



# MG CAR CLUB NORTHERN CENTRE NEWSLETTER

September 2018

Issue 440



# MG CAR CLUB NORTHERN CENTRE

A Warm Welcome to our New Members



## Our 2018– 2019 Committee Members

Pepi Gaspari <i>Chairman, Social Media</i>	082 410 1569	marpepi@iafrica.com
Steve Eden <i>Treasurer, Vice-chair + Membership Admin</i>	082 372 8740	stevejreden@gmail.com
Richard Grover <i>Secretary</i>	082 650 2079 011 896 2627	richardgrover@me.com
Jay Westaway <i>Clubhouse Refreshments + Trophies</i>	079 528 1954	jayw@vodamail.co.za
Dave Westaway <i>Motorsport Liaison + Competition</i>	061 987 5406	Fleetprotection- services@gmail.com
Robin Clarke	082 902 5119	robin@hdgasa.org.za
Geoff Cunnington	082 644 1621	frodo@telkomsa.net
Stephen Grover <i>Points Register</i>	082 818 0540	Stephend- grover@gmail.com

## Club Contact Details

Clubhouse  
c/o Umgazi Rd + 26th Ave  
Menlo Park, Pretoria



Meetings are usually on the  
First Monday of the Month.  
Please check by phone.



082 410 1569



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



PO Box 11430  
Silver Lakes  
0054



Contact the Editor by email at  
[kryckt@gmail.com](mailto:kryckt@gmail.com)

All articles, photographs and ideas are encouraged



Current Account: "MG Car Club-Northern Centre"  
FNB Bank Account Number 623 6328 4359  
Branch Code 250655 Menlyn Square

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.



# September Newsletter

*About This Issue*

## New Ramps, War Games + Rubies

Spring has burst into our Club! The warmer weather has started stimulating the hormones and getting us all ready for the upcoming Summer Months. The fresh morning marking the first day of spring inspired folks to join together and help build the new ramp and spring clean the clubhouse. Jasmin fresh.

We have articles from the 40th Anniversary Ruby Run from Steve, Annette and our little James. Stephen shares his knowledge of Rodney Greens' wonderful MG collection and gives insight into the historic Hoodoo that we were privileged to see.

The new ramp has been inaugurated as the first car went on display at the new Club Night.

At Show Day there was surrender as the choice vehicles were judged worthy of Cours D'Ete. The Elegance contrasted with the wacky Comique. Good thing we are all on the same side! Take shelter and brace yourself for the September Newsletter!

Hello, My name is



# THE UMG AZI MAG

Look out next month for the all new cover of our Club Newsletter!

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I NSOMNIA

C REW

## Chairman's Letter

September has been another month filled with MG activities. The month started with the Spring Day Ramp build at the Clubhouse and ended with the annual Combined Centres Show Day, hosted by the Johannesburg Centre.

I was honestly overwhelmed by the support and turn out for the ramp building project that took place at the Clubhouse at the beginning of the month. What a turn out we had, demonstrating the commitment and spirit of our unique club. The day and participation really showed that the Club members walk the walk—in this case it was mix the mortar.

From around 7 in the morning, a team of eager Members met to set out the new ramp, dig foundations, prepare the reinforcing and build the formwork. The physical labour of mixing 3 cubs of concrete did nothing to deter the team. Dave Muller and Hannes really showed us what we are capable of.

The ramp was complete by lunchtime and duly finished off with footprints from Robin Grover and unintended paws from our four legged companions. Even while off duty and enjoying the braai, members still attended to the fresh concrete with the necessary skimming and floating.

Inside the clubhouse a thorough Spring clean was undertaken. Unused items were set aside for donations and the general appearance of our space addressed.

It was heart warming to see the MG Family pulling together. In addition to those present, more members, who were unable to attend, made generous donations towards the materials required and of course some refreshments. A big Thank you to Trevor and Chevaun Beddy who's generous donation spearheaded the ramp as well as to all those that donated in every way. Annette and Tony, a Thank You as well for the delicious spread laid out for the workers to enjoy.

The day cemented the spirit of MG: the Marque of Friendship.

Our newly named "Club Night" was hosted—amid an electrical black out—by Anja and Frank. The traditional German Currywurst proved to be a hit as well as Anja's pudding. The evening also saw the inauguration of the new ramp with Trevor driving his TC onto the stoep. The ramp—or perhaps the Beddy Bridge(?) - really has come to symbolise our Northern Club. Not only in the outpouring of generosity in the construction of the ramp but also by the need for the ramp.

As you may recall, it has been tradition at our then "Pub Evenings" to bring a members car into the club house. As the club has grown however, we have no longer been able to accommodate the people and the cars. The new ramp now allows us to bring back what is the most important part of the Club, our cars, into the centre of activity. I certainly am excited for our future Club Nights where one or even two cars can be admired.

Our Noggin saw the first part of a three part series where we are honoured to hear stories from the stalwarts of the Club. Trevor, Esra, George and Tony—Thank You. The evening was a huge success and enjoyed by all who attended. The stories were told with humour and knowledge that was incredible. The youngsters certainly learnt a thing or two about what you can get up to in your MG! Please join us for the second evening to be held on the 1 October with Esra Martins, Jacque Debeil and Norman Ewing.

