



# MG CAR CLUB NORTHERN CENTRE NEWSLETTER

July 2018

Issue 438



# MG CAR CLUB NORTHERN CENTRE

A Warm Welcome to our New Members



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Meetings are usually on the  
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All articles, photographs and ideas are encouraged



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

### Second Half

July begins the second half of the year - and the promise of second chances.

A warm welcome to a tiny Robin to herald the end of winter and an opportunity to name our Club's herald.

221 Races again and a second Race update from the Youth Project.  
A Trip to the Sea and the Social Evening.

Two outings reviewed and a choice of Two Runs next month.

Have a second breakfast and Enjoy. Twice.



*Robin's debut in iris blue!*

Congratulations  
Stephen + Bronwyn  
Welcome to  
**ROBIN CAMDEN  
GROVER**  
3 July 2018



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*Marcelle and I wish to thank you and the MG family most sincerely for sending us the most beautiful arrangement of flowers and for the support you gave us at Charnee's memorial service.*

*We were deeply touched by these generous gestures.  
Please convey our thanks to all.  
Love from the Beddy Family.*



# Northern Centre Newsletter

*What's in a name?*

**'What's in a name? that which we call a rose  
By any other name would smell as sweet'**

Shakespeare really knew what he was talking about when he wrote that. From the earliest publications, the Northern Centre Newsletter has remained un-named. Although the rose may be sweet smelling, we would still like to discuss the idea of bestowing a name on our monthly newsletter.

Lets get a dialogue going on email and WhatsApp and see if the Club is ready for a new title on the shelf.

## Hello, My name is

Some examples of existing News Letters:

Thumbs Up !!!  
Johannesburg Centre

Maintaining the Breed  
Kwazulu-Natal Centre

King of the Road  
Port Elizabeth Centre

The Breed  
Cape Town Centre

The Jacaranda Octagon

The Marque of Friendship

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Northern News

Wheel Nuts

My MG

Pretoria Knock On



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Shout out to everyone who gave something back for  
**Mandela Day**  
18 July



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INSOMNIA

CREW

## Chairman's Letter

July saw a return to a jovial mood within the MG family with the arrival of our youngest member. Robin Camden Grover arrived on the 3rd July, the night after the Noggin. With great joy we welcome this little "R type Midget". We congratulate glowing mother Bronwyn and proud father Stephen. Congratulations are extended to Avril and Richard the proud grand parents. We now have 5 Grover members. Fortune has it that they also have 5 seats in the Y Type, a proper family MG. Although the boot looks like a "dickie" seat, it is designed to carry baggage and not little people. Contrary to what some might think in the Club.

The **Social evening** for July, although not Vetkoek as advertised, was still *local en lekker*. The theme taken through by presenting boerewors rolls for Members. Despite a mid-winter evening it was a huge success. A large turnout saw the social ending close to midnight. BIG thank you must go to Dave and Michelle Goodrum for hosting the social. Thanks too to their able assistants Gary and Bernard who looked after the fire and drinks. As mentioned in last months article we would like to feature an MG at each social. This is so we don't lose sight of what brought us together in the first place, the MG cars. Although we love socialising and being part of this MG family, we are a car club first.

Hannes Oberholzer provided Friday's car, his recently purchased MGB GT. He has already taken it on two runs during July. It behaved well on both runs and I must say it has been a value for money buy. Well done Hannes and may you have many MaGic miles in the GT.

This month saw two runs, on the same weekend. The official run organized by the Pretoria Triumph Club held on Sunday 22nd. This is the second year they held the centenary run. This year renamed the **Michelotti Centenary** run. The 65km route started at the MG Clubhouse and ended at Bronberg Restaurant. Brunch was served to the good turnout of 35 entries including 10 MG's participating.

Congratulations to the top two placed participants. The winner in a good looking Austin with no odo, was Christo Ferreira. Christo is an MG member who entered under the POMC banner. Second place by only half a point, was our very own new grand parents Avril and Richard in their stunning Y Type. As usual the camaraderie and gees in the Northern Centre stood out above all others. We also had the youngest participant, young James Kelly who navigated for William.

Saturday of the same weekend saw the unofficial run to the **Jack Taylor Airfield**. The Festival, organized by the Krugersdorp flying club featured a Spot Landing Competition. The airfield is also located next to an MG haunt. It was here that the Johannesburg Centre organized many yearly Krugersdorp Hill Climbs. Elsewhere in this newsletter is an article about this reccie run.

