

# MG Car Club Northern Centre Newsletter

January 2018 — Issue 433



MG's at Zwartkops to spectate the Racing

## **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

## New Members

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

## 2017-2018 Committee Members

Stephen Grover Chairman, Newsletter & Points Register	082 818 0540	Stephendgrover@gmail.com
Steve Eden Treasurer, Vice-chair & Membership Admin	082 372 8740	stevejreden@gmail.com
Richard Grover Secretary	082 650 2079 011 896 2627	richardgrover@me.com
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Geoff Cunnington	082 644 1621	frodo@telkomsa.net



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# FROM THE WORKBENCH

The new year is now well and truly underway, and the holidays—regardless of how much or how little you managed to get done in the workshop—are now a distant memory. However, the club has been very busy and there are more exciting things afoot.

We had the first Noggin of the year in the middle of a heat wave. Cold beers were consumed to offset the heat and we did the meeting outside as the clubhouse was simply too hot to allow us to generate even more hot air! A good time was had by those who attended, and it was nice to be able to enjoy our South African weather to the full.

The January event was racing-centred, with the club converging on Zwartkops to watch those with unrivalled enthusiasm take to the track to test Car & Driver to the limit. On a day that started with very wet weather and got progressively dryer and warmer the MG's performed well. It was a treat to see MGA's, MGB's, Midget and Mulette on track! Also special were the single seaters which competed—with Heyns Stead having brought the Les Miller TC Special "Spider" up from the Cape for the event and Stuart Greig taking overall honours in a Lotus 51 superbly built by Bob Baylis.

This year is a particularly special year, with the club turning 40 years old. As with all significant birthdays we plan to celebrate thoroughly. There are a number of events arranged to commemorate this occasion.

- The February Pub Evening will be hosted on 9 February, which is the closest Friday to the birthday of the club, where we will be treated to a meal prepared by Tony & Annette Craddock, this being highly appropriate as Tony was a founding member of the club.
- The February Club Event is what has now become our annual Brooklyn Mall Timeline. To commemorate our 40 years we are planning to have 40 cars on display - for this we will need all cars & hands on deck, so please let us know if you would like to be involved as a marshal or to display a car. Or better, both.
- At the March Noggin we will host a number of early members who are travelling from far and wide to join us. They will regale us with tales of the early days of the Northern Centre, and the establishment of our cherished clubhouse.
- In August, as spring starts to sprung, we will be heading to Hazyview to spend a weekend in one of the most beautiful parts of the country. Please book for this, as advertised elsewhere in the newsletter.

Less dramatic than the 40th anniversary activities, but just as important, we will host our AGM in February. This is a very important day in the life of the club and we hope to have a good turnout to support the Committee who is working tirelessly (sometimes running flat) to keep the club dynamic and moving forward.

For now, please get out and about and enjoy your MG! We are looking forward to seeing you at an upcoming event.

Octagonally,

Steve Grover

# Zwartkops Passion for Speed



## Membership fees for 2018

A note from the Treasurer.

As the end of the year approaches it is time to consider the membership fees. The Club's finances are relatively healthy at present but as I am sure you are all aware costs are increasing on a daily basis.

Our rent has increased substantially, water and electricity costs have increased, maintenance, gardening and cleaning costs have also increased, as has the security armed response. The falling value of the Rand has also increased our affiliation fees paid to the MG Car Club and MG Owners Club.

In addition, despite our alarm system we suffered another break in, with associated costs due to loss of regalia and repairs to the property. Our security provider has since been changed.

To ensure the ongoing viability of the Club the Committee has reluctantly agreed that fees must increase for 2018.

### **From January 1, 2018,**

- \* Full annual membership will increase to **R390, or R350 if paid by EFT**
- \* Country/student membership will increase to **R230, or R190 if paid by EFT**
- \* Joining fees will increase to R200, remember, this amount is to cover administration costs and a personalised membership badge.

Regards,  
Steve Eden

## AGM - 5 February 2018

In terms of the Constitution of the MG Car Club Northern Centre (MGCC-NC) notice is hereby given that the Annual General Meeting of the MGCC-NC will be held on Monday Feb 5, 2018 at the Clubhouse, 26 Umgazi Road, Menlo Park Pretoria, at 20h00.