A sincere Thank you goes to the Johannesburg Centre for organising the Combined Show Day event at the Military History Museum. The venue, seeped in history of those who have sacrificed also highlighted the need for innovation and growth to survive. The cars that were on display impressed the judges and visitors. Congratulations to Richard Grover for winning the Concours D'Etat and overall best car. Maralize Mostert won the Tops Only with Miss Daisy and Gary Chapman took first place in the Concours D'Etat Special category. David and Gina revisited Elvis in Blue to win the Concours D'Elegance and a romantic kiss from Maralize and Bernard sealing the optimistic future. As for the Comique—have you joined the fight yet?

Looking forward to October, we have the upcoming Noggin with our Magic Memories, our annual Jacaranda Run with the Johannesburg Club and the Club Night, hosted by Richard and Avril Grover. All events to look forward to!

Octagonally

Pepi

# 40<sup>th</sup> Anniversary Ruby Run

*Steve Eden tells us about the Ruby Run*

40 YEARS OF MAINTAINING THE BREED



I really think that we should count ourselves lucky that under the new dispensation, the Eastern Transvaal became MpumalanGa, because now it has an MG in it! Hazell and my favourite destination, we visit the area at least once or twice a year, staying in or near Hazyview, and usually with a trip into the Kruger. We have also driven a lot of the beautiful roads in the area on Polo, Magnum and Polana Rallies. I personally, whilst working for Sigma and Ford, have spent many hours in the area performing vehicle evaluations and engine cooling tests on Long Tom and Able Erasmus passes.

Anyway, let us get to the point. Sometime after the 2016 Indaba it became apparent 2018 was the 40th Anniversary of the Northern Centre, or the Northern Transvaal centre as it was called initially. Some form of celebration was called for, and I, foolishly and despite Hazell's protestations volunteered to organise such an event. I felt a weekend away would be an ideal way for us to celebrate the enthusiasm, camaraderie and friendship that the Northern Centre represents.

But where to go that is not too far, has interesting roads and scenery, and a suitable resort/hotel to cope with around 20 cars and 40 people, and is affordable?

The POMC has for the past couple of years based the Magnum bike and classic car rally at the Numbi Hotel in Hazyview. We had found it to be good value, comfortable and capable of coping with far more people than our event was expected to attract. I contacted them with the idea and was met with an affirmative response, they would love to host us.

The event was announced, entries started to come in and all looked encouraging for an enjoyable event.

On one of our visits to that area, we arranged a meeting with Willem Fick, the owner, to discuss the way forward. He was extremely enthusiastic, being a classic car enthusiast himself. Sponsorship was forthcoming in terms of our 40th shirts with an added Little Pilgrims logo, fuel vouchers and goody bags. We were quite bowled over with his generosity. Then came the shock, we would not be staying in the Numbi, but in his new venture next door, a boutique hotel to be called Little Pilgrims, which was under construction. Initially a small touristy shopping centre, it was now being re-purposed into a hotel. He took us on a tour of what was basically a building site. However, the rooms that were nearly complete were well designed and equipped and to a high standard. Willem convinced us that it would all be finished in plenty of time for our event, and his commitment to do so was clear. For those who were on the event, it was apparent that there were still a few rooms under completion at the far end of the hotel, but this had no influence on us. Little Pilgrims is totally suited to the sort of event we wanted. The rooms are arranged in a horseshoe around the pool and bar, with their own small patios and communal seating next to the pool.

To try and keep the event relaxed I decided to leave as much private time as possible, however, this really didn't happen.

The event started on the Thursday evening with welcoming drinks and an outdoor braai. A gift, in the form of a MG branded vacuum flask was presented to everyone present, and the fuel vouchers and goody bags were placed in the rooms. Willem Fick arrived with Esra in the ex Esra TC which he had just purchased. It was fantastic to have Willem join us on the event. The braai started a bit late, was enjoyed by all, and fortunately finished just before the skies opened with a torrential storm. Carousing at the bar went on quite late, with some showing signs of this at breakfast on Friday.



*LP*

**LITTLE PILGRIMS**

*Boutique Hotel Hazyview*





# 40<sup>th</sup> Anniversary Ruby Run

*Steve Eden tells us about the Ruby Run*

Friday was supposed to be a quiet day with time to relax. A visit to Rodney Green's, and/or the Casterbridge museum soon morphed into a round trip. We drove through mist and rain to Chris Colverd's guest house (Wayfarers) in Sabie for morning tea and cake (thanks Chris and Merle). We then moved on to the Sabie Brewing Company for an excellent craft beer, and a group photograph, then to Casterbridge for a look at the museum, which has an interesting MMM Car. Some had a quick coffee and sandwich before the short drive to Rodney Green's farm for afternoon tea and a trip around his car collection which I will leave the experts to describe. Back at the Hotel drinks at the Little Pilgrims bar were followed by an excellent evening meal in the new restaurant, opened the week before.

After breakfast on the Saturday we had arranged for a scenic drive via Graskop, and the Gorge Lift, and some other waterfalls to Blyde River Forever resort for lunch. An easy 100km drive, but had to be taken carefully in places to avoid Mpumalanga's notorious potholes. The lunch at Blyde River was excellent, and served on a wooden deck overlooking the finish area of what, in the past, had been a competitive hill climb. Tony decided to repeat the climb in the ZR in place of the MGB he used on the actual event. Perhaps we could persuade Forever Resorts to allow us to run a hill climb, but in these days of health and safety regulations I'm not sure.

