



UMG AZIST



MAG 442
November
2018



MG CAR CLUB NORTHERN CENTRE

A Warm Welcome to our New Members



Our 2018– 2019 Committee Members

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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.



The Umgazi Mag: November

About This Issue

Speed + Precision

November was a celebration of our favourite past time.
Driving MGs.

Regularity Rallying was discussed at the Noggin, Driving tests were undertaken for the adventurous and the Cat's Eye Rally was held during the month.

William keeps us up to date with his hands on racing exploits and Pepi shares some thoughts on the Classic Grand Prix held in East London. A heart pumping event indeed.

Gentleman, start your motors, escape the seasonal rush and enjoy the articles, the letter from Mr Ewing and of course, Bev's Burgers!

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A plea from the Treasurer

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I NSOMNIA

C REW

Chairman's Letter

November has been another very busy month filled with MG activities fun and laughter a hall mark of our 40th Ruby Anniversary Year filled with events that have been well attended and have contributed to strengthening and building the MG family in our club.

Although a "short" month, December promises to be another busy month for the club.

The last of the MaGical Memories series will take place at the Noggin on the 3rd of December and features three stalwarts in the club, Esra, Alan and Jay sharing memories about the competitions organized over the years at Esra's farm and the Icicle Rallies amongst other events. The evening promises to be as entertaining as last month's Rally memories. A reminder that when we have finished the talks, Mike Brown will make DVD's available of the full series of 4 evenings and the club will ensure members have access to the content and allow remote members to enjoy the series too.

Hot on the heels of the Noggin will follow the Christmas function and Santa delivering gifts to the "good" and the "very good" members in the club with the obligatory jumping castle once again being the after party venue.

Less than one week after Santa has delivered your gift we have the last Club Night on the 14th December catered by our chicken and spicy food guru, Dave Westaway! On the same night we will again have two cars on show at the "Stoep Talk". We conclude our 40th year with the big boys and their V8's, Stephen will present his recently completed MGB GT V8 and Gary will show his immaculate MGB V8 Roadster, not for nothing is Dave serving Chicken a la King that night.

The introduction of the "Stoep Talk" at the Friday Club Night has brought another dimension to the club by creating an opportunity for members to introduce the club to their new or rebuilt cars and give a little back ground to the origins of the specific car as well as the model type being exhibited. Providing a platform for new members and old to learn about the various model MG's from fellow members who own them. This again puts the car at the center of the club, the reason we joined it to begin with and ensures communication between members about the cars, another way of "Maintaining The Breed".

Last month's Stoep Talk presented by Robin & Frank with their rare MGA Twin Cam's gracing the Stoep and our resident MG expert Stephen providing the story behind this unique model. Members responded very enthusiastically and with positive feedback from even the most non-technical in the family who felt they had not only learnt but they understood the car better.

Big thank you to Bev and Geoff for making sure we were well fed and looked after with dessert thrown in too.

The driving test, Gymkhana and cats eye combination made for a full day in the very hot sun and that made the very cold beers at the end taste even better and flow freely at Malt Pub and Grill. The driving test and Gymkhana as always were well laid out by Dave Westaway and were again mega fun. It was such a good day we have been invited back by the Centre management next year.

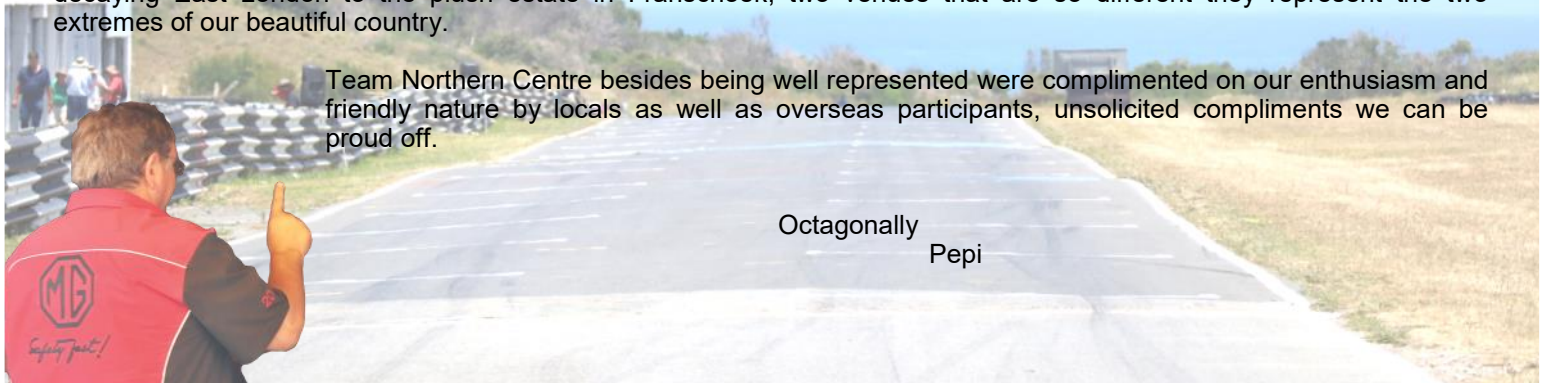
The Cats Eye was a different beast all together that challenged the most expert of driver and navigator relationships. Thank you, William, for testing us to the extreme and introducing me to a side of my brain I never knew existed, I am convinced the twitch in my eye I have had the last two weeks started on the Cats Eye Rally! Can't wait to see the results when they are presented at the next Noggin.

