



MG CAR CLUB NORTHERN CENTRE NEWSLETTER

MG - THE MARQUE OF
FRIENDSHIP

MG CAR CLUB
NORTHERN CENTRE
PO BOX 35765
MENLO PARK 0102

**NEWSLETTER No. 346
JUNE 2010**

Monthly Natter 'n Noggins - every first Monday of the month (except Public Holidays) at the Clubhouse, c/o Umgazi Road and 26th Ave, Menlo Park, Pretoria

An Entry Fee of R100 is applicable to all new Members
Annual Membership Fee: R200.00
Fee for Postal Newsletter: R250.00
Country Members: R100.00
Fee for Postal Newsletter: R150.00

The views, comments and opinions expressed in this Newsletter are not necessarily those of the Club or Executive Committee

AFFILIATED TO
THE MG CAR CLUB
ABINGDON-ON-THAMES
ENGLAND



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MATTERS OF MOMENT

By Peter Noeth

Cover picture: The late Fanie Viljoen with his restored Austin A70 Hereford similar to his first rally A70. Sadly this amazing racing icon and motoring friend has died, He will be missed by his family and the motoring fraternity around the country. Our heartfelt condolences go to his wife Marge and sons Grant and Mark. See the articles on page 6

Congratulations: to Eileen Hugo for becoming the 600th Member to join the Club - a gift I believe, from husband John for her 40th birthday in April! - and to Steve Eden on reaching his recent 60th birthday followed by going on pension at the end of May.

Change to eNaTiss Registration Form - Update

In the April issue of the Newsletter we recorded the SAMCA Secretariat notice of the requirement to replace pink vehicle registration forms with the current version. My MGB GT, registered in my name in 1998, has a pink registration document, so I have now applied for a duplicate -it is not an easy process. There are only two Council offices where this transaction can take place: 1) the office in Andries street between Church and Pretorius streets in the CBD which is very crowded with long queues. Not recommended! 2) The Centurion Roadworthy facility at the west end of Nempapius Drive (M31) through Irene from the R21. This is by far the best place to go – on two successive days (one to find I had everything wrong and one to complete the application) at around midday, I was second and first in the queue respectively.

What I learned from this is as follows:

- 1)The form that we sent with the Newsletter is invalid, so destroy it.
- 2)You have to get the correct set of forms from the licence office at Centurion
- 3)Take with you a certified copy of your ID or a valid drivers licence, proof of your residential address (a water & light account or a Telkom account or a bank statement - not older than 3 months). Don't try anything else!..Also take your offending pink Registration Form and a black ink pen.
- 4)From the parking enter the left entrance to the office and keep right along the wall and turn right into the main hall. Counter 7 is exclusively for duplicate registration forms and is on your left, opposite the first row of chairs. Collect your pack of forms and go and sit down to fill them in (including the one for replacing a lost form) then rejoin the queue.
- 5)It will take a short while for the lady to fill all her forms and then she will give you a form telling you when you can come and collect your new Registration Form (about 10 working days)

DO NOT TAKE THIS THING LIGHTLY. YOU WILL HAVE PLENTY OF GRIEF IF YOU TRY TO SELL A CAR WITH A PINK REGISTRATION FORM. EVEN IF YOU ARE NOT PLANNING TO SELL A CAR IT IS IN YOUR INTEREST TO DO THIS AS SOON AS POSSIBLE. GOOD LUCK!!!!

Welcome to New Members

Member No.	Names	MG Owned	Proposed By
599	Pierre & Muriel Hoffman	MGB Tourer 1980	?
600	Eileen Hugo	MGB GT 1970	John Hugo

Welcome to the MG Car Club Northern Centre. We look forward to seeing you and your MG at many of our events in the future.

Chairman's Note

By George Dehlen

The Soccer World Cup clock is upon us – now only a week away. As expected, the excitement is building up – flags lining the streets and carried on cars, “football Friday” shirts now being worn every day, work to finish off road contracts at fever pitch, the new stadiums in use, Gautrain running, skeptics silenced. The biggest sporting event in South Africa’s lifetime, we are unlikely to see anything like it again, so let us each do what we can to help it be a success.

The first of the new Exco’s social events has taken place – the Friday evening social attracted a number of members and their friends and proved very enjoyable – and will become a regular item on our calendar. The next will be the experiment of shifting the monthly Natter ’n Noggin to a Sunday, and combining it with a boot sale and braai – an occasion to bring family and friends and simply have a fun day.