A "Gala" dinner was held on the Friday night, where once more the hotel managed to overfeed us with extremely tasty food. Rodney Green, and Willem and wife Edna joined us for the evening. A few short speeches and presentation of fridge or car magnets to the participants, and thank you gifts to myself and Hazell (thanks Pepi) rounded off the evening. There being seventeen cars on the event the car magnets contained the phrase the *MaGnificent Seventeen*, adapted from the movie, the Magnificent Seven. Some then retired to the bar for final drinks.

Sunday morning came all too soon and after another tasty breakfast we all started on the drive home. Mostly uneventful apart from a problem with Young Dave's TF, and a tyre blow out on Big Dave's A. Everyone made it home safely after, what I felt, had been an excellent weekend.

Thanks must go to the management and staff of Little Pilgrims for the level of service, lovely rooms and tasty meals, to Forever Resort for hosting us for lunch, Chris Colverd for morning tea and Rodney Green for afternoon tea.



40 YEARS OF MAINTAINING THE BREED



# 40<sup>th</sup> Anniversary Ruby Run

*Steve Eden tells us about the Ruby Run*

Of course, the success of any event like this also depends upon those present. I would like to thank the following for their support and enthusiasm on the event:

Tony and Annette Craddock  
ZR

Geoff and Bev Cunnington  
TF

Trevor Beddy  
MGB

Alex Dewar  
MGA

Peter and Paul  
MGB

Pepi Gaspari and Vicki Cunnington  
TF

Richard and Avril Grover  
TF

Stephen, Bronwyn and Robin Grover  
-

Ed and Jane Hillary  
TC

William, Wendy and James Kelly  
ZR

Alan Uzzell and Denise Tilburn  
BGT V8

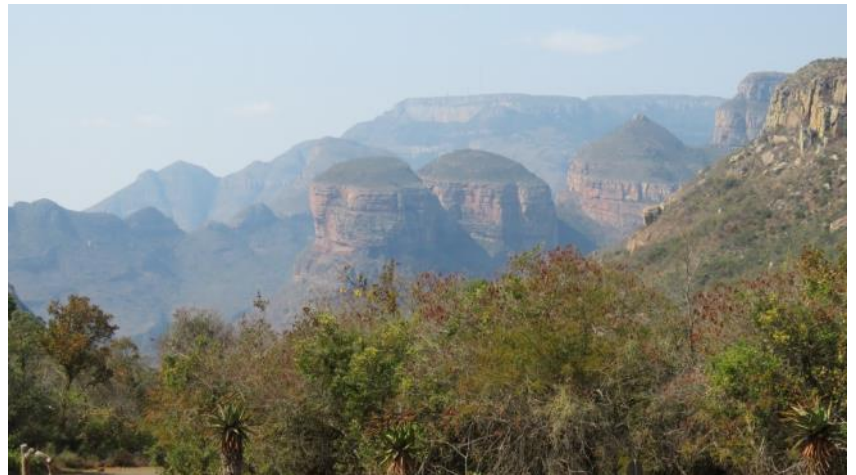
Dave Westaway  
TF

Frank and Anya Prinz  
TF

Esra Martins  
MGA

Dave and Maureen Wheeler  
MGA

Dave Muller and Gina Van Heerden  
TF



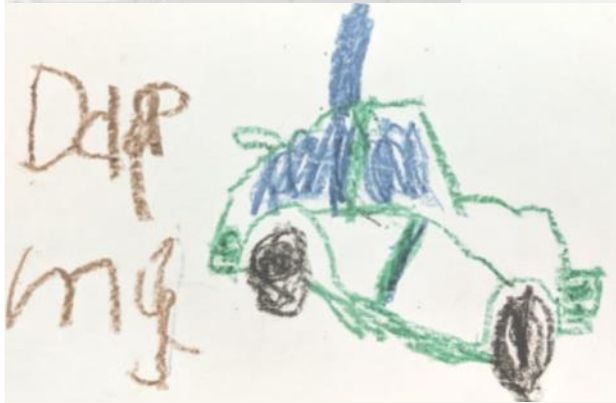
Raymond & Sandra Kukard, who were booked on the event were unable to attend following a fire at their home. They were missed but generously gave their booking to Dave and Gina.





# Jimmy Jam on the 40th Weekend Away

*James Kelly, one of our youngest members, tells us about the adventures he had on the 40th Anniversary Ruby Run*



I went on the lift at the Graskop Gorge with Uncle Peter and Uncle Paul. We started from the top, which was quite high. It went quite far into the forest. We saw some plants go down past us, all the way down into a little cottage. We went one way and then came out the other way.

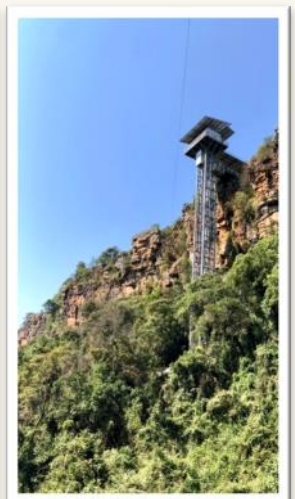
First, we saw lots of plants, then some signs about the animals that live there, butterflies, spiders, and that's all I remember. We saw a river and crossed over it. Then we came back up.