In terms of the Constitution three existing Committee members must be carried over to serve on the 2018 Committee. Nominations are required for a minimum of a further four candidates to fill the remaining positions.

Nominations, signed by the nominator and nominee, must be submitted to any Exco member before 20h00 on Feb 5, 2018.

Any member, wishing to add an item to the AGM agenda for discussion must submit a suitably motivated request, signed by five members, to the Secretary before January 30 2018.

### Nomination Form for 2018 Committee

I, ..... Being a member in good standing of the MG Car Club, Northern Centre, hereby nominate ..... to stand for election to the Club's Executive Committee.

Nominator Signature:..... Date: .....

I accept the nomination and agree to serve on the committee if elected.

Nominee Signature: ..... Date: .....

# Know the Members

Trevor Beddy

## Responding to questions posed by Helgard Muller

1. *You are obviously a petrol head, but why MG?*

I should be flattered to be called a petrol head. The fact is, I have a very limited knowledge of internal combustion engines and only a passing interest in motor sport as such. Therefore I'm not sure how my interest in sports cars developed. However, my first association with MG was around 1948 when I saw a black MG saloon car, no doubt a Y Type, parked in front of Raworths Chemist in Church Street, Pretoria. Anyone remembering Raworths will date themselves. My mother worked for the owners, the Anderson family after my father was killed in action in WWII; in fact they offered her a job after this happened. These fine people were patriotic Scots and very kind to us at a difficult time of our lives. Anyway, this little car captivated me and I unrealistically, but with the innocence of my extreme youth, tried to persuade my widowed mother to buy one. Of course this was well beyond our reach financially. Later, around 1950, my mother and I visited well-to-do family friends of my mother's in Nelspruit. They owned the Paragon Hotel and later Sabie River Bungalows in Hazy View (now the Sabie Sun). They had a son, Peter, who was about two or three years older than me. He was twelve at the time and the fortunate recipient of a brand new red MGTD as a birthday gift from his parents. Peter was a very good friend and almost like an elder brother to me. Consequently, he generously invited me to accompany him on many drives in his car, always with the top down and at speed. It is illustrative of the times that in a small South African town as Nelspruit was in those days, Peter at the tender age of twelve managed to get away with driving on public roads while considerably under age. An amusing story attaches to this as well which I won't recount here. Anyway, we also drove to Barberton on several occasions with a Mauser .22 rifle tucked away in the space behind the front seat, looking for, as Peter put it, "birds with strange looking feathers". These guinea fowl were always "potted" on private property behind barbed wire and I was the fetcher, oblivious to the risks involved; wonderful days that I have never forgotten. This must have had a subliminal effect on my attachment to MGs in later life. Who knows? Incidentally, Peter and I are still good friends and he was thrilled to hear that I had acquired a TD. Foot note: Sadly, when my mother's financial circumstances changed for the better, she bought a second hand 1948 Chev Fleetmaster and not an MG! Consequently my later automotive orientation should have been American and not English.

2. *What was your first MG and how and when did you get hold of it?*

My interest in sports cars only developed once I joined the Navy in 1956. In those days it seemed as though every young naval officer or Midshipman had to have a sporty looking car to go with "All the nice girls like a sailor" image. I later found out that it could be a decided disadvantage as well. Thus, just like George, I started off with an "everyman's car", the ubiquitous Volkswagen and not a Morris Minor, being my plebbish preference. The first one I acquired was a split rear window version which I now wish I had kept. This was followed by a new 1958 1800cc VW sedan which I managed to roll and write off spectacularly at top speed on the national road outside Beaufort West in 1960. There is an interesting story behind this incident as well. I later replaced the "Volksie" with an Auto Union 2000 which I had to sell two years later at the end of 1962. This was when I was selected to do a Long Gunnery course with the Royal Navy at the training base HMS Excellent in Portsmouth in the south of England. Enter MGB! Finally this was my chance to acquire my first sports car at duty free prices as the "long course" would occupy most of 1963, thus qualifying me for a duty free purchase. As all MGB owners would know, this was the three bearing crank, pull-handle version. I would then join our brand-new Type 12 frigate, SAS President Pretorius, for its operational work-up in Portugal and then take passage in her back to South Africa via Gibraltar (Ava Gardner) and various interesting West African ports and places - including being buzzed by a WWII Spanish Airforce Heinkel 111 in the Bay of Biscay.