Much thought and careful planning had gone into our May run – the skidpan at Zwartkops. A last-week increase in cost caused the Triumph Club to switch to Boekenhoutkloof. That too was fully organized, then a questionable decision by a government official two days before the event caused the Triumph Club with our agreement to call a halt. Tony Craddock came to our rescue, substituting the skidpan event with the “Highwaymen Run” to view a collection of classic cars a week later.

The regrettable change and later cancellation needed quick communication with members, and Ivan de Clerk did his best with SMSs and e-mails to the addresses members have given on their membership forms (many of them now outdated) and the attendance registers members have filled in at events (many of them illegible) – but unfortunately we were unable to contact all, and two members made fruitless trips to empty venues – our sincere apologies. The clear lesson from this is that we need to move to a more professional database, communication technology and management. The old system was adequate for posting of newsletters, but has now proven inadequate for the modern communication era. We will need four things:

- A comprehensive database (members’ names, postal addresses, e-mails, cell and land lines, vehicles) based on some appropriate software (at this stage I don’t know which will be best)
- A system for updating it monthly – adding new members, amending when members change addresses, removing defaulters – this needs an electronic database manager
- A person who is prepared to send out communications using this database to members – annually (as with subscription invoices), monthly (as with newsletters), periodically (as with notices of events), and also emergencies (as we have just experienced).
- Backup – when the person responsible for the above is away from home or otherwise not reachable, there needs to be another person who can access and operate the database without delay. I am not sure how to achieve this either – perhaps this requires that the database should reside on the Internet, not in someone’s file at home?

Pepi Gaspari has offered to take over the database – it is going to be a big challenge.

Several of us attended the stirring farewell to racing driver Fanie Viljoen at Zwartkops on Friday 28th and Saturday 30th. The tributes that poured in made us realize what a great and multifaceted man he was. We extend our best wishes to Marge, Grant and Mark, and look forward to keeping contact with them at the racetrack in the future.

George

FORTHCOMING EVENTS

JUNE

Thur 3	Natter 'n Noggin	JHB	20h00 at Old Edwardians Clob, c/o 11 th St. and 4 th Ave. Houghton - Norman Ewing - 083 654 5433	
Sun 6	Boot Sale, Natter 'n Noggin & Braai	NC	14h00 at the Clubhouse - Replacing the Natter 'n Noggin on Monday the 7th	C
Mon 14	Exco Meeting	NC	19h30 at the Clubhouse	
Sun 20	Lotus Rally	SARRA	No Details - Socker ban may cancel it?	
Sat 26	Cats Eyes Trial	TSCC	Details on page 5	C

JULY

Thur 1	Natter 'n Noggin	JHB	20h00 at Old Edwardians Clob, c/o 11 th St. and 4 th Ave. Houghton - Norman Ewing - 083 654 5433	
Mon 5	Natter 'n Noggin	NC	20h00 at the Clubhouse	
Mon 12	Exco Meeting	NC	19h30 at the Clubhouse	
Sun 18	Emgee Winter Rally	SARRA	Details on Page 7	

Youth Racing Project Racing Dates

Kyalami	18 th September
Zwartkops	16 th October
Kyalami 9 Hour	4 th December

PLANNING AHEAD

Jun 5 - 6	Gauteng Motor Show		Zwartkops Raceway
Jul/August	Showday/Icicle Rally	JHB/NC	Sat 24 July - d'Etat, Sun 8 August - Showday
Sep 6- 12 2010	Lap of Lesotho Tour	Roger Pearce	Clarens to Clarens
Sep 14 - 16 2010	MG Indaba 2010 MGCC North Trip down	Peter or Ivan	Pretoria to Oudtshoorn - details on page 12

EVENT DETAILS

Natter 'n Noggin - Sunday 6th of June 2010

The committee has agreed to hold the next Natter'nNoggin on a Sunday and to combine it with a Car Boot Sale and Bring & braai at the MGCC Clubhouse. All members, family and friends are most welcome to enjoy the day with us.

Bring anything that you want to sell like parts, tools, books, regalia, etc. If you want to get rid of those unwanted items, now is a good time. It does not have to be MG related, as we are doing it for a good cause - 10% of all sales will be donated to the MG Car Club Northern Centre !!!

Gates will open at 10hr00 and sellers can get their tables and items ready, by 10hr30 we plan to start.

At 12hr00 the braai fires will be lit and after our Natter'nNoggin, we will all braai together.

Come and have some fun, make some money and help us to raise donations for our Club.

Cat's Eyes Trial - Saturday 26th of June

All entrants to meet at the MGCC Northern Centre Clubhouse at 17hr00 for the briefing and registration.

The first car will leave at 17hr30, contestants will be set off at 1 minute intervals.