Then we saw the potholes. They were quite big. Some were this big, some were this big and some were only this big. Then I had a splash in the water and I fell in the water because of the algae and then we hid some money. And I forgot everything else that we did. Oh ja, I played in a pothole without water and there was a whole bunch of fishies that I tried to catch but they were too fast and went to the slippery rocks and so they got away. And then there were some non-slippery rocks but the fishies swam away to the deep water and then I got my trousers wet.

We went to the Sudwala cave and climbed so many stairs, like a hundred. I saw the screaming monster in the cave and the melting thingy, and I forgot what else we saw. We saw a tiny bat. He was this size and he was brown. He was sleeping, upside down hanging on the roof with his feet. I don't know what we did in the Fairy cave.

At God's window we climbed up the stairs to see the rain forest and I didn't see any snakes which I wanted to see. There was bridges and there was lots and lots of trees and a nice cliff that you could watch. The view was so pretty. And this big,

My favourite part was playing with baby Robin.





# 40<sup>th</sup> Anniversary Ruby Run

*Annette, Tony and Ruby joined in the 40th Anniversary Run*

Oh! my goodness. Where has the last 40 years gone? The MG Car Club Northern Centre has been part of our life for 40 years – it is the constant thread that has followed us through the years – it seems many memories start – Remember that MG event...or that MG member?

Apart for it being a time of great celebration it is also a time of reflection, back on the times and many members....those who left the Club, moved on or went to the MG garage in the sky and those still with us. They are the foundation and I am sure that our dear friend, Peter Neoth would be saying *Cheers!* to us all in the Magic MG Club we are part of and celebrating 40 years with.

Stop being maudlin.....meant to be writing about the fantastic Ruby weekend that we have just enjoyed.

We woke up refreshed by our caffeine “injection” ready for the drive ahead. As I was attempting to jump out of bed for the trip ahead, I suddenly remembered that we had recently bought a new bed which is much higher than the previous one. If I had jumped I would have had a pancake face for the weekend, so I gingerly slipped down, note to self – really need to buy a small ladder.

Ruby was raring to go and what a luxury to have so much space to pack – thank you Ruby. No need for Tony to have a planning session beforehand to precisely pack every item as there were restrictions to packing space in all our previous MG’s.

I would be driving most of the way as Tony is still recovering from his post-shingles neuralgia. However, unbeknownst to me he was hatching a devilish plan to “take-over” driving the Schoemanskloof pass both ways, which he did. I think he just likes the “windey, windey” roads and leaves the boring driving on the highway to me!

Soon we were on the road and met up with MG friends – great to see a convoy of MG’s, especially later on in the weekend 2 TC’s driving in the mist. We had never stopped at Milly’s before and normally always stop at Alzu for a comfort stop and what a pleasant surprise it was.



We were not without mishap on the road. My trusty navigator sat on the GPS (!) while we were driving through White River just at a crucial turnoff. It defaulted to Afrikaans – suddenly we had to “draai links! As we were a little stressed by then we battled to understand and yes, we got lost – did you know that there is a beautiful stone Anglican church in White River? We saw it from various angles. After a Glasgow torrent of verbal abuse (unprintable here) directed at an inanimate object, I managed to reset the GPS and we arrived at Hazyview safely – really now need to know where the bar is? Also, Ruby was introduced to her new BFF, William, Wendy and James Kelly’s new ZR! Don’t know what’s in that ZR engine but “she” managed to scream past us on a few occasions!

The venue was lovely and we were overwhelmed by hospitality and a great thank you to the hotel owners (now MG owners) Edna and Willem Fick and their marvellous staff. Thank you for the “goodie bag” in the room and the petrol voucher was especially welcome. It felt like Christmas with all the marvellous food and there was so much of it and so delicious. Thank goodness I remembered to pack the “special” foundation garment so I could pour myself into the 40th anniversary shirt we had to wear on Saturday. Note to self: they are normally Chinese sizes, order 3-4 sizes bigger the next time.





# 40<sup>th</sup> Anniversary Ruby Run

*Annette, Tony and Ruby joined in the 40th Anniversary*

Friday was cold and raining as predicted so winter clothes on for the day – It was wonderful to meet up with Chris and Merle Colverd at their guest house in Sabie. Thank you for the refreshments and kindness. Chris has a MG museum at his guesthouse, lovingly restored by Merle. If you are in Sabie, call in and stay. Chris organized a group photograph to be taken behind Sabie Brewery Co – the only group photo of the cars on the trip. Suffice to say what happens at Sabie Brewery Co stays in Sabie Brewery!

The rest of the day was spent at the glorious farm belonging to Rodney Green. Thank you for your hospitality, showing us your amazing collection and the spontaneous sharing of your MG knowledge so readily to the Club. However most of the women sat in the warm house with refreshments and had our own most enjoyable natter and noggin.

On Saturday, the sun was shining, roof down on most of the MG's and complete with our route schedule, no GPS needed, we headed to Blyde River Canyon via Graskop. It is a very scenic route and surprisingly few potholes. I only managed to hit 1 – “*speak to the hand*” by my navigator for a few kilometres though.

Blyde River Canyon resort holds wonderful personal memories for me. On arriving in SA, my brother took us there for many holidays. Tony had his own memories to relive. He had driven the “hill climb” just outside the restaurant to the bottom viewpoint. It is an excellent tar road, and he had driven it during the Tusker Tour about 20 years ago in his beloved TC. A highlight for me was seeing the enormous grin on his face as he took Ruby through her paces on the “hill climb”. I do think I split the carpet using it as a brake on the way back up! Superb venue and amazing photo opportunities. A few other members then followed his lead.

