

# MG Car Club Northern Centre Newsletter

June 2016 — Issue 415



A scene from the Condition Concours hosted at the Clubhouse on 22 May 2016.  
The photograph shows the seven T-types in attendance.

## **MG Car Club-Northern Centre**

PO Box 11430, Silver Lakes 0054

Clubhouse c/o Umgazi Road & 26th Avenue, Menlo Park Pretoria.

Meetings usually on first Monday of Month, check by phone.

[www.mgcc-north.co.za](http://www.mgcc-north.co.za)

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# Notices

## Club Banking Details

Account Name "MG Car Club-Northern Centre"  
FNB Bank Account Number 62363284359  
Branch Code 250655 Menlyn Square

The opinions expressed in this Newsletter do not necessarily represent the views of the MG Car Club Northern Centre or the Executive Committee.

## New Members

We would like to welcome the following members to the club:

- Brian Woods (MGA)
- Grant Jones (MGB Roadster)

We look forward to seeing you at events in the future.

## Subscriptions

A reminder that subscriptions are now due. As per the note in the November Newsletter subscriptions have now increased to R330 per year - with a R30 discount if paid by EFT.



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Steve Eden Treasurer, Vice-chair & Membership Admin	082 372 8740	stevejreden@gmail.com
George Dehlen Secretary, Webpage, Attendance & Points Registers	082 492 1806 012 991 1754	gdehlen@iafrica.com
Jay Westaway Clubhouse Refreshments & Trophies	079 528 1954	jayw@vodamail.co.za
Dave Westaway Motorsport Liaison and Competition	061 987 5406	Fleetprotection services@gmail.com
Gary Chapman Indaba Regalia	082 653 1888	ghachapman@gmail.com
Pepi Gaspari Indaba Chairman	082 410 1569	marpepi@iafrica.com
Claus Pille Records Management / Club Social	084 521 0419	pillecd@gmail.com
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# FROM THE WORKBENCH

It would appear that winter is here, or at least that's how it feels if you insist on driving an MG with the top down... Despite the cold weather, we had some very well attended and enjoyable events this month, and we are looking forward to a great turnout at the Combined Centre's Showday on Father's day.

At the May noggin we were glad to host Roger Pearce for the evening. Roger regaled us with tales of his endurance rallying in his famous MGBGT. I am sure that I was not the only person who left the Noggin feeling inspired. It was also a great reminder of how well MG's can perform in competitive settings when well prepared and driven well.

We were glad to invite new members, Brian and Rene Woods to display their recently rebuilt MGA in the clubhouse. The car can justifiably be termed a "rescue project", and having seen the car when Brian first bought it a few years ago I can vouch for the incredible work which he has done to bring it into the condition that it is in today.

Our final event for the month was the annual Condition-Concours, which as always was hosted at our clubhouse. We had a wonderful turnout, with some 24 cars entering and 34 cars showing up during the course of the day to be part of the festivities.

We can be very proud of the standard of the cars in our club! We can be proud of all of the cars which were on display at the event! We had examples of every post-war MG sports car there, from TC through modern TF! Our congratulations go to the members who placed in the event. The top three were incredibly close!

In addition to the Club Events held this month, Bronwyn and I made our way down to Knysna for the Simola Hillclimb. We went down particularly for the "Classic Friday" event which was a real spectacle.

Any comment on the MG activities this month would obviously be incomplete without a mention of the sad passing of our friend Ralph Clarke. Ralph was an absolute stalwart of the MG movement in South Africa and always a thorough gentleman. I was very privileged to get to know Ralph through the MMM events held in the Cape over the past few years, and have lost a great role model. We extend our condolences to the family. Bronwyn and I went down for the funeral, and while it was a sad occasion it was incredible to see how the MG Family comes together at times like these.

This coming month Bronwyn and I will be conspicuous by our absence from local club life, as we are very lucky to be heading to France to take part in the MG European Event of the Year, being hosted in Le Touquet. We are incredibly excited about our time there, and are looking forward to spending some time with old MG Friends, and making some new ones along the way. Sadly, we are not able to make MG Live! at Silverstone this year, but maybe next year... Anybody keen to join us? Maybe it's about time we did a Northern Centre "Trek"?

