

MG Car Club Northern Centre Newsletter

July 2016 — Issue 416



Award Winners at the Combined Centres' Concours. Winners were George Schiering; Dave Goodrum (NC), Gary Chapman (NC); Bob Wilmot and Dave Lawrence

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

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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

No new members this month.

We look forward to welcoming new members next month.

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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FROM THE WORKBENCH

Bronwyn and I were incredibly lucky to spend most of the past month enjoying the MG experience of a lifetime with friends in France. The MG family really is an extraordinary thing to be involved with, and spending time in Europe with other enthusiasts certainly drove this home. After spending 2000 km behind the wheel of a T-series, I do find myself rather wanting to own one...

While we were away we seemed to miss a great month of club events! I was disappointed to miss seeing the Westaway MGB being on show in the clubhouse for the pub evening. I always enjoy parking our MGA next to the 'B, and there is always a part of me that would like to take the 'B home instead - or at least the cylinder head if nothing else! The car has been enjoyed as the designer intended for many years, and anybody who has attended a driving test will know that it continues to work hard when Dave gets behind the wheel...

The Showday, which was very well organised by our friends in Johannesburg, appears to have been a great success. I was very proud to hear that Gary Chapman had placed second in d'état and that Dave Goodrum had won the tops-only category overall! Well done! A great job flying the flag for the Northern Centre.

It looked like a great turnout of cars for the event, and a highlight certainly must have been Bob Wilmot's MaGnificent J2! Certainly that car must be once of the best MG's in the country.

The upcoming month holds some interesting events. We have once again been invited to join the Johannesburg Centre, the Mercedes-Benz club, and the Air Force Museum at Zwartkops on 2 July for the museum day.

I will be doing a brief presentation on the goings on at the European Event of the Year in France, and our drive across from Switzerland. If nothing else there will be some great photographs of some interesting MG's...

We also have the Pub Evening on the 15th. Dave Westaway will be providing his wonderful range of curry—from 50cc though 5000cc V8... This is a meal not to be missed!

We also have the Cat's Eye Trial, which for the first time in many years is being hosted by the MG Car Club as opposed to the Triumph club, and we are looking forward to a great event and strong attendance! The event will start at the clubhouse and run to Brooklyn Mall. Please join us for what promises to be a great event, with interesting questions and good fellowship.



Jay Westaway driving his MGB in anger in 1972.



Bronwyn and I on the way to Le Touquet for the 2016 MG EEOY



A combination of Technologies under the bonnet of the Westaway B. Look at the side those carbs are mounted on...

Who knows, in amongst all of the events this month I may also find some time, somewhere, to get some time in the garage and make some progress towards having another MG on the road...

We are looking forward to seeing you at some of the events coming up over the next month.

Octagonally,

Steve Grover

Combined Centres Showday

Pepi Gaspari

The annual MG Car Club combined Johannesburg and Northern Centers showday held on Fathers' Day at the new, unique venue attached to the equally new Mall Of Africa In Midrand, an event that was well attended by both clubs, with 70 odd cars in attendance ranging in age from 1933 through to 2005.

Waterfall Park is an open air venue that is designed to accommodate large musical events, but it proved to be ideal for exhibiting our beautiful MG's on the terraces facing the skyline of Johannesburg and Sandton to the South.

This year the event fell to the newly elected Johannesburg committee to organize, ably led by Rajesh Thulsie, an excellent day enjoyed by all. A big thank you must also go out to Nicola Van Kan from Bespoke marketing for securing the venue for the event at no cost to the clubs.



MGA's with Waterfall Park in the Background



A relieved Pepi Gaspari arriving, early in the morning, in PA810

On a chilly highveld morning the first cars arrived at 07h00, the Northern Center met at the service station on the motorway on route to Water Fall Park. It was with great trepidation that I set off in the PA from Gary Chapman's home with my first time passenger, Ellen Meintjies. The previous three occasions I had taken the car out for a run it had not reached its destination but with the help of Gary and Claus Pille we had changed the fuel pump the evening before show day and had not had a chance to ensure a long enough run to get rid of gremlins. So with heart in mouth and hoping not upset the day for all involved we set off for the forecourt of the service station on the motorway.