Clues for the Treasure Hunt will be collected from Menlyn Retail Park and Waterglen Shopping Centres.

Contestants will be returning to the MGCC Clubhouse at approx 19hr30

The score sheets will be checked and the winners of the Cats Eyes Run will be announced.

After the prize giving, please join us for a Soup Evening at only R10 per head.

The support of our members can make this another successful event, so please make a special effort. We also expect strong support from our friends from the Pretoria Triumph Sports Car Club. Let us not disappoint the members who try so hard to organize the evening and for doing the preparation of the **food**.

Farewell to the Flying Dutchman

Fanie Viljoen, whose motor sport career spanned sixty years, has died of cancer at his home in Pretoria at the age of 76. Not a very well known name, Fanie, known as “The Flying Dutchman” had been involved with cars and racing in one form or another since the late 1940’s. He started as rally navigator while still a teenager, to a lifelong friend, John Linley in a P type MG.

During the 50’s and 60’s he campaigned a variety of sports and open wheeled cars, including a Fairthorpe Electron Climax, Maserati’s, Ferrari, Cooper Climax, LOS Climax, Alfa Romeo, Formula Vee’s, Mini’s and a Jaguar.

His racing experiences including many well-known events in SA, Mozambique and Rhodesia, including the famous Kyalami 9 hour at Grand Central, the SA GP in East London, the Rhodesian GP, and various regularity rallies, and economy runs.

Fanie also had an interest in motorcycles, taking part in many DJ and Magnum runs.

When it seemed his racing career had almost come to an end, he was offered an invitation from Jacques Debeil (Jhb centre), to drive the rebuilt Harry Pierce mid 50’s MG Single seater, famously known as “Flo”, in historic races. Fanie and Flo raced at numerous historic events before illness set in and brought his remarkable career to an end.

His two sons Mark and Grant are now active in motor sport circles. **Terry**

Acknowledgment :Text:Terry Estment - “King of the Road” PE,, Picture: On the Track Racing Jan 2010 Issue .

Parade in Honour of the Late Fanie Viljoen

BY George Dehlen

In the midst of a full day of historic racing on Saturday 29th May, Zwartkops racetrack fell silent at midday in honour of the late Fanie Viljoen who had participated in many races at Zwartkops during his career. Seventeen cars and two motorcycles which Fanie had built, driven, ridden or raced were driven slowly for two laps around the track, led by a Protea with Fanie’s widow Marge. Included in the parade were an Austin, Alfas, Minis, MGs, Protea and Jaguar. There should also have been Ferraris, Maseratis, a Jaguar XJ6, and Fanie’s first racer, an MG PA, but these could not be found in time for the event. It was a stirring tribute to a great man.



MG WINTER RALLY

Sunday 18th July 2010

The MG Winter Rally 2010 is open to members of SARRA, SAMCA Clubs and MSA registered Clubs. Non members of the above organizations are also encouraged to take part and special Club membership will be arranged for the day.

The event is a round of the SARRA REGULARITY RALLY SERIES and is run to SARRA and MSA rules and regulations. This series also incorporates the Blind Navigators Association as a category, a world first.

The organizers have incorporated a NOVICE category as a fun event. The purpose of this is to help stimulate interest in car and bike clubs and to provide a cost effective means for owners to use their cars or bikes under safe conditions. It is also envisaged that those who have an interest in Regularity Rallying will use this category to become familiar with this type of motoring and perhaps join the SARRA Series.

The event will be run from mid morning, Sunday the 18th of July, and finish mid afternoon. The first car away will be at 10:31 with the last car expected back by 15h30. The route will follow quiet roads around the Cradle of Mankind and the Magaliesburg areas. There will be a refreshment point along the route, which is approximately 180km in length.

The event will start and finish in Nooitgedacht at the Ball and All Golf Driving Range off the R114. Documentation will open at 09h00 and close at 10h30. Entrants to the novice will be requested to provide a valid drivers licence and a membership card reflecting a SAMCA or MSA registered Club, or forms and one day memberships, free of charge, will be available. An entry form and an Indemnity form must also be completed and the cost of entry for the Winter Rally category is R100.00. Vehicles will be checked for roadworthiness in regards to lights, licence disc and so on. A red warning triangle must be carried in the car. A clip board and pen for the navigator is recommended. An information session for novices will be held between 10h00 and 10h30.

The event will take place in the cold of winter and at the finish, a pub will be available and lit fires will be provided. Braai packs will be available for purchase at documentation before the event and the necessary equipment and salads will be provided.

Prizegiving will be held as soon as possible after the event.

We hope to provide serious competitors with a well run event and novices an opportunity to enjoy their cars and bikes as they should be.