Thank you to Pepi and Stephen for recognizing Tony and all the Club members standing and singing “*For he is a Jolly good fellow*” to him on Saturday night. Goosebump stuff!

Seeing Robin Grover and James Kelly on this weekend – young and vibrant – giving us hope for the future – and seeing the world through their eyes – a task to us is to keep the Club relevant for them – we are just the custodians of our cars and club.

We reluctantly packed on Sunday and eat again(!) before we left, said our sad goodbyes and set off on the road. Unfortunately, Esra Martins had to stay over and take his MGA back to Benoni on a trailer as he had had problems on the road down. We had an easy drive back and stopped as per our habit, at “*Joubert & Seuns*” farmstall for supply of oranges and preserves.

What stood out for me was the absolute camaraderie, caring and happiness felt on the weekend. Laughing till we cried and eating (and drinking) till we were overfull!. Thank you to Hazell and Steve Eden for their hard work and we especially appreciated being allocated into room Number 1.

## RUBY'S POST TRIP FEEDBACK

### **Loose lower side sill on passenger side.**

This was rectified on the Wednesday upon our return. We had to take off the rear wheel to get to the screws on the end of the sill. An addition to Richard Grover's advice - not only check the spare wheel before you go on a trip, but check that the tools fit the wheel nuts – ours didn't . They now do!

### **Loose rearview mirror.**

Tony asked me to “put my hand up and find the screw” on the rear view mirror stalk and then the whole unit fell off onto my lap – a few seconds again of “*speak to the hand.*” There is no screw there – you just slide it in and out – rear view mirror fixed.

*Maybe we need our Annette to write a monthly service mechanical guide? - ED*





# 40<sup>th</sup> Anniversary Ruby Run

*Stephen Grover introduces the special cars the club had an opportunity to interact with at Rodney Green's Farm*

The (s)lowveld, White River in particular, is one of my favourite places to go for a break from the manic nature (and humdrum?) of city life. Returning better grounded than I was when I left, feeling energised and excited about what life has to offer – somehow ready to make financially detrimental decisions...

This has little to do with the scenery and fresh country air. It has more to do with my great MG friend, and source of great ideas, Rodney Green who can sometimes be found on a farm between White River and Hazyview.

Naturally when the location for the 40th anniversary celebration was selected I was particularly keen to see if it would be possible to take some friends along to share some of the enthusiasm that Rod has for the marque that we all enjoy so much.

Luck was in! He would be in White River for the weekend, and we could come past for tea, and to spend some time with the cars that live on the farm.

The members who were on the run descended on the farm on Friday afternoon, and were treated to a viewing of some special MG's. The club members cars looked wonderful on the lawn at the farm, and the weather did its part to make the gathering all the more dramatic.

Here's a brief summary of what we saw and the stories of the cars.

## MG C-Type Montlhery Midget

All MG's are special, but the MMM cars have a particularly special place in the heart of many enthusiasts. And of those MMM cars the most revered are the racing models. These were manufactured in limited numbers, campaigned by men of tremendous courage, and elevated the name "M.G" above all the rest in the pre-war years.

Only 44 Montlhery Midgets were manufactured by MG during the early 1930's, and C0257 is the only one to take up permanent residence in South Africa. The car was manufactured in March 1931 and was exported in 1933.

C0257 was campaigned extensively the UK and on the continent between 1931 and 1933, but without much by the way of good luck. At some point in the car's life, while owned by the factory and used as a demonstrator, it was given the nickname "Hoodoo" after a series of bad-luck incidents. She sheared a flywheel at the Brooklands Double Twelve, and spun off in two successive German Grand Prix events. The car was not without its share of success though, lapping at over 100MPH at the BRDC 500 and claiming the 5 kilometre class H international speed record at 110MPH.

She was also campaigned by Cecil Kimber himself in the Craighauntlet Hill Climb, where he put up the second fastest time – but skidded and almost rolled on his final run. Hoodoo competed at Nurburgring, and in the Ulster TT.

Locally Hoodoo was entered in the 1934 South African Grand Prix and the 1936 Kimberley 100, driven by Ralph Rohr on both occasions. The 1934 event ended badly when Ralph spun after he was blinded by steam from a blown radiator cap, and the 1936 was cut short with a failed big-end bearing. Better luck was had at the Pollsmoor Grosvenor Grand Prix in 1937 where Hoodoo finished second to Doug van der Reit.

Although smaller events followed, including the Camps Bay Hill Climb, the Grand Prix days were – for the time being – over for this C-type.



# 40<sup>th</sup> Anniversary Ruby Run

*Do do that Hoodoo that you do so well*



*Hoodoo* has been seen occasionally since then in the hands of a few owners. Recently the car has been present that 2014 Indaba and at the South African MMM events. Rodney is currently preparing the car to for participation in the SA Historic Grand Prix which will take place later this year in East London. A fitting return to the car's spiritual South African home.

The car has been stripped to a bare chassis, checked for squareness, and is currently being rebuilt. The original powerplus supercharger has been replaced with a Volumex, and full race engine and ENV gearbox have been refitted. Great care is being taken to not remove any of the original character or features of the car, but it should be a competitive and reliable racing car at the end of the rebuild.