The **Ruby Run** next month celebrates our 40th anniversary with the weekend away in Numbi. For those not participating on the Ruby run, there will be a run to Zwartkops and **Cars in the Park** organized by POMC. Please see details elsewhere in this edition. It is a large event that attracts a few thousand cars so you will have to be patient with the queues getting in and out. MG and I will be there with our club banners in the early morning on the 5th August. The MG stand is number 60. It is opposite the pit lane, nearer the exit of the pit lane on the inside of the track. This event is the day before our last "cold" **Noggin** on the 6th of August. If I don't see you through the window I will see you at the Noggin!

Octagonally  
Pepi



Tobie Weeber's MGA rebuild





# Magnette 221 Race Report

*Robin Clark's report from the Zwartkops Winter Challenge  
Category is: SKF Pre-1966 Legends of the 9 Hour*



Phakisa outside of Welkom in the Free State is a wonderful race circuit and I entered for the 19 May 2018 round of Historic Races. Initially there was plenty of time to prepare but somehow I managed to run out of time and canned the idea of an early Saturday morning dash to Welkom with a race car I was not confident had been properly prepared.

The upside was more time to prepare for the Zwartkop round in early June. As mentioned in a previous article, I needed to find yet more lap time to remain class competitive and so a program of maintenance and minor modifications was undertaken.



In short, I pulled the cylinder head off and found all exhaust valves leaking slightly. A clean up of seats and regrind sorted that. Some small fettling on the inlet manifold resulted in better alignment with the rear inlet port. Most significantly I fitted a 123 Dizzy that had been lying about for some time. I played with the advance curve settings to arrive at a "guessed best fit" for the engine spec. Thanks to a club member – you know who you are – for the loan of a Snap-On timing light, which made plotting the advance curves really easy. Also, the very cold weather and early morning start to race day gave me confidence to go one size up on the carburetion jetting. Next steps must be new tyres, since I am running rock hard two-year-old semi slicks!

221

The Zwartkops Winter Challenge race meeting started early on the 9 June and I went out for a practice to determine grid positions. I had made a poor guess at tyre pressures that may work at freezing ambient temperatures and despite a very understeering MG, we were flying. The engine fettling had certainly helped as there was another 400 revs at the end of the back straight. We gridded second in class and met the objective of getting into the 1.22 bracket. If only I had further dropped pressures and achieved some more heat into the tyres!



Heat one was an 8 lap affair in which all the pre-1966 saloon cars competed, inclusive of Mustangs, Mercury Comets, Chev Chevelles and the like. It is quite daunting to have to watch your mirrors after 7 or 8 laps to make way for the leading V8 cars. In any event the heat went well until the final corner of the final lap when I made an over ambition and very clumsy attempt to out-brake the Ford 315 leading our class. Regrettably and despite furious cadence braking as the door closed, there was contact and the Ford spun around, with the Magnette sailing through to cross the line in first place. So, a class win, but certainly not one to be proud of.



I "cooled it" during the second heat and sat a cars length behind the Ford for all 8 laps, knowing that an overall win would be in the bag on aggregated heat times. A Sunbeam Tiger and Alfa Juniour came to play with us for a while but seemed to dropped back with half a lap to go. So, a safe second place in the second heat and really good lap times was an ok outcome.

The net result was an overall win for the day, a cool trophy for the Magnette ( pun intended since the trophy is a snow capped mountain!) and a good haul of points towards the championship. Having Nick Parrot competing up front in the MGB in the quicker class was an added bonus for the MG marque.

The next round is at the Dezzi Raceway in Port Shepstone, but it is unlikely that we will go. The priorities are to repair a crumpled front fender and bring a new set of tyres into play. There is also the small matter of a pulsing brake pedal which is probably related to disc or drum run-out, checking corner weights again and I think the front camber and toe alignment may have been affected slightly during the altercation.

The fun never stops and some weight shedding is also planned and I must also try .....



# Triumph Centenary Run

*Richard Grover reports on the Triumph Club's annual Centenary Treasure Hunt + Brunch*



The July run was one of the easiest runs we have organized this year. "Why is that?" I hear you ask, and the answer is quite simple – we didn't!

For our July run we took advantage of an invitation from the Triumph Club to their Michelotti Centenary run, an event that takes the form of predetermined route handed out at the start and containing cryptic clues along the way. The Alfa club joined in and there was also a smattering of

other classics, including a very grand looking Austin, two Porches, a Ford and an E30 BMW. As far as MG's were concerned we did rather well matching the number of Triumphs entered. The Alfa mentioned is worthy of comment as it was an outstanding example of a 2000 Spider Touring, beautifully restored to an exceptionally high standard.