We are disappointed to be missing the Combined Centre's showday which will be held on 19 June at Waterfall Park. Johannesburg are certainly pulling out all the stops, and it would be great if we could put up a good show of our best cars for the event. If you are fortunate to have more than one MG please make an effort to get more than one car there! We have a big venue, and it would be great to be able to fill it for the event.

We will also be having a Noggin and a pub evening this month. Please join us for these events.

That's all for now - See you in July, when all our adventures are said and done (for now...)!

Octagonally,  
Steve Grover



Brian Woods' freshly rebuilt MGA in the clubhouse at the May Pub Evening



A line-up of cars at the Condition Concours. A great turnout!

# Northern Centre Condition-Concours

Steve Grover

The Club's Condition-Concours was held at the clubhouse on 22 May 2016. We had a record turn-out of cars, with 35 cars making appearances on the day, and 23 cars entering the competition.

We would like to thank all the members who made the effort to come out for the day. It really was a wonderful day at the club, and it was great to see such a strong showcase of the club's best cars. Members had travelled far and wide to be at the event! Hasie Botha had brought his MGB GT V8 conversion all the way from Mokopane, and Julian Pringle had driven the MGC from Mafikeng for the event. Keith Schroder had driven a TD from Krugersdorp, and numerous other members had driven in from the East Rand and the surrounding areas. The fact that members are willing to travel so far and wide to attend the event speaks volumes about the camaraderie within the club! Thanks to those that made such a special effort.

The judging was incredibly close, with only three points covering the top three cars! The top three positions were as follows:

- |                  |                         |
|------------------|-------------------------|
| 1st Gary Chapman | 2004 MG TF (291 points) |
| 2nd Brian Woods  | 1957 MGA (289 points)   |
| 3rd Johan Nel    | 1951 MG TD (288 points) |

This event would not be possible without the tireless work of Jay Westaway and his team of judges, as well as George doing the scoring behind the scenes. Thanks very much to all of the members who had a hand in making this such a successful day!

Now, let's see what turnout we can get together for the Combined Centre's Showday later on this month!



Gary and Heather Chapman's MG TF which placed first in the Event



Brian and Rene Woods' MGA which placed second in the event



Johan Nel in his MG TD, which placed 3rd in the event



The beautifully turned out tool-kit from Johan's MG TD—the hallmark of a true concour quality

# Condition-Concours Photographs



"Blue is the new Red?" A line up of MGA's belonging to Dave Wheeler, Steve Grover and Neville Conchar.



Interior of Brian Woods' MGA, with a lovely period steering wheel.



The Post-War T-types. From left to Right: The Mostert's TC, George Dehlen's TC, Johan Nel's TD and Gordon Ellis' TF



Hasia Botha's MGB GT V8 conversion, fitted with fuel injected 3.9L V8 with air-conditioning.



The MG GT's of Steve Grover, Pierre van Zyl, Steve Eden and Jeremy Salter.



Esra Martins' TC in the foreground with T-types in the background

# There and back to see how fast they are... Knysna Simola Hillclimb 2016

Steve Grover

Sometimes the best decisions are taken very quickly... A few months ago I found myself thinking about heading over to Goodwood for the Revival, something which I have been thinking about for some years and really want to do at some point over the next few years - the thought then moved to the Knysna Hillclimb, which has been in the same category for the past few years. Now, that's a bit more attainable... So a plan was hatched, a phone-call was made, and that was that, we'd head down for the Hillclimb in May!

The Hillclimb runs over three days, but we were only really interested in the first day, Classic Friday. We made an early start on the Thursday, leaving before 5am on the way to Knysna. The trip took us just on 10 hours, and we were glad to stop at our favourite railway café in Wildernis for a bit to eat before heading up the hill to stay with our friend Heyns Stead who had responded positively to our appeal for accommodation over the weekend.

On Thursday evening we were glad to join a group of enthusiasts at Pembrey's Bistro for dinner... Pembrey's is an absolute must if you are ever around Knysna, and by around Knysna I mean anywhere on the Garden Route. (I found out on the way down that the only reason that Bronwyn had agreed to my 2400km crack-pot plan was for dinner there). We were not disappointed—it was wonderful!