Contact Brenda Brett on 082 4133103 or brenerick@mweb.co.za

Entry Form attached

The Wolseley WD Stationery Engine

By Ivan de Clerc

Wolseley WD engines manufactured by the Wolseley Sheep Shearing Machine Co. of Witton, Birmingham, England – circa 1943

The nameplate on these engines was usually “Wolseley”, but the different agents or assemblers would put their own name on the timing gear cover. As a result we have Vetsak (Vrystaat en Transvaal Sentrale Aankope Kooperasie), Boeresake (another Co-op in Belville, Cape Province), Senator (Malcomess Ltd.), Trojan (African Gate & Fence Works Ltd), NEGWAC (Natal and East Griqualand Agricultural Co-op) and Wolseley, but they are all Wolseley engines.

The “WD” designation of the Wolseley engines is also interesting, (similarly controversial as the “MG” some believe to come from Morris Garages), but David Edgingtons in his book, [“Wolseley Stationary Engines”](#) states: “(in) 1942 they (Wolseley Sheep Shearing Machine Co.) were ‘commanded’ by the Ministry of Supply to make a batch of small engines for the War Department to ship to the western desert, hence the term ‘WD’!”

There are three types of engines all of which are fundamentally, similar, being single cylinder, side valve, four-stroke units. Two of them are water cooled while one is a air cooled engine.

Model W.D. is of 1 ½ to 3 B.H.P. and Model W.L.B. is a 2 ½ to 5 B.H.P. Both of these are water cooled and, except for bore sizes, petrol tank and hopper capabilities, weights and speed ranges, they are identical. (I should mention that the main similarity was possibly in their green paint.)

The cylinder dimensions of the air cooled models are the same as those of the W.L.B. A fan and cowling are added and the cylinder barrel is separate from the crankcase. Valve governor, carburetion and vaporiser details differ from the water cooled jobs, but in the main, the designs resemble each other closely.

My Wolseley WD8 – 3Hp (Engine number 36062) manufactured 1950

This particulate engine was found about 12 years ago in an auctioneer’s yard in Bella Bella, Warmbaths in those days. It was in a fair condition, with some external rust, and looked fairly complete with the fuel tank still mounted. I decided it might make a good garden ornament, along with some old ploughs and planters, which I painted in bright colours and Marcelle planted with geraniums. So it ended up standing in the shade of a Koker boom for a long time. Picking up more and more rust.

About two months ago I felt sorry for this piece of history and decided that I should restore the engine. I started by stripping off all the rusted covers, pulleys, even the piston and crankshaft by using impact drivers, brake fluid and beer. The latter was for me every time that I knocked the dingus out of my knuckles trying to loosen pulleys. The head came off easier, and I stripped out the valves and everything else off the main sub-assembly. Luckily the bore had now grooves and the only the valves required grinding.

Much too heavy to move around for one person, it was mounted onto a wooden pallet with trolley wheels. This is a necessity and makes it much easier to work with. After cleaning, grinding, restoring or replacing component, it was all neatly displayed and I could then start the re-assembly. The magneto proved to be an integrate and finicky unit. With new bearings, points and seals it looked perfect. I tested the spark on some family members and judging by their reaction when I spun the shaft, it seemed to give a decent enough spark.

Some years ago I purchased the complete gasket set for the WD8. It is very important to have these ready during a rebuild and saves a lot of time, otherwise wasted on cutting and punching. I made sure to replace all the seals properly using Hylomar gasket sealant. The head incorporates the large 7 litre water-cooled chamber. It’s attached to the block with five brass dome head nuts that will later be underwater. After torqueing the head down, she was just about ready.

An interesting thing about this engine is that it uses two fuel mixtures - one for starting and one for running. The fuel tank is therefore split about 20/80 - the smaller petrol chamber for starting and the other, paraffin for running. The petrol tank takes about two litres of LRP. The other chamber needs paraffin and this should be Tractor Volatile Oil, but nowadays a mixture is used. Made up by using 20 litres of paraffin, 1 litre of petrol and either 500ml of two-stroke oil, or diesel fuel. The sump takes 1 litre of oil and I used diesel oil to fill it up to the dipstick FULL level.

The start-up procedure is easy. Start by turning the flywheel back, anti-clockwise, until you can feel the compression. Then turn the fuel cock to select the petrol tank, close the choke, and press the float chamber tickler six times.

Now she’s ready to start. Put the crank handle on the main shaft – opposite to the flywheel side and crank clockwise until she starts coughing. Then open the choke halfway so that she runs. Quickly switch over to the paraffin tank for smoother running.