The run took place on the roads to the east of Pretoria which were in good condition. The rally ended up at the Bronberg Restaurant, where a sumptuous buffet breakfast was served. Following the route was pretty easy but the cryptic clues were, as usual, a little more difficult to fathom out for us mortal folk not endowed with a creative left side of what little brain is left after a lifetime of owning a classic car.

Not far into the event there was a petrol stop where you could win back the value of the petrol bought. As the Y-Type's little tank was still quite full, Avril and I decided to give this a miss and went sailing by with a friendly wave to the folk assembled at the garage, only to realise that there was a clue at a Service Station so we did a U-turn.

On the way back we realised that we had missed two clues before the garage so we went sailing by again – with another friendly wave to the assembled masses. Towards the end of the run another u-turn was required to find a missed clue, but this time we were relieved to see the highly experienced rally duo - Steve and Hazel also going back to find it. As it turned out the clue, advertising fresh strawberries, which was in place the week before, had disappeared along with the strawberries.

After breakfast it was time for the results and the random handing out of sponsored goodies to some of the participants by means of a lucky draw. The scoring on the Centenary Run is done by adding up the age of the car, the age of the driver and the score obtained on the rally. The overall winner was Christo Ferreria in The Austin, followed by Avril and myself – half a point behind. Steve and Hazel followed by Mervyn, were fourth and fifth respectively, behind a Triumph which led the way in cars that are not that old.

As always there are lessons to be learnt after the event and Richard's tip of the day for rallies and treasure hunts is to always read through the route before leaving the start line. This was well illustrated on the event as the last question asked how many speed bumps were in a section of the route. Another useful tip is to be on the lookout for clues at, or right after a change in direction. This is where sneaky organizers put them, hoping you'll be busy concentrating on the route and not the clues.

The event was enjoyed by all who took part and, as far as we know, all drivers and navigators left in the same car after the event. Needless to say the NC crowd was the last to leave the venue, long after the Triumph owners had left for their afternoon nap.



*Read through the route schedule before leaving the start line.*







# Scottburgh Classic Car Show

*Peter , Paul + Patsy took a winter break to the coast to visit the Scottburgh Classic Car Show*

The sun was beginning to sink with the winter sky turning the heavens dark by the time we got home from work. We planned well in advance for the pilgrimage to Scottburgh. Lured there by the warmer weather, the sea and classic cars of course.

With a compromised departure time we packed Patsy, the Yellow GT, in haste and hit the road. The decision to take her on her first long trip no longer up for debate. The stop start bumper to bumper traffic got to me before it got to Patsy. I watched her temperature climb and so decided to cut a path through the City, an adventure in itself. We soon joined the Thursday evening traffic on the N3 heading for the coast. The evening got darker and darker and colder and colder. We learnt that GTs are prone to cold wind coming through all sorts of places. I was sorry we hadn't packed something warmer. We spent the night at our reliable favourite, The Green Lantern in Van Reenen. The old hotel, decked up for Christmas in July, always offers a friendly welcome. The pub was full by the time we arrived and although we missed Donkey's visit, we were very pleased for the roaring fire. Being frozen, I am not afraid to admit that I chased the resident cat off the fireside stool. Our hot vegetable soup and a warm bed proved the perfect remedy for the winter night.



Check your spare tyre before leaving



Patsy greeted us with a surprise flat tyre bright and early on the frosty Friday morning. Following the wise words of Richard, we did have a suitable spare. The morning exercise warmed us up and after breakfast it was back on the road.

Patsy proved a great drive for the remaining leg of the trip. Except for the override which decided to call it quits followed by the exhaust manifold. I am not going to mention the various new, and sometimes a little disturbing, clangs and bangs, squeaks and smells emitted intermittently from random locations. We did stop a few times in case something obvious had fallen off. Nothing ever did. It was her maiden voyage after all.

As the weather warmed and we reached our destination all second thoughts about Patsy were forgotten. We met Norman and Pat, Pierre and Amanda, Stuart and Margret, The Mike's and Lorrain amongst other familiar MG faces at the Blue Marlin. Roger Pearce, we heard, was delayed with some mechanical trouble. With the help of some locals around Harrismith he managed to replace the clutch of the Magnette and joined the group the following morning.

We spent Saturday travelling up the coast parallel to the motorway towards Durban. This route offered a far more picturesque view and a leisurely drive. From Durban, we headed north and found ourselves, quite by chance, at Beach Bums Restaurant. As their slogan promised, we spent a chilled day: sand between our toes and a beautiful view of the Indian Ocean. After a quick afternoon paddle in the waves we returned to the Blue Marlin.