Roger Lewis in the TC Special "Hedgehog"



Chris Champion in his beautifully turned-out Twin Cam

special which Heyns has been competing with for 25 years), and Chris Champion in the Twin-Cam. Curiously the Twin-Cam was entered as a "MGA Lotus Twin-Cam", and was announced as such by Roger McCleary for the duration of the event... Other MG Entrants included Roger Lewis in Hedgehog, Mervyn Corbishley in an MGA 1600, Nigel Stokes and Anton Rollino in MGB GT V8's, and Peter Hollis in an MG Midget. All in all there were six MG's out of a field of 48 cars - more than any other Marque! Another great example of *Maintaining the Breed!*

Saturday dawned a wet morning... Not put off, we donned rain-jackets and made our way the hill. The Alfa managed the "4x4 only" parking with aplomb and we joined the festivities. There were numerous MG's taking part, with the highlights being Heyns in Spider (The Les Miller TC



Heyns Stead at the wheel of Spider early on Saturday Morning

It was great to see so many classics being driven in anger, and we were glad to meet up with Robin and Liesel Clarke and spend the day with them watching from trackside. The MG's fared very well, with Anton Rollino placing in the top 10 for the first few runs, until the road begun to dry out and the more powerful cars managed to get more power down. Overall the highlight of day must be the runs made by Franco Scribante in the Chevron B19 who climbed the hill in 41.432, an average speed (from a standing start) of 165km/h!

# Knysna Simola Hillclimb 2016 (cont.)

A special mention must be made of Heyns winning his class in Spider, and being awarded a rather spectacular trophy in the shape of a gear lever. It should also be mentioned that MG Enthusiast Rodney Green won the pre-war class in his Bugatti, and was also awarded the "Spirit of Dave Charlton" Award, which was awarded for the first time this year. "This special award recognises the person that reflects Dave Charlton's spirit of impeccable attention to detail, meticulous preparation and commendable performance."

I spent Saturday morning getting dirty in Peter Vadas' garage while Bronwyn did some shopping in what I understand is the greatest kitchen shop in the country (perhaps this was another reason why Bronwyn didn't object to the drive...). Peter is making great strides on the restoration of his PB, and it was very interesting to see the restoration coming together, and inspiring to get a move on with the J2!

With all being said and done it was a great weekend away, and the Hillclimb is well worth attending. We will definitely be there again!



Heyns with his award for coming Second in Class.



Rodney Green gaining momentum in his Bugatti



Nigel Stokes heads up the hill in "Growler"



# Remembering Ralph Clarke

It was with great sadness that we heard of the passing of Ralph Clarke last month. Besides being the National President of the South African Combined MG Car Club Centres, Ralph has been very involved in recent years in getting the MMM movement off the ground in South Africa.

Ralph was an extraordinary person, MG enthusiast and expert in all matters MG as well as a great friend. Most MG enthusiasts will recognize Ralph from the photo of him driving the R Type he so lovingly restored. Those of us that were privileged to partake in MG events with Ralph and his lovely wife Hilda, know him as the soft spoken gentleman with a passion and knowledge for the MG marque that placed him amongst the foremost experts worldwide!

Brian Hogg and Roger Lewis have been kind enough to give permission for their obituaries, originally published in the Cape Town Centre's Magazine, Breed, to be reproduced here.

## Obituary: Ralph Henry Clarke.

Brian Hogg

Ralph was born into a motoring family, his father owned the Rendezvous Garage in Parow and his two brothers, Magnus and Harold were both MG enthusiasts. In fact at Ralph's funeral service his son, Robin, advised us that he couldn't find a photograph of his father without a car in it. Many MG outings originated from The Rendezvous Garage including unofficial timed sections up Bain's Kloof, years before an 'official' MG Car Club was formed.

Initially driving an MG J2 with a 1 250cc supercharged engine, Ralph competed in many competitive events, hill climbs and races. His fellow competitors of those days reads like a who's who of post WW2 motor racing in Cape Town including Phillip Costa, Pat Brown, Roy Humphries, JB Holmes, Don Philp, HOFFIE le Roux, Peter Burroughs, Roddie Turner, Keith MacFarlane, Mark Zoccola, Willie Mostert, Gordon Phillips, Tex Kingon, Harry Pierce, Les Miller, Stanley Reed, the Hoal brothers etc. Ralph graduated to a P-type (which I think he acquired from Sam Tingle) and is now owned by Cape Town Centre Honorary Member, Henry Watermeyer in Gauteng.

