

UMG AZIST

MAG 451
August
2019



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



Meetings take place on the
First Monday of the Month
Please confirm by phone



082 410 1569



www.mgcc-north.co.za



PO Box 11430
Silver Lakes
0054



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Contact the Editor
kryckt@gmail.com

All articles, photographs and ideas are
encouraged

The opinions expressed in this Newsletter do
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LUCAS AND ALL OTHER
MAKES

Apologies, in the last edition the article should have refer to **Michael Plows**.

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Chairman's Letter

Compared to the club activities in the last 3 months, August has been a quiet month and a welcome breather for your exco. The last two events in August was the Club Night and Driving Tests, both well attended and showcasing the MG family at its best. Both events served up surprises, one planned and the other not.

I was approached by Jemma and Victoria to see if they could combine the August **Club Night** with the family celebration of the Cunnington's 50th Wedding Anniversary. Their anniversary falls on the 23rd and Geoff's birthday the 16th, the actual Club Night date. There was no hesitation from the exco. Catering and sponsorship of the bar was taken care of by the family so there was very little to do other than keep the whole motive of the evening a secret from the two people in the Club. As Geoff and Bev are hands on and central in the organizing of functions with stocking the pub and running the clubhouse, keeping the surprise was going to be tough.

On this occasion, with the help of a little white lie or two, I was very impressed that not only did the Club not let the cat out of the bag but members picked up on the ruses and played along, adding fuel to the fire! By Club Night, the only two not in the know were Geoff and Bev. The surprise added to a memorable evening, with 73 family and friends celebrating a very special couple who in a short time have become an integral part of this club and MG family.

Special thanks to Jemma and Victoria who generously arranged the excellent spit braai and sponsored the drinks for the evening, it was an excellent celebration and a Club Night that rates high as one filled with laughter and fun!

The **Driving Tests** that were held for the month's run held a surprise of a different sort, in that we ended up combining the event with the Triumph Sports Car Club's annual concours. This came about due to the Irene Mall having to undergo unplanned building work. Instead of moving the concours to the clubhouse, Bill Flynn suggested having it at the same venue as our driving test, Silver Oakes Crossing Centre. After a quick site inspection we agreed that this could work, a turn of events that served up an excellent day with both the driving tests and concours being well supported.

The tests drew 19 entries of which 6 were from the Triumph club, including a few that had been competing earlier in the concours. Positive feedback from both club's members on the day has planted the seed that could see more of our future events combined. Events that resonate with both Marques and ensure the promotion and growth of the clubs while still keeping the individual club's identity are certainly ideal.

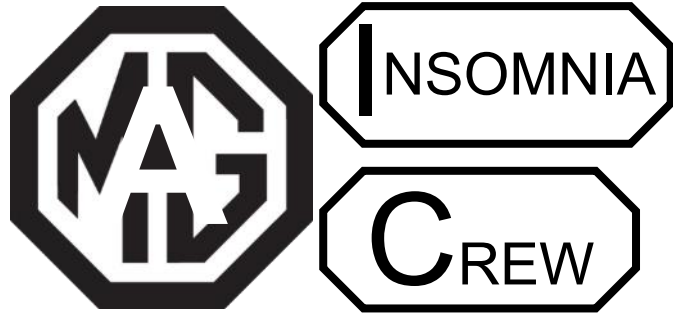
One of these events is the **September Run** to the Phyllis Robertson Home. The outreach event on Sunday 15th September would ideally require 30 cars to take disabled residents and their caring staff on a short 500m drive around the Home. Once the rides have been enjoyed we will share a braai with the residents and staff.

MG and Triumph Car members have an opportunity to contribute towards a unique experience for a disabled resident to drive in a classic and sports car. For some residents this is a highlight of the year. It also gives us a chance to understand the challenges that disability brings as well as an opportunity to interact socially.

With the onset of Spring, the beautiful classic cars and the braai, the day will be filled with celebrations, fun and laughter as we experienced in our last visit to the home a few years ago.
DON'T MISS OUT!

The September Noggin on 2nd will be a presentation on The Galp Regularity Rally by our very own Ian Greyling and the organizer of the rally Tony Barboza.

Club Night will be Friday the 20th and catered by, yep you guessed it, Bev and Geoff will be doing all the hard work on that night



Rosie, a resident at the Phyllis Robertson Home, showing a photograph commemorating her last trip in a red MG.