November kept the best for last, the 17 lucky enough to attend the SOUTH AFRICAN HISTORIC GRAND PRIX FESTIVAL in East London on the 24th and 25th had their minds well and truly "blown".

An array of prewar classic racing cars that not only represented the top cars from 1934 to 1939 but historic cars that will never be seen on our shores again. The festival started at the iconic East London racing circuit and will end at a Garden Party in the up-market estate of Val De Vie in Franschoek on the 2nd December. The cars driving over 5 days from decaying East London to the plush estate in Franschoek, two venues that are so different they represent the two extremes of our beautiful country.

Team Northern Centre besides being well represented were complimented on our enthusiasm and friendly nature by locals as well as overseas participants, unsolicited compliments we can be proud off.

Octagonally
Pepi





Combined Centres Show Day

Letter or thanks from Norman Ewing to those that assisted with the preparation and execution of Show Day

I would like to thank all those who visited, called and wished me well, it was a great help and truly appreciated.

To say I was staggered when the Mall of Africa gave our Fathers Day venue date to 702 would be an understatement, but when we were first offered a chance to run the event indoors and then when Pepi had done floor plans the goalposts were moved yet again, offering us the outside venue after the alterations sometime in August, it was time for a rethink.

When we were not able to be given a firm date, this after Pat and I had gone to see that the proposed alterations had not even begun, it was time to stop the bus. I called a meeting with Bruce (Dixon), Michael (Trollope), Pepi (Gaspari) and Steven (Grover). We either kicked the whole thing into touch or I could find another venue. Our alternatives were St John's College or a picnic on a plot in Midrand...neither appealed.

That afternoon I drove over to the Johannesburg war museum where I met Jeff Bell and asked if it would be possible to put cars inside the museum...put cars under the Dakota and put cars on the lawns. He told me only management could decide that and introduced me to Allan Sinclair who told me the request would need to be in writing. Back I went to Bruce to type me my letter on club stationery.

On Monday I took the letter and Pepi, in town on business, along to meet Sandi Mackenzie. I outlined my plan to link the day with the MG factory war effort. They seemed keener for the cars to be outside the museum, but agreed to what I asked and gave us a firm date entered in their diary. Job done.

With a firm date we were on the go, With Brian van der Skyff's help and hours of his time we produced the dash plaques and posters. Then young Mike Trollip photographed a toffee tin my sister had sent plus a Jim Dietz artwork for the programme, sadly Mike did not have the app to create what I needed so I turned for help to Paul Spencer who not only did exactly what was needed but added the Matilda tank and my copy. My ex boss, Roy Myburgh, then proceeded to print more programmes than I needed free of charge. Someone I have never met, Sharon retyped the Keven Wise inserts, which Rajesh printed also free of charge.

When the date was set in June I had asked Kevin (Loader) if he would handle the scoring. I had also wanted young Robin Clarke to be Chief Judge but as he was off to Germany for the original date we had to look elsewhere. Now with a new date he was available and I handed him the list of judges I had collected. We now needed involvement and with Mike's help - and lots of phone calls- we were brought into the 21 century with entries being available on line. The entries arrived.

I called everyone I could think of to GET INVOLVED and enter, using three lots of airtime in the process...but it was worth it. I asked Roger Bull to put together a photo shoot with the Dixon TC, Trollope B and the TF. These pictures plus the press releases were sent to the Caxton Press, The Saturday Star and Ignition. What a pity they were never used.