Ralph graduated as an Engineer from UCT in the 1950s and was involved with the BMC assembly plant at Blackheath from its onset. He must have been delighted to find that the Managing Director of the plant was to be George Tuck, who had been on the management of the MG Car Company from the late 1920s through the hey days of MG, until he joined the forces for WW2. George's wife Susan was the daughter of George "Pops" Propert (aka GP/Gee Pee), the then Works Manager of MG. George and Susan remained great friends of Ralph and Hilda throughout the years. George had been involved with the founding of the original MG Car Club in 1930 and both he and Ralph were involved in the MG Car Club in Cape Town following its formation in 1948 but became disillusioned with the Club in the late 1960s but both rejoined in the late 1970s. Dennis Billingham was the Club President for many years until his sudden demise when Ralph took over as President in 1986 but resigned in 1994 as he felt that another member should have the opportunity but later accepted, the well deserved honour, of being President of the MG Car Club Combined Southern African Centres. For many years the MG car Club rejoiced with the Clarke mafia in their midst with Ralph and Hilda, Harold and Olga, Freda (Hilda's sister) and Basson van Zyl and Phillip (Hilda's brother) and Jo Hitchcock.

Ralph was the Product Development Manager at BMC/ Leykor/Leyland SA and had to manage and control the increasing local content engineering of the various products over years as Government requirements increased to 66% by mass which included engines, body panels etc etc for many models including Mini, Apache, Triumph, Rover (including SD1), Land Rover and over thirty models of HCV and Buses with local (ADE) engines. (ASTAS and SCG) gearboxes and (ASTAS) rear axles.

Shortly after his wedding to Hilda in 1956, Ralph had a decision to make, whether to buy a lounge suite or to buy, sight unseen, the ex-Roy Hesketh R-type, single seater MG from Rhodesia. Obviously the decision was the R-type but on its arrival in a crate from Rhodesia when he saw the bits that he had bought, he closed up the crate again, there it remained for some 20 years in a case park at Leyland, Blackheath along with a P-type in a crate that had belonged to a friend who had drowned whilst swimming.

The P-type was acquired by a Leyland Director who had it rebuilt at Blackheath. I knew about the R-type and heard that the production guys were going to remove the crate to make way for current stock so took a truck from our new base at the ex Chrysler plant at Elsie's River through to Blackheath to pick up the crate and take it back to Elsie's River.

The chassis and bits were demonstrated on the 1978 Car Show at the Good Hope Centre where some 170 cars and

bikes were on display. Being an ex-Roy Hesketh racing car it was very appropriate that the R-type should be featured on the logo of the 1982 Indaba to be held in Pietermaritzberg, the home of the Roy Hesketh racing circuit.

The R-type was the only true single seater designed by MG, under the control of Chief Designer H N Charles, of which only ten were built. Car RA 0255 had originally been raced by Doreen Evans of the famous Evans racing family of the Bellevue garage in London and had been painted in the Evans colours, pale blue with a white body side stripe and was brought to South Africa by Roy Hesketh in 1936. So after many, many hours of examining other R-types, taking measurements etc, Ralph eventually rebuilt the body, chassis and suspension and got the R-type to the 1982 Indaba but without an engine, as he had not been able to source all the components for the engine or the supercharger. The car was a sensation.

Back home again Ralph did not stop and eventually over the ensuing years managed to procure the missing parts to get the car running. In 1986 Ralph took the R-type to the Johannesburg Indaba, where he drove it through the city streets to Gold Reef City (and managed to get lost en route). Ralph drove the R along a remaining portion of the Grosvenor Grand Prix racing track at Pollsmoor to deliver commemorative envelopes depicting the initial running of the Grand Prix of 1937 to join Hoodoo the 1931 C-type Midget and several drivers who had participated in the Grand Prix, along with many members of the Cape Town Centre.

In 1988, at the Cape Town, Kimber Centenary Indaba, the ex-MG Competition Department mechanic, Henry Stone, drove the R-type round Killarney with obvious enjoyment and reminisced about the car with Ralph. Many years later the R-type featured on the adverts for the Cape Town 1998, 50th Jubilee Indaba, with the caption "Get your Rs to Cape Town!"