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Continued from Page 8

To shut down, simply close the fuel cock so that the engine dies from fuel starvation – never use the choke to shut down. When the speed starts to decrease, press the copper short button on the magneto so that the spark gets earthed. Wolseley WD engines were renowned for easy starting and silent running. Yah, well no fine - sometimes.

It's not that easy as was evident on Friday evening when I decided to show her off during the social at the MG Club. Johan Kruger and myself offloaded her on the clubhouse stoep- with some effort. I topped up all the fluids and tried to start her up. Going through the abovementioned procedure and MG members standing around watching..., I cranked and cranked, but nothing. Not even a puff. We felt disappointed, and I a bit embarrassed. All I could cough out of her was a rich smell of fuel - obviously flooded.

Luckily Fanie Geysler came along and offered help. He said that he grew up with these engines and asked me to remove the float chamber cap. Explaining that the needle was being held down by the cap. Apparently this always made the float level too high and causes the flooding. He then hold of the crank handle and started the engine. We left her running, but she was dancing and jumping around as the trolley wheels could not really cope with the 135Kg engine. Then settling down, but idling too fast and sounding like she wanted to take off. This engine is rated to run as 1250rpm, but because there was no load, she could easily over rev. We had a lot of fun and judging by the smiles of club members, they enjoyed the noise. We shut her down and celebrated with a beer.

Later on in the evening Fanie decided that we should do it all again. Obviously he was in his element and enjoying this from his farm days. This time, with great confidence, he started her by grabbing the flywheel and giving it a quick flick. She started, but was again running too fast. He showed me how to adjust the governor, trying to slow her down.

I now intend to restore my Croft's Watermaster six-inch water pump and to connect the two up together with a flat fan belt. So that's the next play project, because in-between I must fit my new hood on the MG TD and still finish restoration of Danielle's Morris Minor.

If any members are interested in stationery engines, need parts or assistance, they can contact me. I'd like to know if there are other enthusiasts in our club. Maybe we can "start" something?

By Ivan de Clerk - MG and stationery engine enthusiast.

MG ROCKER COVER RACING COMPETITION GUIDELINES

For those wishing to partipate here are rules that must be adhered to - enjoy!!

1. The racers shall have no power source. All motive force is to be provided by gravity.
2. Racers shall be based on a rocker cover from any MG or a rocker cover of the same silhouette .
3. The racer shall not be more than 40mm longer than the rocker cover.
4. Wheel track shall be no more than 200mm.
5. Racers shall have four wheels, no more than 150mm in diameter.
6. The maximum racer weight to be no more than 3kg.
7. The course shall consist of a launch incline 1.5m long, followed by a level run of 6m.
8. The launch incline shall consist of two lanes, each 450mm wide.
9. The incline shall be 600mm high at the rearmost part and level with the course at the front edge. The front shall be bevelled to provide a smooth transition from the incline to the run out area
10. The official starting line shall be 600mm from the rear edge of the starting ramp. A mechanized starting gate may be utilized
11. The run out section of the course shall provide two lanes 900mm wide. The lanes shall be clearly marked.
12. The finish line shall be marked 6m from the front edge of the launch incline .
13. The competition shall be conducted in heats of two racers at a time.
14. The racers are to be launched with their front wheels on the starting line. The first racer to have its wheels cross the finish line is the winner. If neither racer makes it to the finish line, the one going the furthest in its lane is declared the winner.
15. If the wheels of a racer should touch the lane markers or cross over the lane marker the racer shall be disqualified. The remaining racer automatically becomes the winner
16. Heat winners race until all are eliminated except one racer, which will be the outright winner

BLOEMFONTEIN, WINBURG, DURBAN - MGA / B

WAARSKUWING! NIE VIR PERSONE ONDER 18 JAAR.

Deel Twee

Deur Fanie Geysler

Ek bekyk die voorkant van die MGA in 'n halfdonker motorhuis, maar nou lyk hy vir my net soos 'n 1953 Porche 356 roadster. Rond "gepanelbeat" ag maar ons was moeg. Dalk maar weer nog 'n ou wat nie karre moet probeer restoureer nie.