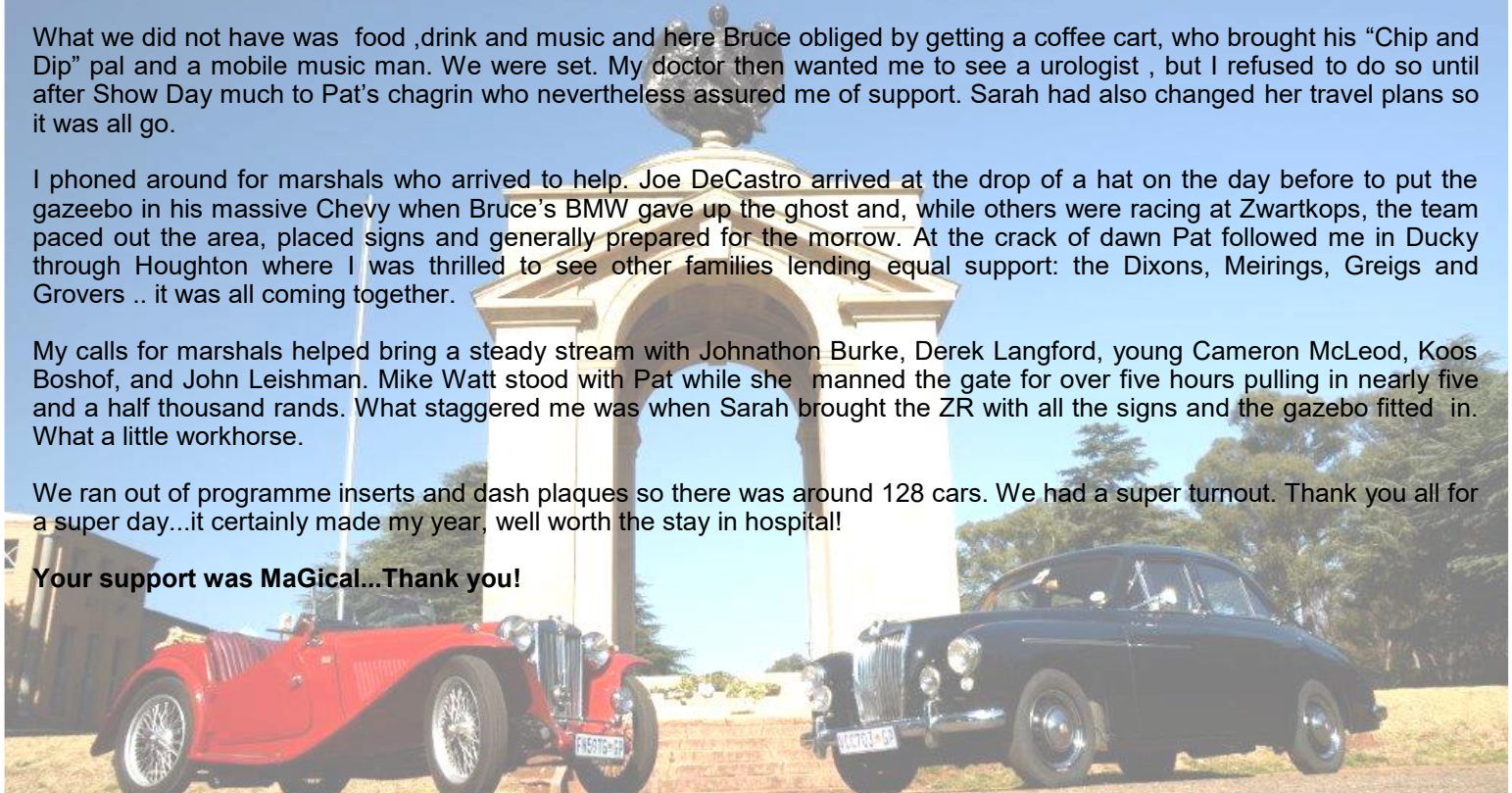
What we did not have was food, drink and music and here Bruce obliged by getting a coffee cart, who brought his "Chip and Dip" pal and a mobile music man. We were set. My doctor then wanted me to see a urologist, but I refused to do so until after Show Day much to Pat's chagrin who nevertheless assured me of support. Sarah had also changed her travel plans so it was all go.

I phoned around for marshals who arrived to help. Joe DeCastro arrived at the drop of a hat on the day before to put the gazebo in his massive Chevy when Bruce's BMW gave up the ghost and, while others were racing at Zwartkops, the team paced out the area, placed signs and generally prepared for the morrow. At the crack of dawn Pat followed me in Ducky through Houghton where I was thrilled to see other families lending equal support: the Dixons, Meirings, Greigs and Grovers .. it was all coming together.