# Scottburgh Classic Car Show

*Peter , Paul + Patsy took a winter break to the coast to visit the Scottburgh Classic Car Show*

Early Sunday morning some car enthusiasts were in the parking lot, washing cars. The show day started at 9am and was well attended, remaining busy until early evening. As a Classic Car show, the organisers admitted cars 25 years or older onto the display ground. Patsy managed to qualify by the skin of her radiator. Many a youngster in a Golf tried their luck to gain entry to be part of the display without much luck. We joined forces with the Natal MG Centre and added our "upcountry" cars to the marquee parking area. I thought it was a good turn out of MGs. We counted approximately 20 cars in the parking and a dozen or so scattered throughout the field.

The day featured Morris cars this year and they took centre stage on the show grounds. The Morris Minor was the most popular model. We saw some early examples, including convertibles, a rare pickup and a panel van with beautiful wood trim. Examples were introduced in the Morris Parade which shared their history and restoration stories. A *Fun and Fashion Show* followed then a lap or two around the field by the vintage motorbikes to end the formalities.

We spent the day investigating the marques on display. As always the authenticity, or lack thereof, of the cars seemed to be our main discussion. There was a big contingent of "super charged" rebuilds. Big American cars with chrome. They seem to be very popular, which, although crafted were not as appealing to me as the authentic models. These shiny machines contrasted against the patina of age and worn leather. The *suped-up* vintage cars, a Morris Minor for example, almost seemed worse. The poor cars looked embarrassed to have their fenders off and under sides exposed.

We had a chance to catch up with some MG family from the Natal Centre reliving the recent Indaba. We also had an opportunity to share a beer with the Cook brothers. The family have an extraordinary collection of classic cars including the 1947 Rolls Royce Phantom.

Monday arrived far too soon and we had to bid farewell to the coast. On our return, we took an opportunity to explore and left the motorway early to joined the R603. The road took us through valleys of sugar cane with winding roads and beautiful country side. The gentle rises allowed Patsy to perform well giving a great roar of delight through the hills.

At Pietermaritzburg roadworks forced us to take a detour though the city again. The stop start was getting to Patsy with her temperature rising gauge rising. With the traffic cleared the road ahead provided few challenges for the GT. We caught up with Norman in his yellow TF who kindly escorted us to the outskirts of Johannesburg. It was awesome to have the two yellow MGs travel in convoy.



By the time we saw Johannesburg in the afternoon sun, we had grown accustomed to her rattles. Accustomed to her bumps, accustomed to her whistles and whines. Patsy kept up with the traffic and brought us home safe and sound. She is a pleasure to drive while keeping a thrill of adventure. As an MG should behave.

Her seats do however, get a bit hard on one's bum.



# July Social Evening

Dave + Michelle Goodram hosted a Local is Lekker Jol  
Hannes Oberholzer's new GT was on show.

## Lekker Jol



Hannes' new 1972 GT on display

Friday 13th turned out to be a lucky day for those attending the Club's social evening. A heater in the club and a roaring fire outside made sure the chill of the evening wasn't noticed. A fantastic turn out and an opportunity to catch up with friends. The Local is Lekker evening was hosted by Dave and Michelle Goodram. You cant get more traditional than a braai with Boerewors rolls.



Miss Daisy made an appearance

The club was also treated to a viewing of Hannes Oberholzer's newly acquired 1972 GT. With bonnet open, the car was inspected inside and out. In anticipation of the new ramp installation, several members had the foresight to bring torches to make sure all the details were inspected. All agreed that another fine addition to the Northern Stable had been acquired. The evening provided a lekker kuier for a winter evening.



Maureen + Peter



What a way to watch Wimbledon!



Sandra, Heather + Marelize



Just Hooligans

# JACK TAYLOR AIRFIELD KRUGERSDORP

*Pepi Gaspari ventured west for a two fold adventure  
Krugersdorp Flying Club Airfield Festival + Spot Landing Competition*



A Miss Daisy for the Sky

The Northern Centre was invited in May, by one of our members Tobie Weeber, to attend the Festival + Air Competition in Krugersdorp. Having already committed the July run to the Triumph Club and the Michelotti Centenary Run on Sunday we couldn't make the event an official run. A small group of about 5 cars who were not able to attend the Sunday Run decided to visit the Festival. There, they met up with another 5 cars from the Johannesburg Centre organised by Stuart Hein.

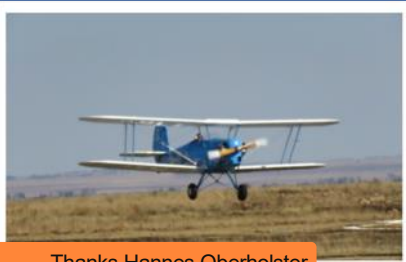


The ten cars ranged from the Van Hell MG TC through to the modern MG TF160's. An MGA as well as a ZB and a couple of MGB's, including "Shadow" Peter Knight's MGB V8 in the mix. The MG's fitted well into the static display on the airfield. Spread across the aerodrome field various planes, from Cessena's to Tiger Moths were likewise displayed. The collection included a historical plane that had seen service with SAA under the old national carrier's flag.