Octagonally
Pepi

MG Driving Tests + Triumph Concours



Driving an MG is what this club is all about. Driving your MG fast is what the MG factory expounded in its heyday with the famous slogan *Safety Fast*. Combining the two at clubman level makes for a fun filled day with lots of laughter and friendly rivalry.

Safety fast is what our competition secretary Dave Westaway does extremely well. Once again the driving test proved a winner with 19 entrants and fierce competition throughout the field with the youngest driver being Phillip Nicholls, 19 years old, in his 15 year old car the MG TF160, and the oldest driver was Esra Martins an impressive 90 years old and still driving his 57 year old MGA 1600 like a 19 year old. Both drivers acquitted themselves well, with young Phillip only 6 odd seconds off the pace. Not bad for the first time he drove the car in earnest. Esra, worried he was going to end last, still managed to beat a handful of drivers.



Due to unforeseen building work at their original venue, Bill Flynn, chairperson of The Pretoria Triumph Sports Car Club, approached us with a suggestion to combine their show day and concours with our driving tests. There was ample space for the complimentary events, one static and the other mobile. It also meant that the Triumph members were able to compete in the driving tests and keep the friendly rivalry going between the clubs. It was a great idea Bill had to combine the events which has planted a seed for possible combined future events between the clubs.

The festive atmosphere started early morning with the drivers briefing, track walk and coffee flowing, before the fun started. Each competitor had a single sighting run and two timed runs, with the best time chosen. A third run was offered with the catch that your third time would be the absolute time submitted - regardless of your previous times! As most of us know by now, Dave has an evil twin that pops up with a charming grin and sparkle in his eyes.

With a well placed terrace adjacent to the concours the spectators enjoyed their drinks and breakfast served up by new restaurant Papaboa while some members returned to the tried and tested Malt for lunch.



As is always the case when the MG family meet up its loads of fun and lots of laughter, with perfect weather on the day it was another excellent day where memories were created and friendships cemented.



Thanks George Dehlen

The POMC Magnum Rally

Steve Eden

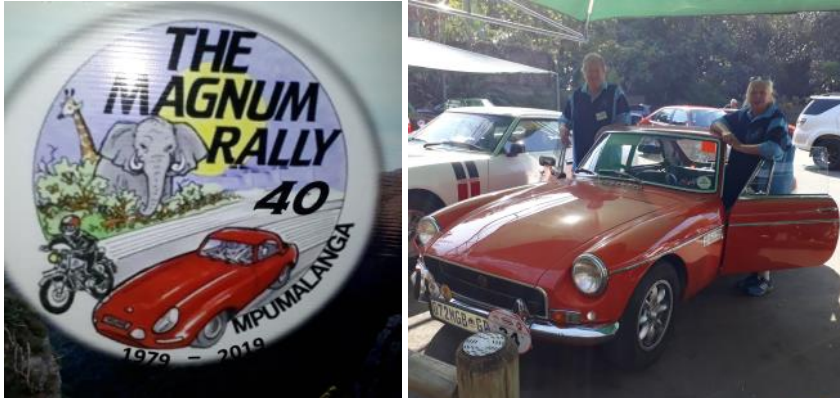


Figure 1

Dist	Speed	Time	Instruction
0,00	30	00:00:00	Portal at entrance to Numbi reception Start of Open Section
0,14	30	00:00:17	STOP, Turn Left onto main road
1,93	30	00:03:32	STOP. Turn right. Start of Regularity

Figure 2

Dist	Speed	Time	Instruction
2,02	60	00:04:02	80 speed limit
12,0 2	65	00:14:02	Warning - Gentle curve

Every year the Pretoria Old Motor Club organises a few Classic Car and Bike regularity rallies. There is the “Summer Rally” in February, the “Mampoer Rally” in June, and the Premier Event, the “Magnum Rally” in August. The Summer and Mampoer rallies are single day events held locally, the Magnum is a 3 day event which takes place in Mpumalanga, currently based at The Numbi Hotel in Hazyview. For those that don’t know what a Regularity Rally is all about, here is a brief explanation:

At the start, or the night before on the Magnum, you will be given a route schedule.

POMC sealed odometer rallies have different speed classes with defined maximum speeds, usually 55, 65, 75 and 90km/hr. You can choose which speed group you want to be in, based on your and your vehicle’s capabilities. Some entrants prefer to enter the slower groups as it is probably easier to stay on time. We enter the 90km/hr group, otherwise I fall asleep!! The route schedule will look like this. *See figure 1*

Fairly simple, you leave the start at zero km, at 30km/hr, and at zero time.