So much of what we have come to associate with MG in later years has its starting point in the MG C-type – it was the first MG to be supercharged, the first to carry a slab-tank, and the basis of the J2 and later sports cars. To see the chassis castings with “EX120” cast into them is memorable for any enthusiast.

1. Hoodoo's dash detail
2. Hoodoo's radiator grille
3. MG casting
4. Commemorative plaque on Hoodoo's dash



## MG K2

The K2 up close and personal is quite something. It has the appearance of a TC which has spent the last 2 years on a diet of whey protein while attending Navy Seals training. Wheelbase and Track dimensions are as the K3 – which is not small - but the K3 is less familiar owing to its nature as a racing car. The K2 is so familiar, and yet not quite what we have come to expect.

There are two MG K-types in South Africa. The K1 which we have been privileged to see at our Brooklyn Mall shows over the years, and the K2 belonging to Rodney. There were three cars in the K-type range, the K1 was a 4 seater available as a saloon or a tourer, the K2 was the 2 seater sports car, and the K3 is the infamous race car which did so much to cement MG's place in motoring folklore.

Rodney told a great story about a dog-eared page of Mike Allison's book *"The Magic of the Marque"*, which showed a photograph of a K2. Dreams sometimes have a great way of working their way into your Garage, and this is what happened with the K2.

Identified for sale in France, it is unusual in that it is presented in its original configuration with no body modifications. It features the most desirable pre-war components as a pre-selector gearbox and large front mounted Volumex blower.

Once some of the drama of the K2 has subsided, the details make it all the better. Many features are more closely associated with the grand MG's of the vintage era rather than the more austere MMM cars. The retaining arrangement for the headlights, construction of the side lights, and cast supports for the spare wheel, solid wood dashboard, octagonal instrument bezels, and dash mounted remote starter are a cut above what the rest of the range had at the time.

The K2 was fired up. A wonderful chorus of mechanical noises.





# 40<sup>th</sup> Anniversary Ruby Run

*J2, Twinks, PA + an MGC*

## MG J2

The J2 was the MG that really set the course of things to follow. Although the M-type was the original Midget its links to the Morris Minor were obvious, and MG had not yet benefited from the lessons that would be learned through the development of the 12/12 M-type, Ex120 and the C-type. When the J2 arrived it was a revelation. Capable of 80MPH in “standard” tune, it was top of the list for anybody looking for an entry level sports car.

Any sports car enthusiast in the 1930's would have aspired to own a J2 with a specification sheet reading like Rod's example. The car is fitted with running gear to J4 specification, including the 746cc engine and Marshall Supercharger, complete with L-type clutch to withstand the increased torque. Brakes have been upgraded to 12” units as fitted to the L-type, and the cycle wings keep the weight down.

I was thrilled to be asked to start the J for those present – and after a moment of Stage Fright while I remembered where the starter was – it fired up on the push of the button.

This J2 is also set to participate in the SA Historic GP later this year, and is built to a similar specification to the car entered in the 1936 South African Grand Prix event by E.R Nesbitt.



Twinks, J2 and K2

## TWINKS

Twinks is my favourite MG. A late MGA Twin Cam roadster, in deep red, with a factory hardtop, aluminium panels, no bumpers and a racing history going back over 40 years. The car is an example of everything that makes an MG special.

Many of the members present had strong memories of seeing this MGA in action over the years, and the posting on Facebook solicited some enthusiastic responses about what a difficult race car it was to catch.

Twinks is now in “fast road” specification. Getting behind the wheel a few months ago it was a fantastic education as to why you absolutely should meet your heros. Lightweight, Le Mans specification torque, close ratio gearbox and LS diff... What I would give to drive that down to Cape Town.



Hoodoo's chassis

## MG PA

In the corner quietly being restored is the ex-Bob Jones PA. This car is the spiritual sister car to my J2 as they came from the same garage – the two chassis rails for Rodney's PA were stacked neatly next to my J2... Despite starting with incomplete bits which were as dismantled as they could possibly be, the PA is making good progress. The PA will be built to a wonderfully considered specification, including a side mounted blower and a PB gearbox.



Rod's MGC with hardtop

## MGC

Tucked around the back, recently driven solo the 1800km from Cape Town without a glitch, is a 1969 MGC resplendent in Orient Red with works hardtop. The car for long cross-country touring, and blasts to Hazyview for dinner.

Personally I am incredibly grateful to have friends who are so enthusiastic to have such remarkable collections of cars – used regularly and driven hard. I find it a great inspiration, and gain incredibly personal growth out of these relationships.