Tobie is a pilot and member of the Krugersdorp Flying Club. He is also an MG enthusiast who has almost completed a rebuild on an MGA Coupe. Tobie was judging the Spot Landing Competition at the event, which involved planes doing a fly past and touching down on a series of stripes. The most accurate touch being the winner.



The run was a relaxed drive from the clubhouse through to the airfield. Marelize's ZB, Miss Daisy led the pack followed by Bernard in his MGB. The newly acquired MGB GT of Hannes Oberholzer was backed up by the Prinz MG TF 135 and EmgeeGP, an MG TF160, sweeping. Despite the sedate speed we somehow lost David Goodrum. His MGB GT ran very well all the way to Krugersdorp and all the way back home without finding the convoy or the airfield. The big worry was that he had broken down, to the relief of all concerned that was not the case.



Thanks Hannes Oberholster

After breakfast and a relaxed walk around to view the static display Dave Westaway and I decided, with Anja & Frank in tow, that it was time to visit the venue of the Krugersdorp Hill Climb. This traditional event, successfully organized by the Johannesburg Centre, was last held some years ago. Next to the airfield, The Hill starts at the entrance to the sewer plant and finishes close to the entrance road. We were surprised that the tar surface was still in good condition and could be revived as not much work is required on the infrastructure. Authorization from the powers that be, might be a different story.

The whole day was a typical pleasant winters lazy Saturday spent with friends enjoying their MG's. Giving the cars a good airing, cleaning out the carbs and a solid 160km odd round trip. A definite consideration as a possible official event for the club to attend in the future.



Lawrence Hill Climb



Dave, Lawrence + Jay After a Hill Climb



Dave Hill Climb Test Run 2018



# The Youth Group

*Gavin Holt reports back on the Youth Group's first race in almost a year at Midvaal Raceway.*

The Youth Group raced their MGA at Midvaal Raceway on the 7th July. I was racing in the category "Little Giants" and the newest youngster to race with us, FJ, was racing in the "Pursuit Series".

It was a brisk morning to say the least. With an open top car and "bug deflector" for wind protection, FJ and I wrapped up for our early morning qualifying sessions.

FJ and I had a very good qualifying round but we suspect that the times were off as I as placed in pole position for *Little Giants*. The actual race session was made up of Pre '66 Sports & GT, the U2 (Under 2L) and then *Little Giants* bringing up the rear.

FJ also posted impressive times, but we misjudged and nominated a faster "best lap" time. It was a bit too optimistic for him to keep up with.

During my first race I was passed by the cars that should have been ahead of me to begin with, but the suspect lap times I was doing put me ahead of them. That said, I had an excellent race with a grey Ford Anglia driven by gentleman called Chris. He had the power on the straights to leave me without a challenge. Through the corners I was able to keep up with him to the point I was only ever a couple of meters behind him at the start finish line. I was able to hold on long enough to keep 2<sup>nd</sup> place narrowly beating Ish in the GSM Dart, who was catching up quickly, especially on the straights.

FJ unfortunately had a bit of a novice error at the start of his *Pursuit* race. He missed 2<sup>nd</sup> gear and went into 4<sup>th</sup>. Something he will overcome with time in the seat. He pushed hard to make up time and to keep up with the elected nominated time. Regrettably due to the missed gear and the overzealous time, he came last.

During our wait for the second race we tried our best to assist a hurt Alfa. We made several attempts to jump start it with the MGA. These were unsuccessful as the Alfa's head gasket was damaged. Removal exposed a chipped piston and a pitted head. It was safer for the Alfa driver to call it a day and not risk damaging the engine. FJ also practiced getting the car into 2<sup>nd</sup> gear, so as not to repeat race 1 mistake.

Heat 2 for me was less exciting. I started second off the line and was immediately overtaken by those with more straight line power. Throughout the race there I was losing ground to the other cars ahead of me. For the majority of the race it was Chris in the Anglia in front, followed by Ish in the Dart. Then there was Cameron McLeod driving his dad's MGB while I was in 4<sup>th</sup> place trying to keep up. Cameron's dad had driven the first *Little Giants* race before deciding it to hand the car over to Cameron to complete the *Pursuit* races and the last *Little Giants* race.