With Gary's immaculate MG TF160 as a chaperone, we managed to reach our first destination without incident, it was with a triumphant smile the PA took its place next to the rest of the cars waiting to set off for the main venue. With PA810

leading the Northern center convoy, we set off for the short distance to Water Fall Park. It was a MaGical feeling to enter the park and see all the smiles on the organizers faces when they saw the little car as we parked in the main exhibition area.

The premier competition, the D'etat cars were placed together with the Tops up category on the lowest terrace making up the focal point of Show day. The main competition saw two cars emerge as main contenders as the best car of the day, with both winning their respective categories but only a few points separating the two. It was Bob Wilmot's 1933 J2 that narrowly won from Gary Chapman's 2004 stunning MG TF160, which three weeks before show day had been on a 10km dirt road.

Another vehicle and Northern center member that won the overall Tops up category outright and coincidentally, was on the same dirt road the MG TF was on a few weeks earlier, was David Goldrum's beautiful white 1969 MGB GT. It is a great testament to both Gary and David's pride and passion that they won at show day despite using their cars regularly on all types of roads!

The rest of the cars were separated into their different models and parked on their respective cascading terraces, providing a spectacle second to none as can be seen by the photos Jooste Myburgh has posted on our Facebook page.

The adjacent Mall of Africa had ample food and beverage venues to cater for the participants and also provided a distraction for members that had needed a break from the cars. As did the allure of all the beautiful cars in the park



Bob Wilmot arriving in his stunning 1933 MG J2

provide a welcome distraction for the shoppers at the Mall.

As the day progressed the sun heated up the midday as it does in winter in these parts, with people enjoying the music provided by the organizers, the exhibition of period signs that was offered by Woes Mooi as well as Castrol presenting their classic oils and lubricants designed for classic and veteran vehicles.

Awards were presented to the winners and by late afternoon the terraces emptied as the winter chill set in with the sun fading. As any classic car owner will understand after your vehicle has not behaved and you take it on a long run, it's always with little apprehension that you set off on the journey. It was with great relief and satisfaction that we got the 1934 MG PA the 45 km back home without incident .

MaGical miles
Pepi Gaspari
MG PA810



Claus (top) and Julie (bottom) arriving on the morning of Showday



An assortment of MG's on the field at Waterfall Park



Bob Wilmot's J2 being Judged during the Concour.

Riding in Cars with Boys...

Bronwyn Grover

Well, one boy. In France. Sorry Drew Barrymore, I think this is a better story.

I'm often praised for my patience, acceptance and encouragement of Steve's "car habit". Here's a little secret, it's not awful. It's not even a little annoying. There are so few people in the world that can get as excited and passionate about anything as Steve does about cars. There's never a dull moment and I've been lucky to share in most of his adventures so far, not too forget the incredible people that we've gotten to know along the way. This time around, Steve's habit took us all the way to France! Which was awesome, who wouldn't want to drive across France in a classic car? If you want to hear more about the cars of the European Event of the Year (of which there were 400), you'll have to come to Noggin but if you want to know more about the rest of the trip, well... then here we go.



A very special MG - Philippe's very first MG.

We arrived in Geneva early Saturday morning, with an app on my phone that I downloaded the day before and a free 80 minute pass on public transport compliments of our boarding pass, we made our way to our hotel. Now in my defence, the hotel had great reviews. And it was a great hotel in a great area. In a great area if you arrived from the right side that is. Which we did. So we only discovered the dodgy neighbouring house of ill repute

and a side of Geneva we did not expect when we were leaving. As for Geneva, it is a gorgeous city. During our one full day and a good 22 km of walking we saw all of the main sights. The Jet d'Eau, the Flower Clock, the archaeological site under the oldest church in the middle of the Old Town, the United Nations and the restoration scaffolding around the Broken Chair monument. What we didn't see in Geneva were a lot of people, the streets were pretty deserted for most of the day. On Sunday we headed back to the airport and met up with our South African contingent and Philippe, our French host. We drove up to Philippe's home in Aubonne, a small town on Lake Geneva with a back drop of Mont Blanc and a foreground of vineyards. The hidden treasure of Aubonne is Philippe's most impressive car collection. In one of Philippe's garages hidden behind a single garage door in what looks like a wedge between two roads lies a 15 car cave of wonder. The most memorable cars from my side were his first MG (a red BGT) and an L1 (which is a four seater pre war MG with a slightly longer bonnet (or something, I'm still learning, there was a long description)).