My calls for marshals helped bring a steady stream with Johnathon Burke, Derek Langford, young Cameron McLeod, Koos Boshof, and John Leishman. Mike Watt stood with Pat while she manned the gate for over five hours pulling in nearly five and a half thousand rands. What staggered me was when Sarah brought the ZR with all the signs and the gazebo fitted in. What a little workhorse.

We ran out of programme inserts and dash plaques so there was around 128 cars. We had a super turnout. Thank you all for a super day...it certainly made my year, well worth the stay in hospital!

Your support was MaGical...Thank you!



South African Historic Grand Prix

Held in East London on the 24th and 25th November, Pepi Gaspari shares his enthusiasm of the unique event

Earlier in the year while scouring Facebook for interesting MG content I stumbled across the SAHGP Facebook page and wondered who these organizers based in England were and what did they know about the first 1934 GP held in South Africa. After all it was the MG Car Club with Norman at the helm that back in 1994 had organized the Diamond Jubilee event at the East London track.

I promptly sent off a message with a photo of the poster made up for the Jubilee event, within 2 minutes I had got a response enquiring about the poster from Mark Woolley the organizer. Mark is a South African living in England who comes from a family that has been involved in racing and who own historic cars locally and in the UK. Mark was, incidentally, one of the journalists that did not pitch, after confirming his attendance, at the MG INDABA at Sun City in 2000. It peeved me off 18 years ago. Subsequent communication resulted in Stephen Grover and Rodney Green arranging 10 top quality MG's that are related to the pre-war (MMM) era or to some form of racing, these will be exhibited on Sunday 2nd December in Franschoek on the Val de Vie Estate.



Not knowing what to expect of this much anticipated event, I approached it with a sense of trepidation as many of the entries and schedules posted leading up to the event were "provisional entry lists", I almost expected to arrive and find all the hype around the rare and historic cars to be a lot of hot air. I am pleased to say that I was completely wrong and within 1 minute of entering the Pit area surrounded by cars I had read about and only seen in black and white photos in books with aged pages that have turned yellow, I was completely immersed in the atmosphere these incredible machines assembled together created. Looking at my fellow enthusiasts faces I could see they were equally immersed in the noise of revving engines and the smell of high-octane fuel.

To try and capture the moment and that unique feeling I started videoing the goings on around me.

There was Bronwyn holding Robin with his colorful ear muffs and Stephen cleaning the J2 parked next to Louis van der Merwe's L type, oh and here comes Heyns and Roger Lewis, Viv James, Feliciano Martins ... the Cape Town MG guys seemed everywhere. More familiar faces in Clive Winterstein and Tania from JHB, Ines and Ian Barker representing the Costa family owners of Hoodoo. Too many to mention, all these friends and enthusiasts moving between the cars, all the cars, drivers and owners completely accessible to everyone, no barriers no "prima donnas" pure enthusiasm and friendly smiles. Just like the MG Club, the cars had brought a group of passionate people together where old friendships were strengthened, and new friendships were being formed.

Northern Centre was well represented and by far the biggest group from one club, it's not possible to miss 16 people when most are wearing either Indaba or Anniversary regalia. I was asked on a number of occasions where we came from and twice, we were complimented on the enthusiasm and friendliness, once by locals and the other by overseas visitors.

On entering Alan made the comment that the EL track is in the same state that the old tracks were when he was attending races, we now know that was a long time ago! The track has all the basic requirements and feels like it is stuck in a 1960's time warp, which I think contributed to the unique atmosphere created by these unique cars that had raced on this track as far back as 1934! One of the overseas drivers, a regular at Goodwood events made a comment "that Goodwood must have felt like the East London circuit before the TV and technology era arrived", this all contributed to the unique atmosphere.



South African Historic Grand Prix

Held in East London on the 24th and 25th November, Pepi Gaspari shares his enthusiasm of the unique event

“Mind blowing” is often an overused expression, but these cars are truly exceptional.

What a privilege to watch the Whitney Straight Maserati 8CM (2900cc), winner of the first SAGP or BORDER 100 as it was called in 1934, being prepared by current owner Chris Jaques who is related to Prince B.Bira of Thailand who bought the car from Straight before the war and successfully raced this beast in the pre and post war years.

Two other cars that participated in the first race in 1934 were present and both are MG's.

The K3 K3020 (1100cc) was a works entry from the factory, driven by Dick Seaman, after leading for much of the race it had a problem with fuel pressure and ended 5th.

The other is the much-loved Hoodoo and the car some members saw during the rebuild on the Ruby run in August this year in Rodney Greens garage at his White River farm, an MG C Type Midget C0257 (740cc) one of the Montlhery cars, this car driven by Ralph Rohr from Cape Town did not finish the 1934 race due mechanical problems.