Whilst on an outing driving the Crankhandle Club's 1902 Wolseley to the month-end venue at Constantia Nek, I was stopped by an elderly gentleman who was very interested in the Wolseley. After chatting for a while he mentioned that he had ground to a halt some years before whilst modifying a pre-war N-type MG to post war Morris Isis independent front suspension, amazingly modified bodywork and a proliferation of self-made stainless steel components. After looking at the car I realized that there was only one person who could complete such a daunting project, so into the picture came Ralph and the outcome was his magnificent N-type special.

Over the years Ralph has owned several MGs but still kept his black rubber bumper MGB (recently bought by Roger Lewis), his PB and the N-type. Ralph was over the years an expert on pre-selector gearboxes and pre-war OHC MG engines, he had recently been assisting his son Robin, who races a ZB Magnette, in the rebuild of an MGA Twin Cam and an Ariel Square Four motor cycle. He also had restored/renovated a 1912 Austin, a 1926 Austin Seven (Jane) and several other cars and motor bikes.

In the latter part of the 20th century after Leyland SA and Leyland UK, Ralph returned to UCT where he studied for and completed his Masters and took up a position involving energy research.

Ralph was a GIANT in the South African (and international) Motor Industry, the MG and MG Car Club world and the Car Restoration.

To Hilda, Robin, Ann and their families we offer our sincere condolences.

**Brian Hogg**

## **A memory of the late Ralph Clarke**

Roger Lewis

Anyone passionate about MG will not have escaped being touched by Ralph, his passion and dedication for so many cannot be given justice by my words, all I can attempt to do is share some of my anecdotes.

Many of us shared the garage meetings at Ralph's home during the years he spent building the R-type. The R-type was eventually completed and Ralph would take it out for high days and show days, but little real driving of the car.

An event was to be held at the famous East London Grand Prix circuit and the R-type was to be centre stage at the event. How and why I cannot recall but I landed up with the R-type on the back of my then Range Rover and together we were off to East London. The R-type was presented on display, however, when it came to driving it on the track there were all sorts of reasons why it could not be driven.

One of the reasons was that the pedals were not right. Not appreciating the detail of the problem together with a fair bucket load of enthusiasm and probably a large measure of audacity, I woke early the next morning to get to the track with a bag of borrowed spanners. Sometime later Ralph arrived to find, to his horror a pair of legs, mine, extending from under the R-type. Ralph at the time was not pleased but when I detailed what I had done and Ralph tried it out, I was forgiven. Ralph got to drive the car on the track so all was well, until it came time to get the R-type back to where we were staying.

What the locals wanted was for the R-type to be driven through the streets of East London with a police escort, fantastic, but Ralph was not keen. Instead he offered me the drive, which for a split second I considered turning down, however I had to hand over the keys of my Range Rover to Ralph so he could follow with the rig.

The drive at first was a mixture of sheer joy and great apprehension, I had hardly sat in the car, let alone driven it and now in the failing light of the late afternoon I was to drive from the far side of East London to the other.

Ralph gave me instructions on what was what and what to keep an eye on. We exited the track and climbed the hill to the main road through town, blue flashing lights of the pathfinder in front. Regular traffic on reaching the main road was stopped and the R-type was presented with an open carriageway into town, the pedals and gears all came into mesh and the R-type started to whine in delight, besides my own nerves the only problem being the sluggish escort in front, which I am sure Ralph was more than happy about. Ralph got my Range Rover back to our digs safe and sound, much to my relief, it only dawned on me later the trust Ralph had bestowed on me with the R-type.

Fast forward to what was the third running of the Knysna Hillclimb, Hedgehog's second year of participation. Ralph was there sharing his support and offering his ear to what I considered to be a well prepared Hedgehog. For that event I had prepared a set of larger SU carburettors thinking this was going to give some extra grunt up the hill. Hedgehog ran well till the end of my second run. A valve had dropped, making quite a mess of the engine. That afternoon, which extended into the evening, there was Ralph along with the rest of the cobbled team, in a garage in town fettling what can only be described as a makeshift fix to get Hedgehog running for the next day.