On Monday we started the big drive, a two day journey from Lake Geneva across France up to the north western coast. Steve and I were in a newly rebuilt MG TF (an old one), Heynes and Ann in an MGA (a special one) and Rolf and Judie in a 'B V8. We were following Anita, Joe and José (Philippe's mechanic, originally from Mozambique) in a Nissan with a trailer. Anita was amazing with directions up front and I was only mildly panicked at being on the wrong side of the car and the road (on the second day that is, on the first day I was very panicked).

We took the back roads, through the small towns of the French country side. We stopped to look at churches, to drink coffee and only on Day 2, to eat at McDonalds. It turns out, that there aren't many places you can park a trailer in France. We knew we had arrived at Philippe's home in Aubonne by the stunning car collection on the lawn outside. An afternoon of gawking, driving and settling in to our accommodation was followed with dinner at Les Sports on the main street of Le Touquet. Le Touquet is a gorgeous sea side, small town that is a holiday home for Parisians and an always home for a lucky few. It has a long white beach, many chocolatiers



Lake Geneva at twilight with the Jed d'Eau visible



All ready for the long-road. MG TF, MRX 43 and an MGB V8. Lined up in order of cruising speed...



MMM MG's at Registration

and cafes, and occasional sunshine.

On Wednesday we registered for the event and Philippe generously allocated each South African couple a car to use for the event. Steve and I were in a TC Special. And I am now very fond of that epic little car. There was a cocktail party after registration complete with champagne (or MCC... I'm not sure which valley it came from).

The next three days hosted a series of rallies. The first one took Steve and I to Baie de Somme, only after my rally navigating took us on a major detour but turns out I can juggle a route

schedule and map in a breezy open top car and we managed to get to where we needed to be. After an impressively massive buffet lunch, we went on a steam train through the valley. The car park adjacent to the train station was filled with pre war MGs and T types. I learnt the difference between a TB, TC and TD. As for the pre war cars, I'll need a bit more practice (hint hint Franschoek nudge nudge). Dinner for the 800 participants of the event was hosted at the Palais de Congres and we were treated to the most incredible food organised by Philippe's brother, Bernard. The caterer was Michelin starred and the food was a set menu with paired wine. Wow. Participants of each country in attendance presented the hosting nation with a token of appreciation.



MG's lined up next to the railway track at Baie de Somme

Norman Ewing representing South Africa went last and gave a great speech thanking the organisers and then called up Philippe, presented him with a wooden octagon and sincerely thanked on behalf of the South Africans for his generosity and hospitality.



A line-up of MGA's and YT's at the ladies Rally.

The second rally was deemed a Ladies' Rally. The ladies drive the route and the men navigate. I navigated this rally as well, without a problem. Because all of the instructions were to go straight! A bit unfair maybe? We toured the town of Rue (accidentally stumbling upon the tour group after we had successfully found some "café!"), had lunch in an Abbey and walked around the adjoining flower garden. The rally culminates in a parade up the main street of Le Touquet in which all of

the participants dress the part. A quiz night followed another sensational dinner (which included aperitifs, paired wines, the most perfectly done steak and I dessert I couldn't finish and couldn't take home). A quiz night for 800 people might seem like a bit of an overly ambitious undertaking but each table submitted answers via a website and it worked brilliantly.

The third rally took us to the Blockhaus d' Eperlecques. We got lost again, but had great fun problem solving the route map and enjoyed the comradery of all the other lost participants. We were meant to tour the Blockhouse at 10.30, when we arrived at 10.25 we were only the fifth car to get there. The others were still out accidentally exploring France. The Blockhouse was fascinating, it was originally built as a V2 missile launch site by the Germans but was then bombed. So they decided not to launch missiles from there but continued to construct a liquid oxygen plant for fuel for the missiles... and then it was bombed again. So they stopped. We then headed out to the La Coupole, a bunker that used as a V2 launch base and missile storage. Leaving here we got caught in rain in a car with no weather kit. Driving through tiny little French towns, in an open TC, in the rain... I think this experience was my favourite part of the whole trip.