The race ended with Ish overtaking Chris on the 2<sup>nd</sup> last lap, Chris in 2<sup>nd</sup>, Cameron in 3<sup>rd</sup> and me in 4<sup>th</sup>.

The Pursuit race was after the Little Giants race so we had a drivers swap in the pit lane. That's where I discovered that I had the handbrake on the whole time. (*Maybe this should be a Richard Tip? - Ed*)

In FJ's second race he didn't miss any gears, that we know of, and was making good time. Unfortunately he was not able to keep up with the nominated time and finished 2<sup>nd</sup> last. Cameron was doing very quick time in his last *Pursuit* race. He ended up having to park it on the grass during the race as the car was smoking. He had a sizable bit of piston break off during the race.

In the end, I finished 3<sup>rd</sup> in Class A, Les/Cameron finished 1<sup>st</sup> in Class B, and FJ finished his first race day in a car.

Some general maintenance and race preparation is planned for the MGA before racing at Zwartkops in September.



FJ in the Youth Group MGA



Gavin with the hand break on

# Goodwood Festival of Speed

*12 July was the start of the Goodwood Festival of Speed 2018  
+ the central sculpture celebrates 70 years of Porsche.*

Standing in front of Goodwood House in West Sussex, England, the sculpture at the 25th annual Festival of Speed was designed by British artist and designer Gerry Judah.

It was created to mark 70 years since the first production Porsche was introduced.

Released in 1948, the two-door Porsche 356 was the first car manufactured by the German company. This historic car is placed on one of the tips of the seven-pointed star, with five other Porsches from the past 70 years attached to other tips.

The sculpture features two other notable historic Porsches: the 917, an endurance racer driven by Steve McQueen in the film *Le Mans*, and the 959, which was a winner of the 1987 Paris Dakar rally.

Alongside these vehicles are three modern Porsches: the 918 Spyder, which is a hybrid road car made in 2015; the 919 Le Mans Prototype from 2015; and the 911R, a road car introduced in 2016, which is included to represent up-to-date Porsche design.

Weighing six tons in total, the cars are all supported on the narrow pylon, which is only 98 millimeters wide at the ground. This 21-tonne structure is constructed from hexagonal tapered tubes that are fabricated from laser-cut steel plate.

"The geometry is based on a regular truncated octahedron – this shape giving positions to display all six cars, with a stem at the bottom and a spire on top," said Judah.

Judah has been commissioned to create a sculpture at the festival each year since 1999. Last year's piece featured five Formula One cars to represent key moments in the career of Bernie Ecclestone.

Article: Tom Ravenscroft  
Photography: David Barbour

- *The first Duke of Richmond, son of King Charles II, chose Goodwood as his country retreat and bought the original Jacobean house in 1697*
- *There have since been 9 successive Dukes, and for 200 years guests have been coming to Goodwood to enjoy horseracing, motor racing, golf, flying, shooting and cricket, all of which have been introduced by enthusiastic family members.*
- *The 9th Duke, Freddie March, inherited the Dukedoms in 1935, along with the Goodwood Estate and the racecourse.*
- *He created his own team of MG Midgets in 1931 and won the Brooklands Double Twelve race, but became more involved in the organisational side of motor sport.*
- *The modernisation of the Estate was by the 10th Duke creating the Festival of Speed and the Goodwood Revival.*
- *The first Festival of Speed was held on 9th June 1993.*



*Freddie March, 9th Duke of Richmond, who started motor racing at Goodwood in 1948, shown here after a win at Brooklands*



# Club Notices + Announcements

*Upcoming Events, Social Evenings + Club Activities*

ਪ-ਅੰਦ-ਪੰਡ ਚਿੱਤ੍ਰ ਚਿੱਤ੍ਰ

FRIDAY 17 AUGUST : CLUBHOUSE FROM 5:30PM  
ਬੀ ਕੋਰਲੈਂਡ



Steve + Hazell Eden have generously donated the weekend away they won at the Indaba to the Northern Centre

To enter the Raffle Draw, purchase your tickets via EFT or Cash  
Tickets are only R20 each

All entries will be allocated a number which will be drawn by random number generator at 20h00 on the September Pub night.

*Terms and Conditions apply to the accommodation  
Prize to be used out of holiday season  
Small fee for extra people*

*EFT Payment to the Club Account with reference name + raffle on the deposit.*

*Choice of 1 of 3 Cottages to chose from*



Salinga Dam View Guest House  
(Sleeps 10)



Salinga Garden Cottage  
(Sleeps 4)



Tugela Falls Self Catering  
(Sleeps 14)



# Club Notices + Announcements

The Northern Centre offers two Official Club Runs in August. POMS—Cars in the Park and The 40th Anniversary Ruby Run.