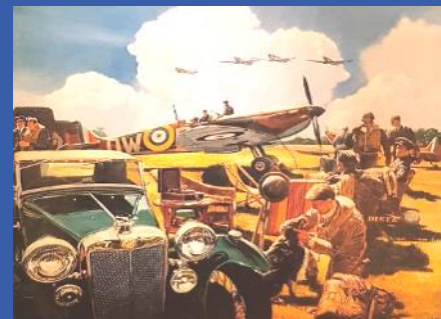
# Combined Centres Show Day

*Photographs from the Combined Show Day at the Museum of Military History*



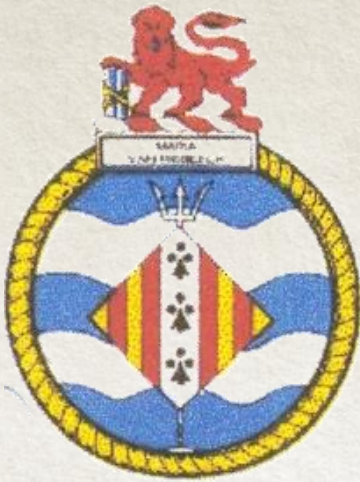
**MG CAR CLUB  
SHOW DAY  
SUNDAY 30 SEPTEMBER 2018**

Combined Centres Show Day  
Hosted by the  
Johannesburg Centre



# MG in the Navy

*In keeping with the Military tone of Show Day, Trevor Beddy shared an interesting article about an MG visit to the South African Navy*



CROSSED THE BAR July was a sad month with two senior members crossing the bar as well as the sad passing of the wife of a shipmate. It is thus with sincere regret that we advised of the passing of the following:

† RAdm (JG) Frank Peche SM SAN (Ret) passed away on Thursday 03 July after admission to 2 Military Hospital in Wynberg. We extend our deepest sympathy to Moira and their extended family. It was Frank's wish that there be no formal service. Frank joined the Navy in the early fifties as a storekeeper but was later commissioned from the ranks as a Lt in the Stores Branch serving his sea-time aboard SAS Good Hope. In the middle to late 1960s with the commencement of the Daphne Acquisition project in France, Frank was appointed as the Supply Officer for the project and moved to Nantes in France. One of the highlights of his long stay was to be on the bridge of S97, later SAS Maria van Riebeeck, when she was launched, representing the designated OC. This was on 18 March 1969 which is accepted as the birthdate of the Submarine Service. On completion he was appointed as SO1 Provisioning at Naval Headquarters, a less exciting but, for most of us, just as important job. After a number of posts in the Logistic field, including Director Supply and later CNS Logistics, he retired in the early nineties. **Frank was an MG enthusiast and dedicated much time to the MG club. He also had a special affinity for the Submarine Service and especially SAS Maria van Riebeeck – as shown from the extract below from Navy News No 2 of 1998.**

Trevor has shared an article featured in the August edition of "SPINDRIFT", the monthly newsletter for the Naval Offices Association of South Africa.

The article features the Crossing the Bar\* of a keen MG enthusiast, RAdm (JG) Frank Peche SM SAN (Ret).

It recalls when 17 classic Cape MGs visited the Naval Dockyard in Simons Town in 1998. This was at the behest of Rear Admiral Peche who was a very keen MG owner. At the time he and Trevor were young naval officers. He remained an MG enthusiast and owner until his passing. Frank was an old shipmate of Trevor's in the Frigate SAS Good Hope, the ship in which Trevor served as the Gunnery Officer in the early sixties.

Frank and Trevor became good friends and remained as such until his recent sad demise.

\* the traditional terminology for the culminating event in a naval officer's life is called "Crossing the Bar".



**'SAS Maria van Riebeeck was visited by Cdre F. Pechè SAN (Ret) in the company of 16 cars from the Cape Town MG Car Club on the occasion of the Club's 50th Anniversary. The beautifully restored models, parked alongside the MvR should serve as an inspiration to all.'**

SAS Maria van Riebeck was Submarine in Service 1970-2003, named for the Wife of Jan van Riebeck. In 1999 re-named SAS Spear.





# Workers Party

*Some photographs from the Work Party head at the Clubhouse to build a new ramp and spring clean*



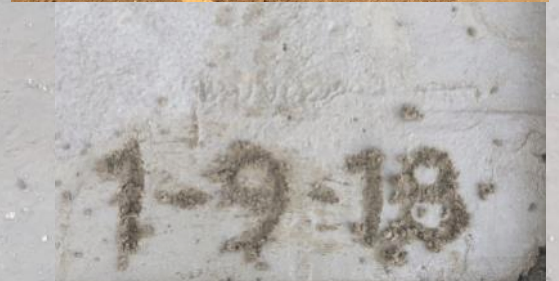
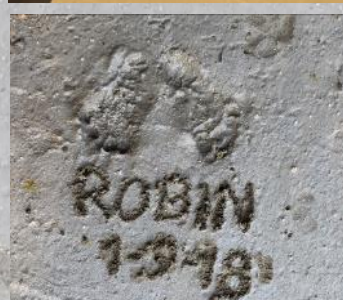
A hearty  
**CONGRATULATIONS**  
+  
**THANK YOU**  
to the Workers that attended  
the Work Party

Pepi, Raymond, William, Bill,  
Dave and Little Dave, Jay,  
Dave, Tony + Annette and  
Avril, Mervyn, Trevor, Esra,  
Geoff + Bev, Alan + Denise,  
Richard + Avril, Dirk +  
Sharleen, Stephen +  
Bronwyn, Steve + Hazel,  
Anja + Frank, Peter + Paul,  
Bernard, Gary, Hannes,  
Carel, Johnnie, Martin and  
Peter who brought the beer.

To the financial backers and  
those that allowed us to use  
their tools and equipment  
also a big

Thank You

*apologies if anyone was omitted*



# September Club Night

*Frank + Anja hosted the newly named Club Night with generous serving of Currywurst followed by pudding*



## Currywurst

Frank and Anja started the Spring season of Club Night, the new official name for our informal Friday gatherings.