Caution was to be order of the day, one run is as much as you can expect I was told, I am a good listener as many of you fail to appreciate. The first gentle run broke the previous day's record, the second even better and third even more so. No trophies were won for the times, but Hedgehog was awarded a very special spirit of the Hill award. Very special indeed, especially having Ralph as your stand-in engine builder and pit support. On return to Cape Town Hedgehog's engine was stripped, machined, new parts purchased and fully balanced, ready for final assembly. Ralph had offered his help, so the day arrived and there in my garage was Dr P (Joan Parker), Ralph complete with white overall and Brian Hogg complete with a cork screw, not for the engine but for his red wine. Brian got to use a stool whilst the rest of the team set to work.

The engine went together well with Ralph sharing details of bearing nip, the use of a small hammer just to ease in the initial bottom end alignments and before the wine was consumed a well assembled engine was ready for installation. Joan and I having appreciated the Master at work whilst Brian savoured his wine and kept watch on proceedings.

During the latter half of last year Ralph appreciative of the fact that he needed to accept the realisation of moving to a retirement facility he undertook to scale back his MG endeavours, as well as accepting that he had to part with at least one of his MGs.

He reluctantly put out the word that his 1980 MGB was for sale, this was shared with me and after some negotiation Ralph agreed that I could take over ownership. The car, as I am sure we would expect from Ralph, was in a very original condition, but not without needing a few minor details to be sorted out, which I duly set about doing. There were some niggles that Ralph was not totally happy about, but he shared these with me and I set about resolving them,

which for both of us was one of those simple things that gets overlooked.

Once the B's details were completed, an afternoon tea was booked and together with Andrea we set off to share an afternoon at the retirement village to which Ralph and Hilda had moved. Ralph came to do an inspection and after tea we took the car out for a test drive. Ralph was not feeling very confident on his feet but he climbed in the car happily, I drove and then we swopped over. Ralph may not have been steady on his feet but once he got behind the wheel of his B he was off like a shot. Ralph didn't hold back, the rev counter was proven to be fully functional and the gear changes were crisp. He assured me he knew where the cameras were so no need to worry, I was just hanging on.

He was impressed with what I had done and shared he was happy that the car had indeed gone to the right home. I shared with Ralph that we are but custodians and when he was ready for another spin or fancied an outing, the B was available, which I think made him all the more happy.

Sadly that was the last time I was able to share time with Ralph.

Thank you Ralph!

**Roger Lewis**



### **1935 MG R-Type Midget**

BMR-0703-1217

An MG Car Club image for editorial purposes only

Ralph in the R-type at Pollsmoor Racetrack

# Upcoming Events

## Natter 'n Noggin

**Monday 6 June 2016**

The monthly Natter 'n Noggin will take place on Monday 6 June 2016.

The June Noggin will be a social event,. Please join us to enjoy the company of friends.

Date: **Monday 6 June 2016**  
Time: **19h30 for 20h00**  
Where: **MGCC Northern Centre Clubhouse  
Corner of 26th Avenue and Umgazi Road  
Menlo Park**

## Pub Evening

**Friday 10 June 2016**

Please join us for a social evening at the clubhouse when we have our June Pub Evening.

The pub evening is a great way to relax at the end of a week, enjoy somebody else's cooking, and catch up with MG friends. The event is open to all family and friends of members.

We look forward to seeing you there!

Date: **Friday 10 June 2016**  
Time: **17h30 onwards**  
Where: **MGCC Northern Centre Clubhouse, Corner 26 Avenue and Umgazi Road  
Menlo Park**

## Pretoria Boys High Pipe Band Competition

**Saturday 18 June 2016**

We have been invited by Pretoria Boys High to attend the Second National Pipe Band Competition. While this is the day before showday, it will be a great day out! We would like to put a group of cars together to showcase the club.

The Pipe Band Competition runs from 9.00 am until 4.00 pm when it closes with prize giving and Massed Bands display. There are flea market stalls, food stalls, tea garden and other displays of scouts and motorbikes etc.

If you would like to attend, please let Claus Pille know, on [pillecd@gmail.com](mailto:pillecd@gmail.com) so that the event may be coordinated.

Date: **Saturday 18 June 2016**  
Time: **09h00 onwards**  
Where: **Pretoria Boys High School**

# Upcoming Events

## Combined Centre's Showday

19 June 2016

This year's annual showday will be hosted by the Johannesburg Centre. This is always a highlight of the MG calendar, and a great opportunity to see a great many MG's out in the winter sun!