Amongst the other cars, three other cars were historically relevant and, on the day, impressed on and off the track, pushing the limit in both races.

The winner of the 1937 SAGP an ERA R4A (1100cc) driven by Pat Fairfield in 1937. Currently owned and extensively raced by Nick Topliss who feels the cars spiritual home is EL circuit.

Another ERA R3A (2000cc) that finished on the podium in 1939 with local legend Roy Hesketh at the wheel, was also immaculately prepared and pushed to the limiting around the track. The third and last one I will mention is the Alfa Romeo Tipo B (2900cc) that ran under the colors of Scuderia Ferrari and was driven by Richard Shuttelworth in the 1936 race. All beautifully turned out cars that are worth a few pennies and yet they are pushed to the limit and not kept in museums!

As MG enthusiasts we always see MG's and only MG's at our events, the first time I saw a K3 and C Type Midget was at the MMM gathering in Franshoek in 2015 and the only Marque present was MG. The SAHGP for me put the K3 and C Type in context, in amongst the cars it was competing against, all be it on a handicap system. These two MG models were the first “foreign” cars to win in Italy and France, the K3 at the Mille Miglia in Italy and the C Type at Montlhery in France. When that is put in context you will understand why the European's were a little upset that these little cars were beating their large capacity engine beasts in their own back yard!

Little did Brud Bishop the motoring editor at the Daily Dispatch know that on a Sunday afternoon in the early 1930's when he took his girlfriend for a drive to check out the newly built road along the beach front on the Westbank of the Buffalo River he would leave a motor racing legacy stretching 84 years, not only in East London but country wide. In his constant search for material as the motoring editor, the idea dawned on him that with the newly built road he would arrange a race and create his own content. That first race in 1934 had 40 000 people attending and the success spawned a whole new generation of racing enthusiasts countrywide.

Finally, I am a great believer that history repeats itself and this last weekend has proved it again, this time a little closer to home. In mid-December 1994 Gary and Heather Chapman took their newly arrived bundle of joy, Ashleigh, who was just short of 3 weeks old to the Jubilee event in 1994. 24 years later at the 84th celebration of the first race, Stephen and Bronwyn Grover brought their bundle of joy along, Robin, who is just a week shy of 5 months old. When Robin is 16 years of age it will be the centenary celebration of the first SAGP and I have no doubt that by then he will be an expert on all things MG.

How's that for history repeating itself, it takes the MG slogan “MAINTAINING THE BREED” to a whole new level.





Will on Racing

William Kelly reports on their November outing at the Zwartkops Historic Tour

Organisational mastery....

November 3. Jimmy Jam's 6th Birthday. Alex, Rikus' son's birthday party day. And racing on at Zwartkops...

What are responsible parents supposed to do?

Scott who built the car, now named Cookie (since clearly the car is the root of all that's evil yeah), managed to fix the slipping out of third gear story by taking the box out, and then taking the box apart, and then stripping the thing completely, and then replacing synchro rings, and some other doo hickies that really are utterly uninteresting but which apparently make sure it stays in gear and then putting it all back together again. Car completed on the Friday am and Rikus drove it to the track. Turns out we're down a temperature gauge, but otherwise all good. Rikus had a luncheon appointment for work and so didn't practise at all.

By the time I got to the track on Friday afternoon there was time for two practise sessions which I duly undertook – the car ran really well and I even better – with only one minor off at turn 5 at the top of the hill which was my fault, was pushing to see if I could master a proper power slide and it turns out I can, very briefly. The subsequent spin is something I need to work on however.

Anyway, joy and happiness with a 1:22.8 odd being a reasonable lap time in the car. Nothing broke, although there was a moment when the car sputtered to a halt but then proceeded to get going again. We have no idea and it hasn't repeated this yet on us so we're ignoring it.

Saturday am arrived and Rikus took the first two morning drives. He qualified us for Pursuit and Little Giants and then proceeded to run well in both races according to many, many onlookers who will testify to his complete and utter lack of spinning off the track at any stage whatsoever. It never happened folks, nothing to see here. Anyway, Rikus got some points and had a good morning out. He even left the car fuelled and prepped and good to go for me, as we arrived at the track around 12:30 or so, having missed him in transit. Rikus did mention we were leaking electricity and the battery basically starts the car now twice and then conks out. On the grid for Pursuit the car started first time and I was set a nominated time of 1:25 which was Rikus's time he was aiming for (we can't change these once the first race is completed) and basically anything below a 1:23.7 would see me disqualified. As it happens I won the race but did two laps under this time and so went from first to last instantly for zero points. But crossing the line first was quite lekker – I didn't see the checkered flag and so did another fast lap for just in case and then had to scamper off track post haste in some embarrassment. Still it was fun and overtaking some people along the way was great.