The beautiful evening called for a long table to be set up outside the Clubhouse. With a neighbourhood wide power outage, the candles and camping lights added to the festive atmosphere of the evening.

Frank and Anja provided generously proportioned sausages served with the traditional spiced sauce. As always, Anja's home made pudding, with a choice of Crumble Tart as an after dinner treat was a Club favourite.

Geoff and Bev brought their new MGBT—now named the Flying Naartjie for its first visit. We were also treated to our first look at Anne-Marie's beautiful BGT.

The evening saw the initiation of the new ramp built by Club Members at the Spring Day Event on 1 September. Trevor gallantly steered his glorious TC into position as the ramp was officially declared Open.



Trevor Officially opening the new Ramp at ludicrous speed!





# Club Notices + Announcements

*MAGIC Memories*

## MAGIC MEMORIES

1 October  
Northern Centre Clubhouse  
Following the Natter + Noggin  
7:30 for 8:00pm

Norman Ewing  
Esra Martins  
Jacque Debeil



“I have been supremely lucky in my life in that I have known great love, and of course I am the temporary custodian of some incredible and beautiful things.”

*Elizabeth Taylor*

Esra bids a fond farewell to his beautiful TC before she joins her new family.



# Club Notices + Announcements

*The annual Jacaranda Run to see Pretoria's famous blooms*

## JACARANDA RUN

**21 OCTOBER**

**UNION BUILDINGS**

**9:30 for 10am departure**

**2 hour scenic route  
through Pretoria's Blooms**

**finish at Clubhouse for  
Bring + Braai**

**Fires provided  
cash bar available**



*Join the Northern Centre in showing our Johannesburg  
visitors our famous Northern Hospitality*

Avril + Richard Grover present

# AUNTY AVS BOERRIE STAND



**Friday 12 October**

**5:30pm onwards : Northern Clubhouse : Everyone is Welcome**



# Club Notices + Announcements

*Tickets are still available for the Raffle*



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 October Club 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.*

## **Choose from 3 Cottages**



Salinga Dam View Guest House  
(Sleeps 10)



Salinga Garden Cottage  
(Sleeps 4)



Tugela Falls Self Catering  
(Sleeps 14)

The Northern Centre has been "Maintaining The Breed" for 40 years. The slogan, coined by Cecil Kimber before World War II was taken very seriously by the Abingdon work force. During the difficult war years, the factory produced two famous pieces that were critical to the Allied war effort:

Albemarle cockpit and the Matilda MK II Tank.



### **Matilda MK II Tank**

With its heavy armour, the Matilda II was an excellent infantry support tank but with somewhat limited speed and armament. It was the only British tank to serve from the start of the war to its end, although it is particularly associated with the North Africa Campaign. It was replaced in front-line service by the lighter and less costly Infantry Tank Mk III Valentine beginning in late 1941.



# Club Notices + Announcements

*Forthcoming Events in Brief*

Point allocation C=Clubman, V= Victrix/tor Ludorum, RR=Regularity Rally, HR=Historic Racing

## OCTOBER

Monday 1	Natter 'n Noggin	NC	Clubhouse 19:30 for 20:00	C
Monday 1	Magic Memories Talk 2 in a Series of 3	NC	Clubhouse Following the Noggin	
Friday 12	Club Night Richard + Avril Grover	NC	Clubhouse 17:30 onwards	-
Sunday 21	Jacaranda Run + Driving Tests	NC	TBA	C

## NOVEMBER

Monday 5	Natter 'n Noggin	NC	Clubhouse 19:30 for 20:00	C
Monday 5	Magic Memories Talk 3 in a Series of 3	NC	Clubhouse Following the Noggin	
Friday 16	Club Night	NC	Clubhouse 17:30 onwards	-
Sunday 25	Driving Tests	NC	TBA	C
25 November- 2 December	The South African Historic Grand Prix Festival	-	East London	-

## DECEMBER

Monday 3	Natter 'n Noggin	NC	Clubhouse 19:30 for 20:00	C
Friday 14	Club Night	NC	Clubhouse 17:30 onwards	-
Sunday 9	Monthly Run	NC	Christmas Party	C

## OCTOBER

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

## NOVEMBER

3	Historic Tour Racing	Red Star Raceway
11	Cape Classic Car Show	Cape Town
11	Portuguese Trial Regularity Rally	Johannesburg

## DECEMBER

2	NASREC Classic Car Show	NASREC
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# 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

Custom made number plates. Priced from R150, depending on Artwork.

Pepi  
082 410 1569



## 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

Complete set of Encyclopaedia Britannica. 45 volumes. Excellent condition. Best offer will be considered. No longer needed. Got married last weekend. Wife knows everything

## For Sale

*Two piece Rotisserie to rotate bodyshell*  
*Bodyshop Dolly*

Bob: 011 4682648

## For Sale

*Selling my faithful ZR.*  
*Bought in Cape Town 2013. Fairly rare colour: Royal Blue Pearlescent. Car is original. NO OIL LEAKS.*  
*Original tool-kit and a service booklet.*  
*Sold with an AA/Dekra roadworthy.*  
*Price : R48 500 . A lot of car at the price.*

Rod Paxton: 083 458 0148  
the2paxtons@hyperlink.co.za



When your helping dad fix the car to learn but all you learned was how to hold a flashlight and get yelled at



Should you wish to advertise items For Sale, Wanted or To Swop please e-mail the editor at kryckt@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.

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