This year's showday will be hosted at Waterfall Park, close to the recently opened Mall of Africa. This venue is a real boon for the MG Car Club, as we are only the second group to be able to use the venue following the opening.

There is plenty of space, and it would be great to make the most of it. Please encourage your friends and family to join us at the event, and to take in what promises to be an MG spectacle. If you are lucky enough to own more than one MG, please make an effort to get all of your cars there. What a great opportunity to expose a friend or family member to the joys of MG motoring!

A map is presented on the next page showing how to get there, but to make life easier (and to make an entrance) we have arranged for a convoy leaving from the N1 South Shell UltraCity at 08:15 for anybody interested. Obviously those interested in entering Concours d'Etat will need to arrive at the venue earlier to be in position by the time detailed below.

Below is a detailed preliminary programme, but a final programme will be distributed as soon as the Johannesburg Centre publish the final details:

### Programme of events

- 8.30 am All Concours d'Etat cars to be in position
- 9.00 am Judging of Concours d'Etat cars.
- 12.30pm Lunch
- 2.00pm Fire Fighting Demonstration in the Arena
- 2.30pm Concours d'Elegance in the Arena
- 3.30pm Provisional Winners announced  
Voting for CAR OF THE DAY using ballot cards provided.
- 4.00pm Presentation of Rosettes

Please encourage members, non-members and past-members to attend!

Date: **Sunday 19 June 2016**  
Time: **08h30 onwards**  
Where: Waterfall Park  
26°1.043S  
26°6.392E  
[www.theparkwaterfall.com](http://www.theparkwaterfall.com)



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## HERCAR

Restorations

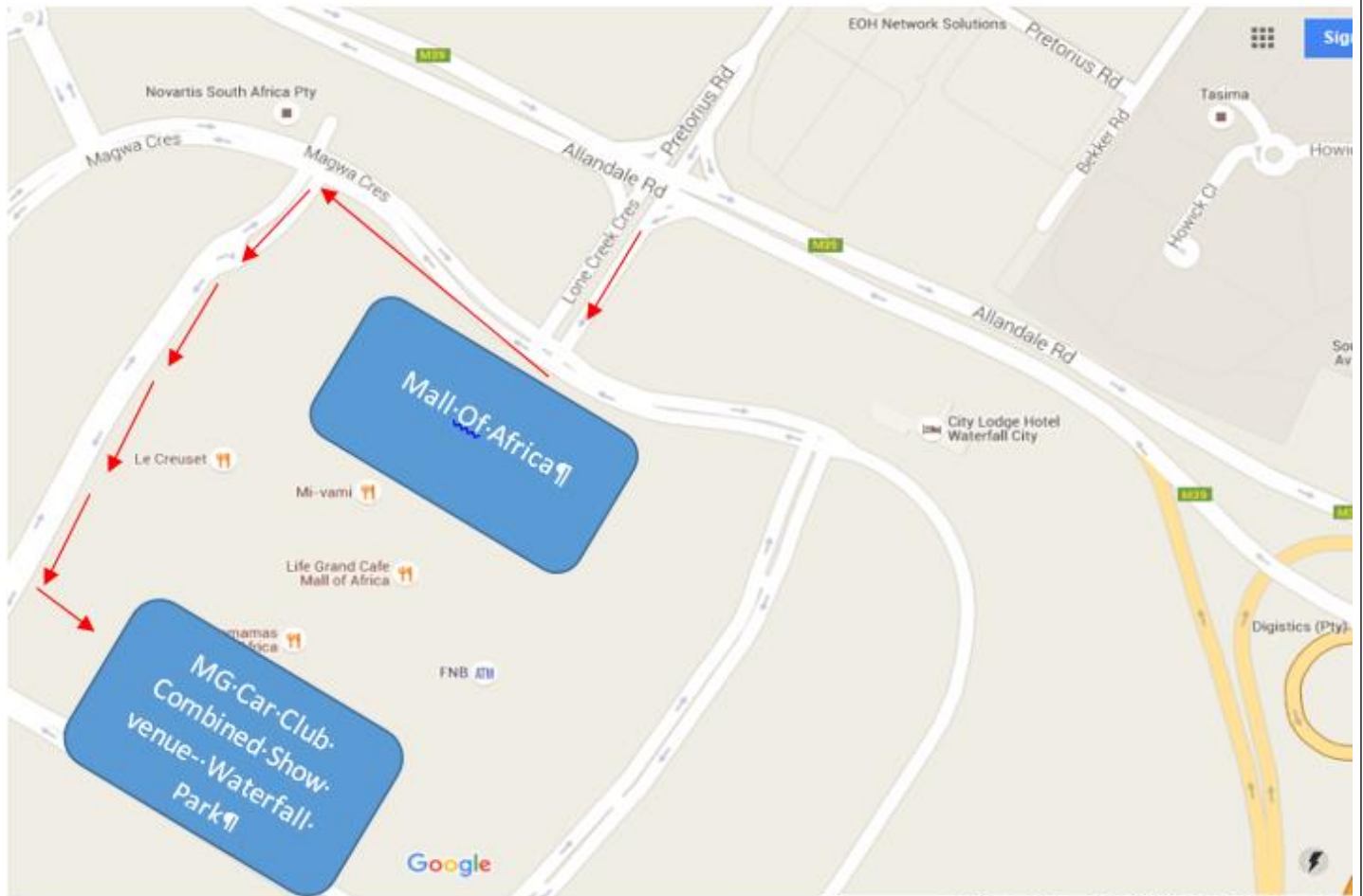
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# Showday Map, Coordinates & Directions