My second race was Little Giants and I started behind the yellow Consul of Mel with Jaco Taylor and Robin Clarke behind me. Little did I know how hard it was going to be to get past Mel, she put me on the curb in turn one without hesitation and that was a wake up call. Eventually up at turn 5 I managed to find a way past – how we didn't trade paint still amazes me. Next time I need to learn to carry more speed into turn one and keep my nose in front of her and shut the door on her to return the compliment. Who said racing was a gentleman's sport?

Anyway, once I was past her it was a case of continuing to keep Jaco behind me and that Alfa of his is quick and he



was clocking a full second a lap faster than me. Somehow, I managed enough of a lead to manage to keep him behind me and I'll claim the class win over Clive, my sole competitor in the class.

All in all, it was a great day out with no major spins or drama. Cookie ran faultlessly, and we now have a month or two to prep her for the next race being the David Piper at the end of January I think. Stiffer suspension, fixing the electricity leak and temp gauge are going to be the priorities and we should be good to go.

Hopefully by then we'll also have Jimmy back online and it should be an interesting year's racing. We can't wait!

Driving Tests + Cats Eye Rally

*The annual Driving Tests were held at Silver Oak's Crossing.
Dave Westaway reports from Under The Crash Hat*

GYMKHANA

So, how do you combine water, blind folds and stopwatches, easy, put a blind fold onto your navigator, give them a bowl with a glass full of water balancing precariously in the middle, throw in a few poles for the driver to find their way around and 3.....2.....1.....GO, stop watch running and stand back and watch the fun, easy.

A target time of 50 seconds was set to complete the course and penalties in increments of 5 points accumulating for water spilled.

First car away was William who pulled away faster than he does on the starting grid at Zwartkops and promptly deposited the entire glass of water onto Wendy's lap. Full quota of penalties before the first corner with screams of disbelief from Wendy as she could not see what was happening and a surprisingly quiet back seat as young James was hanging on for dear life, I am sure he thought he was in a live video game.

Various tactics were employed by various competitors with differing results with the officials taking a fair amount of verbal abuse and the odd dousing of left over water at the finish line.

Only three of the teams managed a clean run, clean being a relative word. The winners were father and son Stephen and Richard, second went to Steve and Hazell and third was Bill and Bill from the Triumph club. Obviously communication was a governing factor when you see who was in the passenger seat.

DRIVING TESTS

The driving test was based around the course that we had for the Indaba with a slight twist so drivers were reasonably familiar with where to go although the twist did catch out those that were not paying attention.

Competitors had two runs at the test with the faster of the two counting. Immediately one could see who the hooligans in the club are by the amount of wheel spin and attempted sideways manoeuvres. Cones and poles are placed around the course to guide the competitors and keep them away from objects that are not vehicle friendly, something that William chose to ignore and tried to re-arrange the 'furniture' when he decided that the corner was not wide enough for his liking.



Congratulations to the Prize Winners.

Prizes were awarded by Dave Westaway

Top Lady Driver: Anja Prinz

Gymkhana: Richard + Stephen Grover

Driving Test: William Kelly

Combined: Richard + Stephen Grover (Richard not pictured)



Driving Tests + Cats Eye Rally

The Cats Eye Rally, organised by last year's winner, William Kelly, took place between the Gymkhana + Driving Tests

A visit to the hospital for cardiac arrest averted some very good times were posted and by all accounts an enjoyable time had by all.

Fastest time of the day went to William, very closely followed by Pepi in second and Gary third in the magnificently sounding B V8, I think in future all of the competitors can sit on the side-lines and Gary can do everybody's runs for them just so that we can listen to an angry V8 for an entire morning.

The fastest lady was Anja who took an impressive 10 seconds off her time on her second run. Come along ladies we need to see more of you out there on the course.

Combined results were, first Stephen and Richard, second Steve and Hazell and third William and Wendy.

Having the Cats eye run in-between the two events proved to be a very nice distraction for the competitors and by all accounts a brain teaser of an event.

Thanks must go to Robin and Pepi for helping with the setting up, Denise for the time keeping, Robin for the scoring and running around, Bronwyn for tallying up the scores and Stephen and Richard for helping with packing up after the event, all the competitors and obviously Silver Oaks Crossing for the continued use of their facility. I hope I didn't leave anybody out, apologies if I did.

Keep the sunny side up and the oily side down.