At 0,14 km, at a stop street you turn left, it should have taken you 17 seconds to cover the distance at 30km/hr.

At 1,93 km, still at 30km/hr, you reach a stop street and turn right, you should now have an elapsed time of 3min 32 sec.

This first part is all open section so there will be no timed points until after the “Start of Regularity”. *See figure 2.*

At 2,02 km, you should see an 80 limit sign, at an elapsed time of 4 min 2 sec. You must change speed to 60 km/hr.

At 12,02 km, there will be a gentle curve warning sign, you should be there at 14min 2 sec after you started. The route schedule can extend to over 200km and can take 6 hours to complete including lunch and fuel stops.

Data loggers are used in the vehicle to determine if you are on time at various points on the route, day 1 on the Magnum had 30 points in 270km. You are penalised 1 point for each second you are early or late.

All this is simple until you realise that you have no speedometer or odometer to tell you how fast you are going, and how far you have been. The only thing you know is how long it has been since the start.

There are various methods to try and determine your speed, mile (km) stones are excellent especially if they are every 200m, which they are occasionally. White lines on the road can also be used as they are a set distance apart. We use a couple of crib sheets with speeds vs distance/time and speed for time over 10 white lines. No calculators are allowed.

We run with 1 clock on elapsed time, 2 stopwatches for the navigator, and one for the driver.

The POMC Magnum Rally

If all this puts you off as being too difficult, don't worry. Most sealed odo rallies, including the Magnum, have a "touring group" at the back of the field with no restrictions on equipment, which means you will know your speed and distances within the limits of your instruments accuracy. This is probably the best way to start rallying. We have lots of comments that we don't use our MGs enough, these rallies are just the way to do so.

The main thing to do however is to stay on the route and enjoy the drive, especially in the scenic areas of Mpumalanga.

Now a brief report on the rally.

Firstly let me say that The Numbi lived up to it's past reputation, the accommodation was fine and the breakfasts and suppers of good quality and quantity. Thanks must go to the Fick family for their support and enthusiasm. Willem and Edna competed in their Porche (I think the TC would have had a hard time). The POMC organisation was fantastic, no problems with the route schedules, or lunches. Well done to Leo and his team.

We took an easy drive up on the Wednesday along the N4 and via Nelspruit and White river. There were a lot of roadworks around Machadodorp with long stop/go's. We made it to Hazyview in about 5 hours, in plenty of time to get the car scrutineered and go through registration.

A buffet supper was laid on by the hotel and we enjoyed this, meeting up with old rally enthusiasts and new friends.

Start time for Day 1 on Thursday was 10h01 for car 1, as car number 34, we had time for a leisurely breakfast before our start time of 10h34.

The route took us through Sabie, Nelspruit and White River with a lunch stop at a private car collection, back through White River and Kiepersol to the Numbi. 226 km in just over 6 hours. We were amazed on getting the day's results to see that we were 1st in class. That didn't last through days 2 and 3 though.

Day 2 saw a 10h04 start to travel via Graskop to Blyde River Canyon for lunch. The return route was via Pilgrims Rest (I hate rallying on that road), through Graskop again and back to the hotel. 270km and 6 1/2 hours. Not a good day, 6th in class but a podium finish was possible with a good day 3.

Day 3 was quite short, 135km and 2 1/4 hours taking us to White River, up to Sabie and back down to Hazyview. We unfortunately picked the wrong start point for the last section, and also drove way too slowly (unusual for me I know). We ended up last in class for the day, and 5th overall, out of 12, for the 3 days. Not the best of results but we had an enjoyable weekend.

Remembering the Machadodorp roadworks we decided to take a chance and come back via Sabie, Long Tom, Lydenburg. Dulstroom and Belfast. The standard of the roads is much improved with very few potholes outside of the towns. The main problem is the large number of coal and log trucks on Long Tom. Hazell counted 26 coming up the pass from Lydenburg.