The final day of the event involved a display of MGs across town. The pre-war cars were in the market square, the T types were outside the Palais de Congres, the A's were parked along the main street and the B's and moderns were adjacent to the sea. After yet another incredible meal (which included a French take on paella) and Steve was announced the winner of the photo quiz.

The days following the event we toured the historical sites of the countryside with the South African group. Now you might be asking "But what did you see?" or maybe "But what did you drive?" instead I'm going to tell you what we ate. Every morning we started the day at Philippe's home and were treated to the most incredible spread of fresh loaves (French loaves... obviously. Bought everyday from a local bakery), a selection of cheese, jams, cured meats, eggs, yoghurt, spreads and perfect strong coffee. If we were travelling without Philippe, lunch was usually something quick and efficient with a pastry from a patisserie as a late afternoon treat. If we were travelling with Philippe, then lunch was a two hour occasion at a small restaurant with waitresses that only spoke French and served food I wish I could pronounce or spell but will forever remember. For dinner we tried several restaurants in Le Touquet, enjoying the seafood pots and beef stews and extensively sampling French wines.

Eventually the time came for the South African group to head back to Aubonne. Heynes and Ann led in a Jag Mk 2 and four MGs followed them. Ann was armed with a map and so we made our across France with no French speaking guide and no trailer this time. Steve and I in the TC without weather kit (Philippe insisted I wear his jacket, so I had three jackets on and felt and looked with a marshmallow for the first stretch). Norman and Pat were in the MGA (the special one), Anita and Joe in the purple 'B V8 (lovingly referred to as the Jacaranda) and Rolf and Judie in the maroon 'B V8. It was a smooth drive, with a few rainy sections and a few coffee stops.

After arriving back in Aubonne, we all got ready to go our separate ways. We celebrated the end of our awesome adventure with a toast to Norman for organising and to Philippe for his inspirational generosity... and before I forget, a Swiss cheese fondue for dinner.



The group of intrepid Travelers, and our a very special TC "Special".

A MaGical MG Experience...

Stephen Grover

Growing up with the MG Car Club I have always been inspired by the tales that enthusiasts had about International Travels in MG's, the people who were met along the way, and the incredibly experience gained. So, needless to say, I didn't need very much convincing when my friend Norman Ewing suggested that we should join him on a trip to Europe to attend the 2016 MG European Event of the Year...

And so it came to pass that on 4 June 2016 Bronwyn and I boarded a flight destined for Switzerland where we would meet up with other Enthusiasts and the co-ordinators of our expedition Norman and Philippe Douchett.



Mon Ami Mates
Philippe and Norman



TF at speed and at a standstill, in rural France.

an L2 through to a MG SV, with everything in between, including the Harewood special and K3026. A car which particularly caught my eye was a TC special done in the style of a MMM car – a very interesting take on the T-series theme.

While we were getting settled in Bronwyn and I were offered a very nicely prepared MGB GT V8, with an incredibly purple interior! (After driving a B V8 I now look upon Gary Chapman's V8 build with heightened anticipation. A rover V8 in a B really is a wonderful combination).

We attended registration, which was a marvel of organisation – as was the entire event. With 400 entries, 400 cars and around 800 people it was incredibly to watch the event unfold like clockwork over the course of the five days. The

After a night spent in Aubonne and preparing the cars, we were off on our driving expedition across the mountains and into France. We were a convoy of three MG's – a TF Midget, an MGA and a MGB V8. The drive across the mountains was mechanically uneventful, with the exception of the MGA getting a bit hot under the collar and the MGB's fuel gauge not working. The scenery was stunning, and the weather played along exceptionally well.

I will be the first to admit that I hadn't spent very much time behind the wheel of a T-series, but that was all to change on this trip, and my life certainly better for it! The TF ran beautifully, but after only ever driving long distances in MG's with overdrive ratios the direct top-gear took some getting used to! This TF was also particularly undergeared, with 110km/h coming at about 5000rpm – this gearing did give the TF a reasonable urge though, which was great.

We stuck to the back-roads as much as we could. Better to drive and better to see the countryside.