## CARS IN THE PARK

The 39th POMC – CARS in the PARK . Currently it is the biggest event of this nature in the country. More than 2500 vintage and classic vehicles built before 1985 are displayed by more than 100 clubs and a number of private individuals.

Cars on show range from vintage machines dating back as early as 1904 to classics from the 1950s and 1960s.

Hot rods, muscle cars, dragsters, customised motorcycles and hot turbocharged street machines.

It is this varied mix of motorised adoration that makes the event so special.

STAND 60 : ZWARTKOPS RACE TRACK : 5 AUGUST

8 AM — 4 PM



## The MG Car Club Northern Centre 40<sup>th</sup> Anniversary



# RUBY RUN

# KOP! KOP!

40 YEARS OF MAINTAINING THE BREED



### MPUMALANGA

the place of the rising sun

23 - 26 August 2018

*LP*  
**LITTLE PILGRIMS**  
*Boutique Hotel Hazyview*



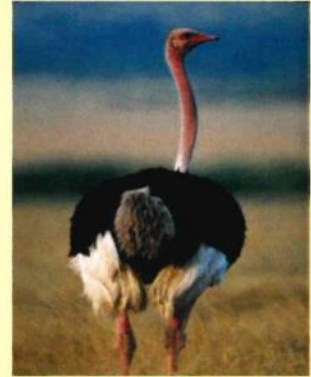
# Club Notices + Announcements

Indaba 2020

Don't forget to show your interest by dropping an email to: [indaba2020@gmail.com](mailto:indaba2020@gmail.com)



## Set your sights on 2020 An MG Indaba not to be missed!



**OUTDSHOORN : 2020**

Thursday 3rd to Sunday 6th Sept

The **MG Car Club - Cape Town Centre** invites you to join us for the 2020 Indaba.  
Costs : Single R4250 / Couple R7500 (these are estimates subject to finalisation)

If you are interested in attending the Indaba, please drop the organisers an email : [indaba2020@gmail.com](mailto:indaba2020@gmail.com)

Entries for the Indaba will open on September 1st, 2018.

Entry forms will be available on the website: [www.mgcc-ct.co.za/indaba2020](http://www.mgcc-ct.co.za/indaba2020)



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# Club Notices + Announcements

*Forthcoming Events in Brief*

Point allocation C=Clubman, V= Victrix/tor Ludorum, RR=Regularity Rally, HR=Historic Racing				
<b>AUGUST</b>				
Monday 6	Natter 'n Noggin	NC	Clubhouse 19:30 for 20:00	C
Friday 17	Social Evening P+P's Spicy Social	NC	Clubhouse 17:30 onwards	-
23-26	40th Anniversary Run	NC	Boutique Hotel, Little Pilgrims Hazyview, Mpumalanga	C
<b>SEPTEMBER</b>				
Monday 3	Natter 'n Noggin	NC	Clubhouse 19:30 for 20:00	C
Friday 14	Social Evening Anja + Frank	NC	Clubhouse 17:30 onwards	-
TBA	Combined Centre Show day	NC	TBA	C
<b>OCTOBER</b>				
Monday 1	Natter 'n Noggin	NC	Clubhouse 19:30 for 20:00	C
Friday 12	Social Evening	NC	Clubhouse 17:30 onwards	-
Sunday 28	Jacaranda Run	NC	TBA	C
<b>NOVEMBER</b>				
Monday 5	Natter 'n Noggin	NC	Clubhouse 19:30 for 20:00	C
Friday 16	Social Evening	NC	Clubhouse 17:30 onwards	-
Sunday 25	Driving Tests	NC	TBA	C
<b>DECEMBER</b>				
Monday 3	Natter 'n Noggin	NC	Clubhouse 19:30 for 20:00	C
Friday 14	Social Evening	NC	Clubhouse 17:30 onwards	-
Sunday 9	Monthly Run	NC	Christmas Party	C