In those days you could have your car built to spec, which was then assembled accordingly in the BMC Abingdon factory. I had ordered a MGB roadster with fold-away hood, overdrive, red upholstery and tonneau, and an Old-English -White paint job. White was a very popular colour in SA then as well as being practical to have in a hot climate. Collecting this little gem at the factory outlet was an experience to remember. I would wager a guess that very few South Africans have had this unique opportunity? I drove this little car for about a year in the UK exploring the beautiful country lanes and interesting pubs of Hampshire, Devon and elsewhere and then for nine happy years in SA. During this time I pranged it once in wet weather near Clovelly and had to wait six months for a replacement left fender - and thereby hangs another tale. I eventually sold it for more than I had paid for it. Cutting a long story short, it was only in 2008 that the bug bit me again and in my dotage, with a rush of blood to the head, I became the proud owner of a 1965 Mk1 MGB roadster (five bearing crank) and a short while later a 1950 MGTD - both of these thanks to Ivan De Clerk's assistance and ministrations and later some very good advice on authenticity from my good friend Esra Martins, which has served me well. Hence, I tend to place a lot of emphasis on my cars being correct technically although I also bow to the tenets of safety and reliability.

3. *Restoration work done on this MG?*

According to the former owner of my "newly acquired" MGB, Johan Kruger, who is also a club member but now a resident in "Paradise" at Natures Valley, the following regarding restoration: Dave Wheeler was the mechanical restorer (rebuilder) of my MGB's suspension, gear box, differential and electrical system and more! He essentially put the car together. A former founding club member and respected mechanical expert, Clive Mulder, sourced a new engine block as the original was cracked and then rebuilt the engine. In the process he did some undisclosed "special things" to it which makes it go really well. The excellent body work (panel beating) and painting was masterfully done by Joe de Castro. The BRG paint work is still in mint condition and results in many complimentary remarks from observers. I had in fact bought a very well cared for MGB from Johan for which I am most grateful. Incidentally, Johann told me that he once did a measured 199.6kmh in this car with his wife Ilsa on board, as well as luggage. This was on the way to the Indaba in Graaff-Reinet some years ago and achieved after crossing the Lootsberg Pass. Frightening!

4. *Are there any other MGs or any other classics in your garages?*

Yes, as mentioned previously, a rebuilt 1950 MGTD, Dumb-Iron number 4328, which I thoroughly enjoy driving. Dave Wheeler completed the 3 year rebuild 4 years ago and it is still going strong. Only the side screens are very disappointing and quite simply don't fit – Dave has tried his utmost. These are in need of special adjustment i.e. serious fettling. This is a concourse disqualifier and in essence precludes me from entering serious competitions! Perhaps a good thing as I'm getting old and lazy. Nonetheless it enjoys much favourable comment wherever it goes. The T-Types are beautiful cars, as are all the rare forerunners. We are very privileged to own some of them, albeit only temporarily.

5. *What does the MG Club mean to you?*

I have been a team person all my working life, due mostly to my naval training and sea time. Hence teamwork and friendship/comradeship are very important to me. These qualities are to be found in abundance in our club's membership and therefore the excellent spirit that exists within. It is the club's lifeblood and strong point that makes it a happy and successful motoring club. Long may it endure as such.

6. *What do you like about your MG?*

Both my cars give me endless pleasure. There is nothing that I don't like about them. They give me joy when driving them and even simply looking at them WITH A GLASS OF BEER IN MY HAND. When observers enjoy seeing them I take time to tell them something about the cars, as I hope we all do? Always be kind - this sells the breed. Driving old technology is particularly pleasing to me and fascinating to the onlookers of all ages.

7. *What frustrates/annoys you on your MG?*

Regarding my MGB, I can't think of anything other than a persistent water leak around my MGB's dashboard extremities when it rains as well as small oil leaks underneath the car - which are contained but not sorted. My original MGB was as near waterproof as can be – and in Cape weather! We all know that these cars leak oil as a standard feature. As for the rest, the MGB performs excellently in all respects and has taken me to Cape Town and back twice without letting me down. A burnt generator bush was due to my lack of knowledge of generator maintenance and no one else's fault. I have not done any long runs in my TD other than to Hartbeespoort Dam and Benoni /Johannesburg and all excursions have been uneventful other than for a burst brass carburettor fuel line a while ago. This could have been disastrous had the fuel caught fire. The only thing that bothers me is a rather noisy gear box which hums and grinds melodiously on a longish haul. Perhaps this is par for the course? Needless to say - I now carry an extinguisher in the TD.