The car had run perfectly all weekend and we were looking forward to getting home reasonably early when, suddenly, halfway between Witbank and Bronkhorspruit, the engine died. The rev counter fell to zero, indicating a low tension ignition circuit problem. The points gap seemed to have disappeared and could not be corrected. I had a spare set of points, but managed to drop the retaining screw and couldn't find it. By now an hour had passed by, so Hazell got on the phone to the Insurance's Towing service. It seems the free roadside assistance they offer isn't quite what it appears. The first 40 km of any tow is free, after that the charge was R8,37 per km. And you have to pay for the Tow trucks round trip. As we were exactly 41 km from both Witbank and Bronkhorspruit, our 40 km would already be used when they got to us. So we tried the free road assist with the AA through FNB's Credit Card. Same story. Only their charge was R 9,80 per km and a cash payment of R197 to the driver. Additionally the only Tow Truck available was in Pretoria North, making it a round trip if 148km. This was going to be a very expensive trip.

Then our Guardian Angel sprang into action. Help arrived in the form of Martin, Guido, Michelle and Karen Kaiser, who had been fellow competitors on the Magnum. Martin found the screw I had dropped, Guido opened one of the most well equipped tool boxes ever seen in a classic car, Michelle sorted out the warning triangle which kept getting blown over by the trucks that roared past, and Karen kept Hazell company.

After a further hour, Michelle managed to contact Pierre Rousseau, another competitor, who had towed his Austin Healey to the event and was about 30 minutes away. He very kindly offered to take his car off the trailer and drive it home so that we could use his trailer.

Martin, meanwhile would not give up. Just before Pierre's arrival he finally managed to get the car going after refitting the old points. A cheer went up, and we were off again. The Kaisers followed us to our off ramp, to make sure we had no further problems. We are so very grateful to them all for their help and assistance. I am now going to fit the Accuspark device!

If anyone wants more information on these rallies, or help in how to do them, Hazell will be glad to share her expertise. It's no good asking me, I'm just the driver!

Use your MG. Steve Eden

The Life of an MG Wife

Marelize Mostert

August being women's month, we thought to give you a glimpse into the life of an MG-wife.

God created women to be man's right hand, and so they are: because you need an extra hand to hold parts together, hand tools, push the car

You can either become an MG-wife by marriage (you marry the guy, you marry the car) or it can happen overnight: the one day you don't have an MG, the next day you have an MG, you're at a Noggin or a Club Night and that's it. Life as you know it is over. Once you're in, it's difficult to get out. You are now a co-owner of an MG.

"Being an MG wife means a huge extended family" says a wise Heather Chapman. The car becomes part your family just as you become part of a very tight knit, sincere family. In this family everyone is equal, male or female, old or young, as long as you like MG's.

So here are a few lessons learned as an MG-wife:

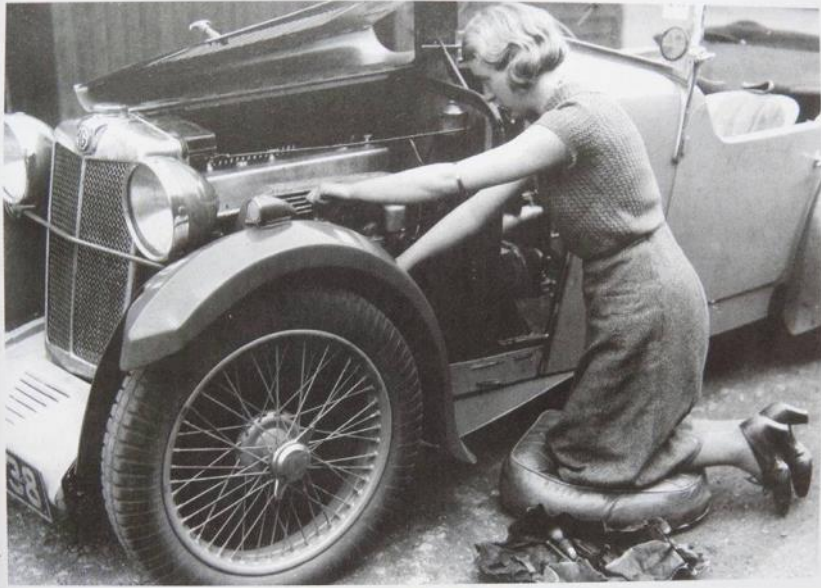
- *How to remove grease stains from shirts*
- *Where the jumper cables are*
- *Always have extra food, beer and coffee in the house. As in ALWAYS. Especially on Saturdays. You never know who will show up to give a hand*
- *Spark plugs, crank shafts, bearings, are actual topics for conversations. In time you will also start knowing what they look like and what they do*
- *How to raise your voice to a certain pitch that will cut through garage walls so you don't have to leave the house when you call him for supper*
- *Antique shops are great – for finding imperial tools*
- **"Stick your fingers in your ears when you drive fast and buy wine by the case"** says Denise Salter
- *When planning a weekend away, check the club calendar first for club nights and club runs, else you may end up alone*
- *You will watch TV programmes on the restoration of every rescued car on this planet (at least twice)*
- **"Fit in or fit out"** confirms Sharleen Putter
- *Don't be in a rush. Be patient. Cars breaking down, overheating, running out of fuel is just part of the journey*