The Cats Eye Rally, approximately 1 hour long, followed a route that was embedded in an essay three pages long with riddles and clues in the blazing heat of 33°C! A few relationships between driver and navigator may have been tested, not to mention marriages.

The day culminated with lunch at Malt with lots of cold beers and live music!

The great turnout of some 40 people made for a wonderful day out.



Although James found a frog on the rally and therefore wins (according to the rules of Frog Finding) the Winner of the 2018 Cats Eye Rally will be announced at the Noggin on Monday 3 December.

As tradition dictates, the winner will be awarded the honour of organising the 2019 Rally.

Frog Finding rules may not be such a bad idea after all.

Hedgehog

Found in a hedge the story of "Hedgehog" as found on a Facebook page

Simon Morris posted the below information on the Vintage & Classic Cars For Sale in South Africa from 1886 –1987 Facebook page:

Many years ago, I cannot remember the actual year, however on the 2nd of March at +- 8h30am it could have been in 1991. I was one of the guy's that actually cut away the hedge and this vintage racing car emerged, at the time it had been sitting in the hedge for 31 years.

I remember that we used Ian Campbell's car trailer.

And it may have been Rod Smith that was with me at the time.

I cannot remember all the details, but it was then stored on display at The Calgary Vintage Car Museum for a few years and then it disappeared and at the time I heard that some people from The MG Car Club restored it.

And now I have no idea where it is or who has it.

I would love to be able to sit in the car again.

Brandon Hattingh responded to Simon's request for information regarding the current whereabouts of the car:

The car in question is indeed affectionately know as Hedgehog and was restored by members of the MG Car Club Border region and is currently raced and maintained by Roger Lewis.

The below photographs were included in the post, showing the original find.

Hedgehog was recently seen racing at the South African Historic Grand Prix



MG TC Special Hedgehog
2018
East London Race Track

November Club Night

*Geoff + Bev Cunnington held a super Burger Night
Robin Clarke and Frank Netterberg displayed their MGA Twin Cam*

Another great evening spent amidst friends and MG family on a hot summer night! Thanks to Bev + Geoff Cunnington for providing the great burgers and looking after us.

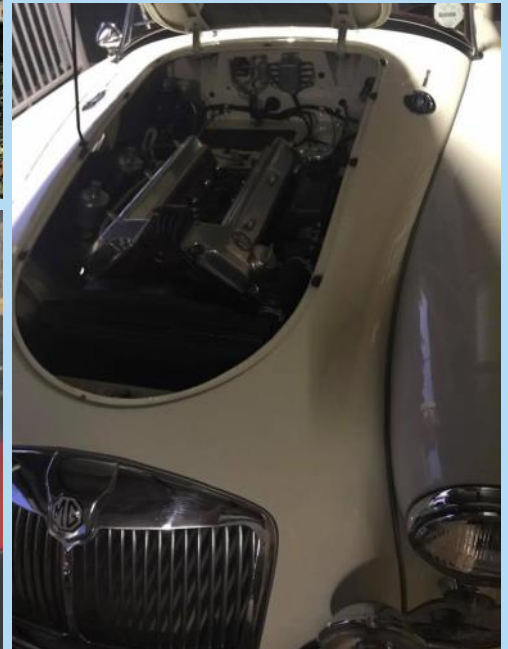
In keeping with the theme of inviting members to bring their cars along and present to their fellow enthusiasts, Club night was a celebration of the MGA Twin Cam 60 years on.

In this club we are fortunate to have two excellent examples of the Twin Cam, thanks to Robin Clarke + Frank Netterberg for bringing their stunning cars and presenting them.

Our knowledgeable Stephen Grover gave a short history of the Twin Cam followed by an individual history of the cars by the owners.

Truly a MaGic evening.

BEV'S BURGERS



(Richard not pictured)



Club Notices + Announcements

MAGIC Memories

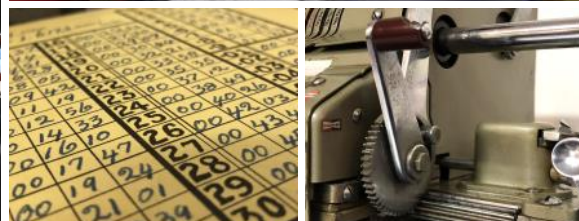
MAGIC MEMORIES

3 December
Northern Centre Clubhouse
Following the Natter + Noggin
7:30 for 8:00pm

Alan Uzzell
Jay Westaway
Esra Martin



Johnnie Van Wyk, Hazel + Steve Eden, Wally Langford and Richard Grover (not pictured) shared their stories and experiences with regularity rallies



Johnnie Van Wyk's Time/Distance calculator and Speed Tables.