Arrival in Le Touquet was the beginning of a MG extravaganza the likes of which I have only dreamed about! We were glad to be welcomed by Philippe and Norman who had gone on ahead to prepare for the event. We were thrilled to meet more MG family, and get start to get to know the people who we would be spending so much time with over the next two weeks. There were all sorts of wonderful and interesting MG's at Philippe's house – from

format of the event was as follows:

- Day 1: Registration and Welcome
- Day 2: Choice of four rallies, from 137km to 265km.
- Day 3: Ladies Rally or Track-day at Abbeville
- Day 4: Choice of four rallies – as for Day 2
- Day 5: "Showday" with displays across town of different types of MG's

I was delighted when, after the registration, Philippe suggested that we use the TC for the duration of the event. He had been hesitant to allocate it because it had not weather kit, but this was not something to deter Bronwyn and my enthusiasm for the car, or the event.

We did three rallies, and did not do the track day – although I think that the track day could have been fun in the TC, it was better to drive cross-country and see some of the scenery. I must add that Bronwyn did an incredible job navigating the event, and I would have no hesitation in now tackling a classic rally with her. Bring on Mille Miglia...



Harewood special and TC side by side.
Wonderful cars to be able to enjoy

The TC performed faultlessly, and running HS4 carbs, no air-cleaners, no interior except the bucket seats, no weatherkit and an all Aluminium body it went incredibly well! What a wonderful car – I would love to build something similar, maybe when the J2 is complete... (The car to build, in this spirit, would probably be a TB – of which there were several on the event – which is equipped with sliding trunion suspension rather than the shackled suspension of the TC. It is also eligible for the Mille Miglia... So if anybody knows of a TB chassis let me know – all I need is a chassis!)

Another very interesting car on the event, which was driven for the duration by Heyns and Ann Stead was the Harewood special. A car built in 1954 for Ernest Harewood, based on a Lister type 51 chassis with TB rear end, Y-type / TD front suspension, TC gearbox and a very hot XPEG (1500cc) motor with a Laystall Aluminium Cylinder head. A very special car, very quick, and rather hard. I admired the Steads driving it over the

course of 500km of country roads!

Norman and Pat did the event in the ex-works MGA MRX 42, which competed in the Liege-Rome-Liege rally. A very special car with many interesting period features.

Other cars taking part in the event included the Ex-Evans NA Bellevue Special which now belongs to Philippe, as well as a very good replica of the car. There was also the replica of EX182, the all Aluminium MGA prototype which ran in Le Mans in 1955. Also taking part in the event was the original 1956 Mille Miglia MGA MBL867—this car, driven in the event by Nancy Mitchell, is still owned by her family. It is also the earliest MGA known to exist—the 5th produced.

There were many J2's P-types and even an L1 Saloonette which was a joy to see. It was very exciting to see a beautifully presented ND, as well as two TB Monaco bodied cars.

I was very lucky, over the course of the last day of the event, to drive an L2 with a pre-selector gearbox and the Harewood special. It was humbling to see how generous Philippe was with his incredibly scarce and special cars. I aspire to be as generous with the keys of my cars as Philippe was over the course of the time we were there.

The MG Event was exceptional. New friendships were made, and old friendships were strengthened.



In the Bellevue Special with Jose and Norman telling the history.



MBL867 on display with other MGA's at the showday on the last day of the event

After the event we did some touring of the areas around Le Touquet, seeing Delville Wood and the exceptional museum in Albert, as well as the main palace and cathedral in Arras. We also took in some of the Atlantic Wall, Wellington Quarry in Arras and the preserved trenches at Vimy. The cathedral in Amiens was truly spectacular, as was the fortified city of Montreuil. There was just too much to describe! Certainly a personal highlight was spending time on the Great War battle fields, and coming to grips with the incredible loss of life suffered in an effort to preserve our ideals of freedom. A humbling experience.

The drive back was wonderful! Bronwyn and I were thrilled to be back in the TC after a few days spent in the cosseted environment of modern cars, and a bespoke Jaguar Mk2. We left in relatively heavy rain, which was an interesting challenge and a good test of our weather-proof clothing (which it passed). It is always fun to drive towards a destination, and it was nice to be on the long road back to Switzerland. The TC performed faultlessly, and I



Heyns and Ann in the Harewood Special.
The MG they used for the event

thoroughly enjoyed driving it enthusiastically through some of the tighter sections of road.