# Motoring Events

*Some Forthcoming Motoring Events not related to MG or the Northern Centre*

<b>JULY</b>		
1	1000 Bikes Show	Germiston
6-7	National Rally Championships	Port Elizabeth
8	Scottburgh Classic Car Show	Scottburgh
22	Rotary Classic Car Meander	Brits Hartbeespoort
22	Austin-Healey 100 Regularity Rally	Benoni
<b>AUGUST</b>		
5	POMC Cars in the Park	Zwartkops Raceway
8-12	Magnum Rally	Hazyview
9	Bloemfontein Cars in the Park	Bloemfontein
11	Historic Tour Racing	Dezzi Raceway
17-18	National Rally Classics Championship	Bronkhorstspuit
26	Ferdi's Swap Meet	Midrand
<b>SEPTEMBER</b>		
1-2	Kyalami Festival of Motoring	Kyalami Racetrack
2	Wheels at the Vaal	Vanderbijlpark
9	VVC Parkhurst Vintage + Veteran Day	Parkhurst
16	Piston Ring Auto Jumble	Modderfontein
22-23	Platinum Regularity Rally	Rustenburg
23	Distinguished Gentleman's Ride	TBC
28-29	National Rally Classics Championship	Secunda
29	Historic Tour Racing	Zwartkops Raceway
30	Blairgowrie Toy Fair	Blairgowrie
<b>OCTOBER</b>		
5-7	Rendezvous Tour Regularity Rally	Free State
6	Welkom Cars in the Park	Welkom
13	Alberton Old Car Show	Alberton
14	Peter Arnot Memorial Regularity Rally	Zwartkops Raceway
20	Worcester Wheels Show	Worcester
26-27	National Rally Classic Championship	Tzaneen
28	Studebaker Show	Irene



# Club Notices + Announcements

Trading Post for Wanted Items and Those For Sale

## Wanted

- 1 MG Related Magazines, General Classic Car Books + Magazines
- 2 MG, Motoring + Motorsport Related Books
- 3 TA / TB / TC parts for long term build project. Bare chassis + body have been acquired...
- 1 MGB GT V8 Gearbox
- 2 EMCO Lathe

Stephen Grover 082 818 0540 stephendgrover@gmail.com

## For Sale

*MG Midget Boot Rack*  
 Stainless steel OE pattern Midget boot rack.  
 Never fitted. £204 from the owners club.  
 Yours for R1200

Steve Eden  
0823728740

## For Sale

*2003 TF*

Due to the acquisition of the white MGB, my 2003 TF 160 now needs to be sold fairly urgently. Please contact me if interested.

Dave 0836750632



## Wanted

MGA Luggage Rack

Ferrance Weiyer  
083 452 0316

## Wanted

Member looking for a girlfriend with a fishing boat and a bar.  
 Please send a picture of the boat.



Should you wish to advertise items For Sale, Wanted or To Swap please e-mail the editor at krycct@gmail.com call on 083 601 5712

# Club Notices + Announcements

*Club Regalia Available*



Variety of Golf Shirts, Collar Shirts and Printed T-Shirts



Peak Cap



Classic Flat Cap



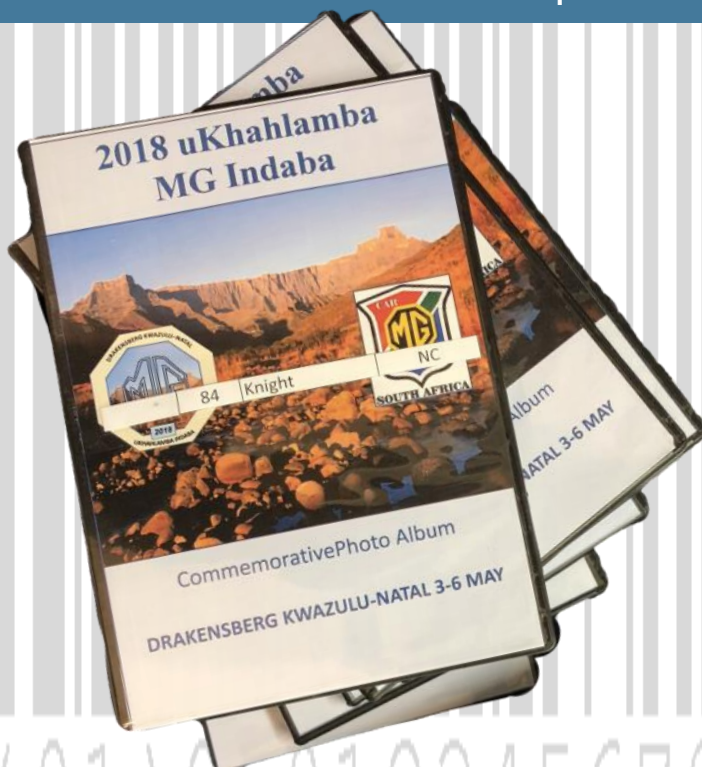
Licence Disc Sticker



Vintage Parking Sign



A Variety of Club Regalia, for Ladies and Gents is available for sale. Branded with the MG Logo, proceeds from sales go towards supporting the upkeep of the Club House. Please enquire about sizes, colours + prices.



Please remember to collect your copy of the official Indaba photographs from Pepi.

## HERCAR

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