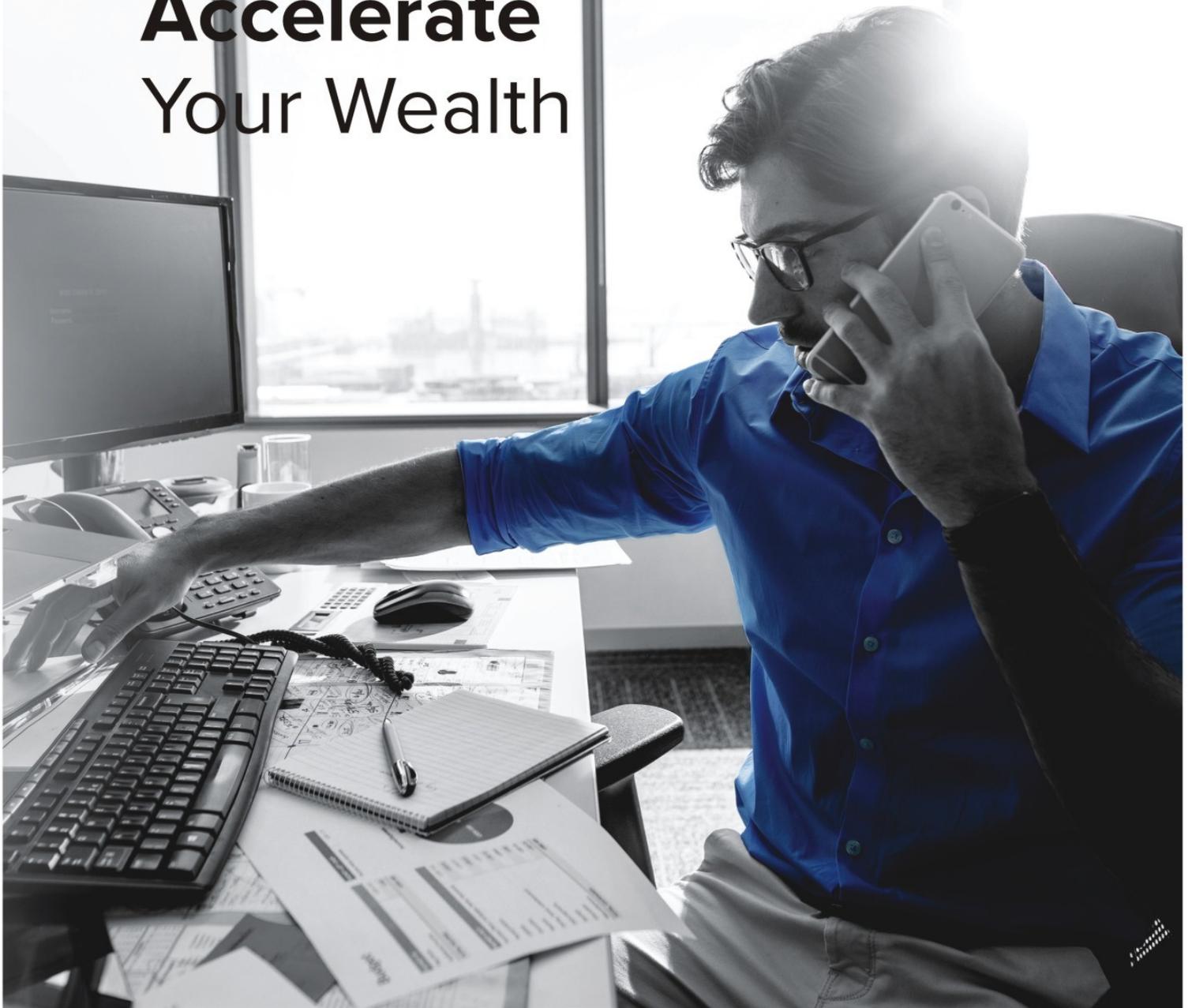
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