So vertel die Scotty ene "Mc Poepies" vir ons die "short history" treurverhaal van die MGA. Waar hy haar gekry het, waar hy oral gesoek het vir haar onderdele totdat sy nou in die waardige toestand is waarin sy nou vekeer. "Mc Poepies" is 'n man met allerhande snaakse goed in sy garage. Seker maar soos almal van ons s'n, van 'n trompie tot 'n troosprys, tot stukkende dobbelmasjiene. Dit lyk of die ou lankal 'n "pro" was. Hy sê hy gaan hulle nog "ficks", ou uitgediende chemiese weegskale so asof 'n mens met goud onwettig handel gedryf het terloops die ou kom vroeër jare van Welkom af het hy ons later vertel. Ou koper asbakkies, ou veerpyltjies, vonkproppe versameling, ou skeepsklokke waarvan ou neef vir my een gekoop het vir 'n honderd rand vir al my opoffering en moeite wat ek vir die dag gedoen het en die bydrae wat ek gemaak het om hom 'n trotse eienaar van 'n MGA (ronde Porche) te maak. Om terug te kom na al die negosie wat die ou in sy garage het, te veel om op te noem, dit sal Stuttefords van Lines, twee trokke en vier dae later vat om hierdie garage op te pak.

Nou ja, klaar ge "negotiate" nou word daar gelaai. Ook nie baie stil en saggies nie, nee wat daar word ysters rond gegooi, spore word van die sleepwa afgetel of afgegooi want nou moet ons nog deurnag Pretoria toe. Huise se ligte kom aan en mense loer by vensters uit ek was net bang iemand rig weer 'n "ninemill" op ons en sê shut th f---up soos wat met my in 'n vorige geleentheid gebeur het, na twaalfuur in die nag in Lynwood Glenn toe my TD se voorwiel uit geval het. "Mc Poepies", die skot help ons laai. Hy voorsien ons van toue, bande, draad, of enige ding wat lyk soos iets wat jy 'n kar op 'n sleepwa mee kan vasmaak.

Teen so halfeen die oggend is ons daar weg. Ek weet nou nog nie of ek die man se van reg uitspeek nie. Die terugreis huistoe het baie goed en vinnig verloop. Ons het 'n hond uit 'n bos gesels oor toe ons kinders was, hoe ons by ons ouma en stiefoupa in Pretoria vir 'n skoolvakansie gaan kuier het. Neef was van Northam waar sy pa 'n winkel gehad het, nog die regte ou soort winkel waar jy nog jou proviand oor die toonbank kon koop en jy ook sommer op die boek kon koop. Ekself het weer van Lichtenburg afgekom.

By ouma hulle het ons lekker gespeel, geëet en ook mooi stout gewees. Ons ouma was nie kwaai op ons nie. In die aande word daar huisgodsdienste gehou dan kry almal om die tafel 'n beurt om te bid, al is jy voorskool of graad twee, bid gaan jy bid. Die kleinste het eerste 'n beurt gekry en dis neef wat moet afskop. Liewe Jesus sê seblieftog vir Bakkies (sy hond) dat hy nie die swiets uit my ma se winkel moet steel nie, groot seblief Jesus Amen. Ek weer bid dat Hy ons moet vergewe oor ouma se broodmes wat ons geleen het om rookpypies te maak wat uit 'n rietbos agter uit ouma se tuin kom. Die mes het nou minder en groter tande as toe ouma hom by Greatermans gekoop het, en ook dat my ma tog nie my suster se hans kapokhaantjie Kallie moet slag terwyl my suster op Potch in die handelskool is nie en ook oor die eno's wat ons in oupa se piepiepot (koos) gegooi het. Die nag toe oupa in die vuil donkerte die koos gebruik toe was dit net skuim die hele kamer vol. Hy sê vir my ouma: "Hartjie jy sal my nou moet kom help, vanaand gaan ek dood aan skuimsiekte". Hy wou nooit gehad het dat ons moet vir 'n piepiepot sê koos nie, want hy was Johannes Jacobus (Kobie) en ek sê toe maar liever Amen Liewe Jesus. So word daar in rangorde op gebid totdat dit oupa se beurt is sodat hy kan weet waaroor om te bid wat iets aan ons saligheid kan doen.

Voor ons, ons slaapoë kon uitvee was ons veilig by my huis in Pretoria met MG (ronde Porche) en al. My ou neef is die oggend hier weg na 'n uur se slaap. Die MGA het hy geneem van werkwinkel tot werswinkel maar niemand wou of kon die MGA se lyf weer normaal kry nie, die arme ding was heel vermink. Die MGA het hy later weer verkoop. Hy het darem sy petrol, vetkoek, melk en chips geld terug gekry. Totsiens ou maat, ons het haar nooit weer gesien nie. Miskien lewe sy vandag nog met minder pyn en minder rondborstigheid.

Die les wat ons uit die dag geleer het, is dat alle MG's familie en vriende bymekaar bring om weer te bind, bande op te tel, te heg en reg te maak wat verkeerd was.

MG Groete Vinnige Fanie.