After an overnight in Troyes we hit the road for the last leg of our journey to Switzerland. The drive went well, but we were in for an absolute treat on the mountain pass crossing between France and Switzerland. Wet conditions prevailed on the French side, to the point where it was necessary to drop the Aero-screen on the TC and endure the weather for the sake of visibility, but even heavy rain couldn't ruin the joy that was crossing the Jura Mountains in that wonderful TC! And then the weather broke, and there was sunshine and dry roads on the other side – descending that pass, with a view of Lake Geneva is something that I hope to remember forever! Wonderful.

Bronwyn and I are very lucky to have taken part in this MaGical experience. None of it would have been possible without the tremendous generosity of Philippe Douchet and the enthusiasm of my friend Norman Ewing. We owe a tremendous



Norman alongside MRX 42, an ex-works MGA in which he has done many miles.

debt of gratitude to these two enthusiasts! Thank-you. Merci.

Now. What's next??



Behind the wheel of the TC. A great place to be, whatever the weather conditions.



Bronwyn and I in full weather gear while climbing the mountains out of France

Upcoming Events

Combined Clubs Zwartkops Air Force Museum Day Saturday 2 July 2016

This year we have again been invited to join the Air Force Museum, Mercedes-Benz, and Porsche Clubs for a day at Zwartkops Airforce Museum.

The consists of an open day at the museum, cars on display on the apron, and air crafts overhead.

Tickets (R50), entitling the holder to a drink, boerewors roll, and a ticket into the raffle to win a flip in one of the museum's aircraft which will be flying on the day.

This is always a great event, and enjoyed by all who attend.

Date: **Saturday 2 July 2016**
Time: **08h30 onwards**
Where: **Zwartkops Airforce Base
Old Pretoria Road
Valhalla**

Natter 'n Noggin Monday 4 July 2016

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

At the July Noggin Stephen Grover will be presenting on the recent MG European Event of the Year hosted in France. Please join us for a brief social evening and a presentation on the event and associated MG travels.

Date: **Monday 4 July 2016**
Time: **19h30 for 20h00**
Where: **MGCC Northern Centre Clubhouse
Corner of 26th Avenue and Umgazi Road**

Johannesburg Noggin Thursday 7 July 2016

We have been invited to join the Joahannesburg Centre for their July Noggin, where club stalwart Stewart Cunningham will be presenting on the management of the "Champion 500" relay race held at Zwartkops in 1989.

Please join us in attending this interesting presentation on an unlikely MG success.

Date: **Friday 7 July 2016**
Time: **19h30 for 20h00 onwards**
Where: **Old Edwardians Club, Houghton**

Upcoming Events

Pub Evening

Friday 15 July 2016

Please join us for a social evening at the clubhouse when we have our July 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 15 July 2016**
Time: **17h30 onwards**
Where: **MGCC Northern Centre Clubhouse, Corner 26 Avenue and Umgazi Road
Menlo Park**

Cats Eye Trial

Saturday 23 July 2016

This year the MG Car Club will be hosting the Cats Eye Trial. For many years this has been a combined event with the Pretoria Triumph Sports Car Club, and we are looking forward to spending the evening with them.

The event will take the form of a "Treasure-Hunt", or "Trial". We will start at the clubhouse, where following a brief social we will head through to Brooklyn Mall.

There will be clues on the way to, as well as inside, Brooklyn Mall. Once all the clues have been answered we will retire to a restaurant for dinner and for the "Chief Scorer" to compile the results.

This promises to be a great event, and we are looking forward to retaining our "crown" in the event. Please join us for a fun afternoon and evening.

Date: **Saturday 23 July 2016**
Time: **15h30 onwards**
Where: **MGCC Northern Centre Clubhouse
Corner 26 Avenue and Umgazi Road
Menlo Park**



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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
4. MG TB/TC Chassis and Components

Stephen Grover
082 818 0540
stephendgrover@gmail.com

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

Forthcoming Events in Brief

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

July

Sat 2	Airforce day	JHB	Zwartkops Airforce Museum 08:30 onwards	
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 21	Indaba Media Day	NC	Run to Fort Klapperkop Details to be advised	c

September

2—4	National Indaba.	NC		c
Mon 5	Natter 'n Noggin.	NC	Clubhouse 19:30 for 20:00	c
Fri 25	Braai Run	NC	To be determined	c