8. *Before driving off on a run what items are on your checklist?*

On a local run, nothing special. Fuel, oil and water of course as well as brake and other fluids need to be checked as a standard drill. Tyre pressure is most important. "Take-alongs" are: "Spinner spanner", spinner hammer, dipstick, jack and tommy bars as applicable, spare can of coolant and a tow rope. Surprise leaks on old cars are always a possibility hence the monitoring of the condition of all rubber and brass piping is essential. Don't forget the duct tape and "bloudraad! I ran out of fuel once and was not allowed to forget it by the club members, resulting in me becoming the recipient of the inglorious BGT trophy. Once bitten!

9. *Do you drive with a full set of spanners?*

What essential tools do you take along on a run? I take a basic set of spanners on a club run, but more on an overnight long run. I have compiled a well-planned list of essential items for long hauls which I will submit to the editor of our newsletter in due course for his consideration as a newsletter submission. Incidentally, obtaining original tools for both the MGB and TD (T Types) is a daunting task. The Internet is helpful with identifying the TDs original tool kit, but to obtain original items is difficult. Both cars tool kits were very rudimentary, hence my view that the tools were easily disposed of by owners for more modern kit. I would hazard a guess that the TDs tools are easier to source than the MGBs, which are in essence cheap and nasty, but very hard to find. Surfing the Internet is useful and importing good copies from Australia is an expensive option. I have managed to source some handy items for my TD but not the correct spanners. Any offers?



10. With R 20 000 what would you add or modify on your MG?

MGB – Nothing really. My TD has a noisy gear box as I have mentioned. I would like to have this properly investigated. An alternate wish would be to acquire the correct replica tyres for my TD, which are very expensive and probably of dubious quality and durability? On the other hand, this is not an essential acquisition. I'm happy to be safe with moderns.

11. If you can wish for a "barn find" like stumbling on this absolute classic beauty in restorable condition available at an affordable price-highly unlikely but- what car would be your wish for?

Hoo boy! MG Type J3 (with supercharger). Hence I envy Stephen Grover and wish him all the best for a successful restoration of his J2. I hope that I live long enough to be able to cadge a ride when his car is done (ED: Thanks Trevor—hope you have no plans to go anywhere anytime soon), but I would not place any bets! A MG PB OHC would be very nice indeed but I wonder if any ever reached SA? (ED: Indeed there were. There are currently two in Pretoria...) One could go on and on.....!

Editors Note: Thanks Trevor for taking the time to answer Helgard's questions so thoroughly, it certainly makes for an interesting read. Also thanks to Helgard for the idea and ongoing interviews.

## Trading Post

### WANTED

1. MG Related Magazines & General Classic Car Books & Magazines
2. MG, Motoring & Motorsport Related Books.
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# Upcoming Events

## Pub Evening

**Friday 9 February 2018**

The February pub-evening will be the celebration of the club's 40th year. Catered by Annette & Tony Craddock it promises to be an outstanding event.

Pub evenings are a great way to get to know the members of the club, and unwind after the week.

All are welcome.

We look forward to seeing you there.

Date: **Friday 9 February 2018**  
Time: **17:30 onwards**  
Where: **MG Car Club Northern Centre Clubhouse**

## Brooklyn Mall Timeline Show

**Saturday and Sunday, 16-17 February 2018**

Following the success of the previous two years' events we have again been approached by Brooklyn Mall to do a timeline at the mall in 2018.

The event is a great opportunity to showcase our cars to the general public, and to generate enthusiasm for the MG marque. We try to have a good cross section of cars on display, ranging from the earliest examples to the latest & from concours examples to restoration projects.

If you would like to get involved, either as a volunteer to man the stand, or to display your car as part of the event, please contact Pepi Gaspari or Stephen Grover.

We will also host a club evening on the Saturday evening where all members will be invited to meet at the display to admire & discuss the cars.