Bronwyn Grover agrees. "We've travelled to many parts of our country or overseas that are off the tourist route with an array of fun and diverse people. I have so many memories associated with these cars".

On behalf of all MG wives and co-owners I would like to thank the MG men and women who introduced us to the cars, and the club for opening up a whole new world, for including us in adventures and for giving us special memories and stories to tell.

I'd like to close off with a short story from Avril Grover on how she became an MG Wife:

My time as an MG owner's wife started in 1982, when I met Richard and was introduced to his TD. In 1996, we sold our 10 seater Micro Bus, as our older 2 children were independent, and bought our 1972 MGB; a 2 seater! This was my everyday car for 9 years until Steve commandeered it. The B became part of my "persona". Since joining the Northern Centre, the Marque has taken us all over the country, and we've made many special friends. In the garage I've been known to, reliably, pass spanners, bleed brakes and clean, clean, clean....



Posed for the photographer, Kitty Brunell servicing the F-type she drove in a number of trials

Born in 1911, Kitty grew up surrounded by racing.

In 1932, she drove an MG F Magna in the Scottish Rally Large Car class.

In 1933 she became the first (and only) women to win the RAC Rally at Hastings. Her win took place in a four-seater AC Ace sports car. Other Ace's finished the race, including one driven by another women driver, Mrs G Daniel who placed seventh. (The AC Ace was the forerunner to the AC Cobra.) In the same year Brunell also won the Concours d'Elegance. At the Scottish Rally she drove an Aston Martin, as part of the larger 1500cc and over class.

Club Night: 50th Wedding Anniversary Surprise

Bev Cunnington



Here we go again...
Can't wait for another
awesome 50 years!



The Club Night for August was scheduled for 16th with the caterers being Pepi, Raymond, Marelize and Bernard. This should be a good one I thought, maybe some lovely Italian food, something different.

Pepi phoned Geoff during the week to let him know that there could possibly be about 70 people attending the night, so we needed to stock up the bar. Me thinks Pepi has extended the invitation to Joburg and everybody is anticipating Italian food!

Our daughter Jemma said she would also like to attend as we had no other plans for Geoff's birthday so then I phoned our other daughter Vicki and asked if she could perhaps come as well. As Vicki works in Sandton and with the traffic, she said she'd try to make it.

Pepi kindly relieved Geoff of bar duty for the night as it was his birthday, Richard apparently had kindly offered to run the bar with some assistance. I decided the least we could do to contribute to the night was to provide cake for everyone. So I sent a message to Pepi saying that I didn't know what his menu was for the night but that we would be bringing cake - I got a thumbs up!

We had arranged to meet Jemma for tea and cake at lunch time, no lunch as we're saving ourselves for the Italian feast! After which Jemma went off to pick up Esme, our son-in-law Brian's mother, who was going to babysit the kids with Brian. We arranged to pick up Jemma at 17:15 and Vicki was going to make her own way there. When we arrived to pick up Jemma, she told us that Brian and his mum had taken the kids to MacDonalds, that's great for the kids I thought.

We arrive at the Club at about 17:30, lots of cars there already so early, I guessed the Joburg traffic was running OK for a change. So, in we walk carrying the cakes and as I step inside, I see Brian holding up his phone and there on the screen is Adam, Ani and Connor on video from Germany, I was speechless. Then I realise who else is there, Brian's mum Esme, and then the grandchildren come running up. Then I see Vicki, who was supposedly still on her way from Joburg, and then our eldest grandchildren. Then our very good friends Jacqui and Paul, and our neighbours Eileen and Ray. Then I take in everybody else who is there, the décor, Golden 50 balloons, Golden runners on the tables and there on the round table a wedding cake and lovely iced biscuits! Wow, what is going on? I'm thinking the family has decided to also celebrate our Golden Wedding Anniversary on the Club Night with the cake even though it was a week away. As I can't see any of Pepi's food I guessed we would be having cake and drinks!