PEPI'S CORNER

(One Eighth of an Octagon –all of 135 degrees)

By Pepi Gaspare

Time has flown, with the “FIFA World cup” upon us and May 2010 consigned to the history books. I am not sure that I am allowed to use the dreaded four letter word... ‘FIFA’, without applying for permission from them! It seems that they control the rights to all things, not just football related matters, as we have discovered recently in this beautiful city. The one thing we do know is that they were unable to control the ‘Ash Cloud’ that drifted over to Europe recently. It seems that the all powerful and controlling ‘FIFA’ might be up staged by a little island called Iceland and an unpronounceable volcano. No doubt ‘FIFA’ will be applying to register some sort of right over the Icelandic events too, since it’s made their event look insignificant in comparison!

Enough about other events.....let’s talk about our events. We have had a number of MG events in the last month. With one exception, all have been positive and attendance very encouraging.

MAY NOGGIN-Rocker cover racing- Gary’s idea was well received not to mention the beautifully built model ‘Rocker’ car that Gary brought along, (no I am not referring to his beautiful wife). Listening to the club members at the noggin, the scrutiner’s will have to be alert, there were a number of ideas that came up that could put a different interpretation on the rules that were handed out by Gary on the evening. It seems there are a number of budding “Ross Braun’s” in the club and like Mr. Braun and his amazing cars, there will be different interpretations of the rules coming up.....move over FI...here comes the MG Car Club’s version of the diffuser controversy.

MG FRIDAY held on the 21st of May was well attended and a relaxed social atmosphere prevailed, feed back was very positive and we have had two suggestions on how we could improve. New ideas are always welcome and will definitely be incorporated in the next MG FRIDAY. It was very good to see the younger crowd and some new faces....even if I say so myself...I think it was a success, well done to Gary, Heather and Ashley.

SKIDPAN TRAINING- It is unfortunate that this event never happened due to a combination of reasons and circumstances, as of going to press I do not have an explanation from the organizers as to why this event did not take place, or why an alternative event was not organized. Everything happened at the very last hour. I will endeavor to find out and report back next month. However, I must apologize to anyone who did not get the message and were inconvenienced in any way, in particular to Johnny Van Wyk and his son and to the Johannesburg Centre members that made arrangements for this event, my apologies. If there is anyone out there that did not know about the cancellation, please let me know, even negative feed back can always teach us lessons and will lead to improvements. I know I have learnt a lesson or two from this!

I am still waiting for your opinions and ideas for new events and I am looking forward to finding out why and how members joined the club; my contact information will be at the bottom of this article, as usual. I have been looking at some MG and car related web sites and I think two of the best sites I have come across are both put together by our very own chairman, George Dehlen the one is our very own site www.mgcc-north.co.za and the other is excellent, very informative and well presented.....it’s called MGs in South Africa, there is a link to it from our web site, well worth the visit.

Continued from page 11

The Event we are promoting this month is:

BOOT SALE - BRAAI- NATTER & NOGGIN

Date: 06 June 2010

Time: Gates open at 10h00

The idea is to bring along a boot load of 'items' that you no longer need and offer them to your fellow members for a fist full of money!

Come along with cash, not the newly printed R200 notes that are in circulation...you should have handed all those back to your bank by the end of May 2010, (no credit cards please...not even American Express!)

After the sale we will have our Natter & Noggin during day light hours, so for all the vampire members that only come out to play at night.....bring your sun glasses.

Braai fires will be provided.

MaintainG the MaGic of MG

Pepi Gaspari

Email: marpepi@iafrica.com

Mobile: 0824101569

INDABA FEVER!! WHO ARE GOING? - GETTING THERE – WHAT IS BEING ORGANISED?

Northern Centre Entries – who are going? The best information that we have from the organisers (they have not seen fit to have a list by Centres – incredible!!) is as follows:

Tony Craddock, George Dehlen, Ivan de Clerk, Johan Kruger, Annette Falkson, Albert Spangenberg, Bob Baylis, Jeremy Salter, Esra Martins, Heyns Stead, David Battison and Peter Noeth. There may be other NC entrants, so if you have entered and your name is not here, please let me know.