Date: **Saturday 16 February to Sunday 17 February 2018**  
Time: **All day**  
Where: **MG Car Club Northern Centre Clubhouse**

# Pub Evening & Awards Evening

Friday 16 March 2018

While we typically host the Awards Evening in February this year we have moved it out by a month to accommodate the 40th birthday celebrations. Please join us for an evening of fun celebrations & camaraderie.

Pub evenings are a great way to get to know the members of the club, and unwind after the week.

All are welcome.

We look forward to seeing you there.

Date: **Friday 16 March 2018**  
Time: **17:30 onwards**  
Where: **MG Car Club Northern Centre Clubhouse**

## MG Boot Sale

Sunday 25 March 2018

We are planning an MG and motoring orientated Boot Sale on 25 March 2018. We have extended the invitation to the Johannesburg Centre, and hope for a good turnout at the event.

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 March 2018**  
Time: **10:30 onwards**  
Where: **MG Car Club Northern Centre Clubhouse**



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# MG Car Club Northern Centre

## Ruby Anniversary

### 23 - 26 August 2018



The MG Car Club Northern Centre reaches the age of 40 in 2018.

To celebrate this milestone it has been decided to have a weekend away in Mpumalanga. The roads in this area are scenic, extremely enjoyable to drive in an MG, and the views magnificent.

We will stay at the Numbi Hotel in Hazyview, this hotel has been used for Magnum Rallies and other motoring events and the owner is a keen motoring enthusiast.

The proposed programme for the weekend is :-

Thursday 23/8	Drive from Pretoria to Hazyview, individually or in small groups via Lydenburg & Long Tom Pass. Evening meal at Hotel
Friday 24/8	Breakfast at Hotel Morning - visit White River Motor Museum, lunch at Casterbridge Centre for own account. Afternoon - free time. Evening meal at Hotel
Saturday 25/8	Breakfast at Hotel Scenic Drive with possible "Treasure Hunt". Lunch at Blyde Canyon Forever Resort. "Gala evening" and prize giving at Hotel
Sunday 26/8	Breakfast at Hotel, depart for home in own time

**All this for only R6500 per couple, R3900 single, R3300 single sharing**

- \* Accommodation Thursday, Friday, Saturday
- \* Breakfast on Friday, Saturday and Sunday,
- \* Supper on Thursday, Friday and Saturday
- \* Lunch at Blyde River Canyon on Saturday.

Entries are limited. We have 25 twin bedded rooms available, ie a maximum of 50 persons. The event is restricted to MG Northern Centre Members driving MGs and their partners only. Single persons sharing may bring their own MG. If you wish to share, please indicate with whom.

Ensure your place by registering and paying a R500 intent deposit before end January 2018. Final payment details to be issued later.

Payment may be made to the Club's account "MG Car Club-Northern Centre" with First National Bank, Branch Number 252045, Account Number 62363284359. Please put your name and 40th as the reference.

Please supply the following information to [mgcarclub.nc@gmail.com](mailto:mgcarclub.nc@gmail.com) when you pay your deposit.

MG Car Club - Northern Centre 40th Anniversary - 23rd to 26th August 2018					
Please indicate	Name	Member no	E mail address	Car	Cost
Entrant					Per couple R6500
Partner					n/a
Single					Single R3900pp
Single sharing					R3300pp
Sharing with					R3300pp

## Forthcoming Events in Brief

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

### February

Mon 5	Club AGM	NC	Clubhouse 19:30 for 20:00	c
Fri 9	40th Anniversary Celebration Pub Evening	NC	Clubhouse 17:30 onwards	
16-17	Brooklyn Mall Show	NC	We will be exhibiting at Brooklyn Mall over the weekend..	C

### March

Mon 5	Natter ' n Noggin	NC	Clubhouse 19:30 for 20:00	c
Fri 16	Pub Evening	NC	Clubhouse 17:30 onwards	
Sun 25	MG Boot Sale & Swop Meet	NC	At the Clubhouse from 10:30 onwards	C

### April

Sun 1	Angela's Picnic		Details to follow	
Mon 9	Natter ' n Noggin	NC	Clubhouse 19:30 for 20:00	c
Fri 13	Pub Evening	NC	Clubhouse 17:30 onwards	
Sun 22	Monthly Run	NC	TBD	C

### May

3—6	National Indaba	National		
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