Club Notices + Announcements

Our Club's Christmas Party + Final Club Night for 2018



Everyone's family is invited to MG Car Club Northern Centre Family Christmas Day

Santa : Jumping Castle : Braai Fires : Festive Fun
Saturday 8 December
Clubhouse from Noon

Christmas Party

Father Christmas will arrive in his Red TD around
12h45

Gifts will be handed out to the children + then
grownups

We aim to start braaing at about 13h45

The Jumping Castle will require correct attire be worn

Children's Presents

Please hand children's presents in at the bar
Wrapped presents are to have the child's name printed
on them in LARGE LETTERS

Father Christmas's eye sight is not what it was
Gifts for children are to be between R180 and R200

Grownup Secret Santa

If you would like to participate in the Secret Santa,
please hand your presents to Sharleen or Pepi
You will receive a numbered sticker which will correspond
to a randomly chosen gift brought by one of
your fellow enthusiasts

Santa will be drawing the numbers— sitting on Santa's
knee remains optional

It doesn't matter if you have been naughty or nice, if
you wish to receive a gift you must bring one.

Please don't include names on the gifts

Grownup gifts are to be between R100 and R150

BRAAI FIRES WILL BE PROVIDED

Bring your braai food, your crockery + your cutlery
SALADS will also be provided

Sharleen has a list of salads from volunteers but a few
more are still needed. To volunteer, please contact:

Sharleen

0824133330

Chicken à la King

Prepared by Dave: our favourite chef



Friday
14 December

A final
fowl thee well
for 2018



5:30pm onwards : Northern Clubhouse
Everyone is Welcome: Feathers Optional

Club Notices + Announcements

Forthcoming Events in Brief

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

DECEMBER

Monday 3	Natter 'n Noggin	NC	Clubhouse 19:30 for 20:00	C
Monday 3	Magic Memories Talk 4: Organising a Motoring Event	NC	Clubhouse Following the Noggin	
Friday 14	Club Night Dave's Chicken A La King	NC	Clubhouse 17:30 onwards	-
Saturday 8	Monthly Run	NC	Christmas Party Clubhouse from Noon Onwards	C

JANUARY

Monday 7	Natter 'n Noggin	NC	Clubhouse 19:30 for 20:00	C
Friday 18	Club Night	NC	Clubhouse 17:30 onwards	-
Sunday 20	Club Run	NC	Muldersdrift Picnic Hosted by the Leeferinks on their plot	C

FEBRUARY

Weekend 2-3	Club Run	NC	18th Passion for Speed at Zwartkops	C
Monday 4	Natter 'n Noggin AGM	NC	Clubhouse 19:30 for 20:00	C
Friday 15	Club Night	NC	Clubhouse 17:30 onwards	-
22-24	Club Run	NC	Brooklyn Mall Timeline 2019	C

MARCH

Monday 4	Natter 'n Noggin	NC	Clubhouse 19:30 for 20:00	C
Friday 15	Club Night : Awards Evening	NC	Clubhouse 17:30 onwards	C
Sunday 24	Club Run	NC	Checkered Flag Club Museum, Benoni Bring + Braai	C

APRIL

Due to the Easter Holidays, April Dates will be Confirmed

Monday 8	Natter 'n Noggin	NC	Clubhouse 19:30 for 20:00	C
Friday 19	Club Night	NC	Clubhouse 17:30 onwards	C
Sunday 28	Club Run	NC	Condition Concourse + Boot Sale	C

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

Two piece Rotisserie to rotate bodyshell
Bodyshop Dolly

Bob: 011 4682648

For Sale

Full Disclosure: I always promised my wife that when we were "with child", I would put my beloved MG up for sale so we could buy some minivan/SUV atrocity with a big enough rear window to put those infuriating family stickers on. So this ad is a good effort.

For Sale: the last vestige of my youth.

For Sale

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

Pepi
082 410 1569



Wanted

MG B Roadster

Chrome Bumper in good condition as buyer is not mechanically minded.
Paul Spencer 083 601 5712

Wanted

Restoration of Roof Lining

Ian Grace is looking for assistance/recommendations with the restoration of his roof lining.
Assistance greatly appreciated.
iang@xsinet.co.za

HERCAR

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- Mechanical repairs

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Corner of Roger Dyason and Industrial Road

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ALAN ZEEDERBERG

Tel:012 347 7326 – Cell: 083 310 9580

LUCAS AND ALL OTHER MAKES

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

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(Richard Pictured)