After all the greetings and congratulations from everyone and some photos I go out to the patio to see if Pepi's food is out there, only to find two spit braais on the go. Jemma then informed me that our children and in-laws had paid for this wonderful surprise party for us. The whole family and Pepi had been at the hall since 14:00 setting everything up. Everybody had been sworn to secrecy, even the MG family. I really don't know how we really had no inkling of what was going on.

It was truly an amazing night with plenty of wine and drink flowing, great food and the company of an awesome family and friends. No better way to celebrate our Golden Wedding Anniversary and Geoff's birthday.

Our special thanks go to Avril and Richard for bar keeping and to Pepi for his help with all the arranging - and for managing to keep the secret! NIGHT TO REMEMBER for years to come!

Joburg Run to Irene Farm



Sunday 11 August saw a visit by the MG Car Club Johannesburg Centre to the Irene Dairy Farm near Pretoria for breakfast. For second breakfast tea, the group headed to the nearby Clarke's Homestead to view their beautiful collection of MG's.

It was also the first time Denise Salter drove the late Uncle Jeremy's MGB GT and thoroughly enjoyed it.

CLUB NIGHT CHALKBOARD

FRIDAY 20 SEPTEMBER

Geoff + Bev Cunnington host a Club Night that has been 50 years and two weeks in the making
Certainly not to be missed

*Enjoy the
MG Marque of
Friendship!*

From 4:30pm Onwards

Northern Clubhouse : Everyone is Welcome!



Sunday 15 September

Spring Run to the

Phyllis Robertson Home

9:30 Meet at the Clubhouse
9:50 Depart for Home 16km drive
10:30– 12:30 Resident Drives
12:45 Braai and Visit

[Phyllis Robertson Home Google Maps](#)



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

SEPTEMBER

Monday 2	Natter 'n Noggin	NC	The Galp Regularity Rally presentation by Ian Greyling and Tony Barboza Clubhouse: 19:30 for 20:00	C
6-8	Johannesburg Centre's 50th Anniversary	-	Little Pilgrim's Hotel, Hazyview	-
Sunday 15	Club Run	NC	Spring run to Phyllis Roberts Home	C
Friday 20	Club Night	NC	Bev and Geoff Clubhouse 17:30 onwards	-

OCTOBER

Monday 7	Natter 'n Noggin	NC	Clubhouse: 19:30 for 20:00	C
Friday 18	Club Night	NC	P+P Clubhouse 17:30 onwards	-
Sunday 20	Club Run	NC	20 years of the Jacaranda Run	C

NOVEMBER

Monday 4	Natter 'n Noggin	NC	Clubhouse: 19:30 for 20:00	C
Friday 15	Club Night	NC	Clubhouse 17:30 onwards	-
Sunday 24	Club Run	NC	Gymkhana + Cats Eye Rally	V+C

DECEMBER

Monday 2	Natter 'n Noggin	NC	Clubhouse: 19:30 for 20:00	C
Friday 6	Club Night	NC	Clubhouse 17:30 onwards	-
Saturday 14	Club Run	NC	Christmas Party Clubhouse from 10am	-

Trading Post

For Sale

Custom made number plates. Priced from R150, depending on Art-work.

Pepi
082 410 1569



For Sale

Reconditioned MGA 1500 Cylinder Head. Has been skimmed, has unleaded valve seat inserts, Pressure tested and the thickness is 80.5mm. R8000,00.

David
dmulles@gmail.com

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: 011 468 2848

For Sale

MGB Roadster
White roadster in immaculate condition for sale. Records available from Dave Wheeler. Asking R 250 000 which is what has been spent on the car.

George Avvakoumides 083 306 1671

For Sale

MGA 1600 Coupe
Very reliable runner, papers in order and up to date. For further particulars and price, please contact :

Vernon Acton 083 647 6700 (East London)

For Sale

1955 MG 1500 TF
Nut and bolt restoration 4 years ago done 500 miles since. Excellent condition . R450,000.
Phone Julian Pringle wattpringle@telkomsa.net



Wanted

MGA and/or Magnette gearbox
Robin at 082902 5119

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

Club Committee



oops...

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