Getting there – there are various trips being organised for the run from Pretoria down to Oudtshoorn;

- 1) Tony Craddock is leaving on the 15th via Bloemfontein to Graafrinet to overnight at the Drostdey Hotel. On the 16th they go via Willowmore and Uniondale to Oudtshoorn. If you wish to join them, contact Tony.
- 2) Bob Baylis and Jeremy Salter are leaving at 05h00 on the 15th September to overnight at Colesburg. On the 16th they go via Beaufort West to Oudtshoorn. If you wish to join them, phone Bob on 011 468 2848.
- 3) Ivan de Clerk, Johan Kruger and Peter Noeth are planning to leave on the 14th via Krugersdorp/Randfontein, Klerksdotp and Warrenton to overnight in Kimberly, not at the Kimberley Club (too expensive!) but at some suitable accommodation. On the 15th breakfast will be self catering to allow an early start for an 800 Km run via Britstown, Victoria West Beaufort West and Laingsburg to overnight at Sutherland where we want to book a show at the famous SALT telescope at the Observatory. On the 16th we can pay a quick visit to Matjiesfontein before going back ip N1 via Laingsburg to Price Albert Road, turning off to the village of Prince Albert for lunch at the historic Prince Albert Hotel. From here we have two options:
 - 1) Drive up the Swartberg Pass to enjoy the breathtaking view from the top. Although not tarred, it is well kept and I did it with ease with my MGB GT in 2008. An easy rundown the other side past the Congo Caves to Oudtshoorn in plenty of time to register and freshen up for the evening entertainment.
 - 2) Turn off to travel via Merings Poort (one of the most beautiful ports in the country) and De Rust to Oudtshoorn in plenty of time to register and freshen up for the evening entertainment.

If you wish to join us contact Ivan or Peter.

Bear in mind that you can join and leave any of these trips any where to suit your self.

MG MART

Please note that advertisements must reach the Editor by the 15th of the month prior to publication. Adverts may be faxed to Peter Noeth on (012) 998 0361 (office hours only) or E-Mail to noethj@telkomsa.net. Also note that the asterisks in the adverts indicate the number of insertions. Ads will be removed after 3 insertions unless renewed by the advertiser

FOR SALE

MGB GT - 1968*** British racing green MGB GT (based in Kempton Park) for urgent sale ZAR65000. Contact Estelle & Roumen Georgiev mobile: 072 4622 803

1968 MGB GT 1800*** - reconditioned engine. Immaculate condition, runs beautifully. Hardtop, pale yellow with black interior & red trim. R85K neg - Rhian 0742752198. (PE)

MG ZR 120 - 2005*** - 3 door hatch, 1.8L, 95 500 kms, 1 lady owner from new, full house incl aircon, elec windows, central locking, ABS, airbags, MP3 player, immac cond, never been in an accident, full service history - owner emigrating - R75 000 - Mark Perry tel. (084) 3532713 or marshlisa2@gmail.com

MGB -1981*** - great condition, excellent motor. I am a reluctant seller so need to be happy that buyer is the right person! R85 000. Contact Billy 082 856 8507 (Johburg)

MGB-GT 1966*** - white with red trim - spoke wheels and Michelin tyres - one owner since new - very good condition, full service record available - Car and engine restored in 1990 genuine mileage of 230 000 MILES. R 75 000-00. - Michell - 082 835 4139

MGB GT 1980*** - Red, recent respray, rostyle wheels, very good condition. R 85 000.00 - Sarah Ewing c/o Norman Ewing 011 728 5536 or 083 654 5433

MGC personalised number plate*** - MGC GT GP. Asking R3,500 (negotiable). Please contact Shirley on 082-899-7552 or sassy.za@gmail.com

Frog-eye Sprite 1957** - complete and running. Non Standard wire wheels. Blue. Needs some work. R65 000. Neville at 082 789 5649

MGB Roadster 1969** - in excellent condition, valued by MG Northern Club for R100 000, just been serviced, over drive, toneau cover, daily run

ner, R85 000 ono. Phone Nic on 0716760005 or e-mail on icsales@mweb.co.za

MG Midget 1968** - old English white, spoke wheels, new soft top, new interior, English Heritage Certificate; R55000 neg. - Adam - 084 595 4294 or adam.acroteq@cybersmart.co.za

MG ZR 160 2004** - Metallic Black, 65000km; R88000 neg - Adam - 084 595 4294 or adam.acroteq@cybersmart.co.za

WANTED

LOST***

During a noggin last year I gave to Ivan a light blue plastic A4 folder with three coasters inside. The folder with its contents was lost that night. Did any club member either pick-up the folder in error or find it possibly in the car-park dropped as one was getting into a car. The three coasters depict cartoons of three cars, Jaguar Mark2, MGB and MG-TC all in bright colours, size 100mm diameter printed on flexible plastic. I would appreciate any help in finding them, if found please telephone Derek (Howes) on 012 9931072 or 084 587 3388

MGA** - Hood frame or hardtop. Any condition. Tel Neville 082 789 5649

The MGCC National For Sale and Wanted list is available from Rod Paxton at the2paxtons@hyperlink.co.za