19 June 2016



COORDINATES:  
Latitude: 26° 1.043'S  
Longitude: 28° 6.392'E

From the M1 freeway or R55 Main road, turn onto the M39 or Allandale road. Then turn into Lone Creek Crescent which takes you to the Main entrance of the Mall Of Africa. Turn Right onto Magwa Crescent. Turn Left at the first exit and drive to the back of the mall to enter the Show venue. Signs will be posted to direct traffic.

# Upcoming Events

## Cat's Eye Trial

Saturday 23 July 2016

This year the MG Car Club will once again be hosting the Cat's Eye Trail, as last year the event was won by our very own Gary Chapman.

The event will be starting at the Clubhouse at 16:00, and will involve some driving before concluding at a familiar destination.

The details of the event are still being developed, we would love to see a strong MG Car Club representation at the event in light of the work being put into the organization.

Please made an effort to attend what is always a great event! More details are to follow in the July newsletter

Date: **Saturday 23 July 2016**  
Time: **16h00**  
Where: **MGCC Northern Centre Clubhouse**  
**Corner of 26th Avenue and Umgazi Road**  
**Menlo Park**

# Trading Post

## FOR SALE

## WANTED

1. **MGB (post 1972) Dip-Stick**
2. MG, Motoring & Motorsport Related Books.
3. 1622cc B-Series Connecting Rods

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stephendgrover@gmail.com

1957 MGA Coupe- Second hand parts which can still be restored

1. Starter Switch (3H949 – Moss catalogue).
2. Cover starter drive (AHH 5838).
3. Radiator (ARH120).
4. Grille Assembly Flat (ARH52).

Tobie Weeber  
011 675 2077

Should you wish to advertise items for sale, wanted or to swop please e-mail the editor at [Stephendgrover@gmail.com](mailto:Stephendgrover@gmail.com),



## Forthcoming Events in Brief

Point allocation c=Clubman, v= Victrix/tor Ludorum, RR=Regularity Rally, HR=Historic Racing

### June

Mon 6	Natter 'n Noggin	NC	Clubhouse 19:30 for 20:00	c
Fri 10	Pub Evening	NC	Clubhouse 17:30 onwards	
Sat 18	Pretoria Boys High Pipe Band Competition		See Page 13 for details	
Sun 19	Combined Showday	NC	08:30 onwards. See page 14 & 15 for details	c

### July

Mon 4	Natter 'n Noggin Talk by Stephen Grover on MG European Event.	NC	Clubhouse 19:30 for 20:00	c
Fri 15	Pub Evening	NC	Clubhouse 17:30 onwards	
Sat 23	Cat's Eye Trial	NC	This year to be organised by MG Car Club. Details to be confirmed closer to time	c/v

### August

Mon 1	Natter 'n Noggin.	NC	Clubhouse 19:30 for 20:00	c
Fri 12	Pub Evening	NC	Clubhouse 17:30 onwards	
Sat 23	Cat's Eye Trial	NC	Run to Fort Klapperkop Details to be advised	c