

Newsletter 360 Aug 2011



MG Icicle Rally,

Part of the MG Winter Trial kindly sponsored by Roger Pearce



MGs on the Rocks

After many years of organisation by Ezra (see last months nl) this year the Icicle Rally was incorporated into the SARRA MG Winter Trial organised by Roger Pearce. The Icicle has always tended to be a "fun run" rather than a full competitive Regularity Rally. To maintain this relaxed type of event the Winter Trial included a "Novice"



event, run the opposite direction to the main event with no requirement to stop at Marshalls. 10 self timed controls were included in the 180km route and ample time and distance information was given. No speed or distance measuring devices other than the car's original speedometer and odometer were allowed. Some 15 entries were received, 9 MGs, 3 Triumphs, 1 M/benz and 2 "plastics" took part.

Starting with a pleasant breakfast roll at Ball and All in Nooitgedacht



Enjoying the soup at Supa quick.



the rally ran through the scenic Cradle of Mankind area to reach a hafway stop at Supa Quick in Magaliesburg. The route then returned to Ball n All for a Braaied lunch. See Annette and Tonys article on the back page.

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MG Car Club-Northern Centre

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Meetings usually on first Monday of Month, check by phone.

www.mgcc-north.co.za

GPS S 25 46.495 E 28 16.035

Jacaranda Jottings

Slowly we are approaching spring, and the cold weather should soon depart. I hope so, as the study in which this newsletter is produced is south facing and absolutely !@#\$ freezing at this time of year.

What a great time was had by all who attended Johnnie's quiz at the noggin. Johnnie had been to the Haynes Museum in the UK. In the museum are the cars which they have used to compile their well known workshop manuals. I bet we've all got at least one of these. Whilst there, he thought this was a good opportunity to take pictures for a photo quiz - well done. The cars were varied, from Austin A35, A90 Atlantic, Porsche 356, Jag XK120 to Renault Alpines, Chevs and Studebakers. Some lively debate ensued from the audience on some of the answers, but what a good evening. Thanks again Johnnie and to son Andries.

I've just bought a book called "Been there, done that", a compilation of places to go and things to do in South Africa. What an eye opener, even for Gauteng. Have you been to Freedom Park, when did you last go to the Wonderboom, Nelson Mandela Bridge, Cradle of Mankind etc?

I have just received this note from Allan Farnell. I knew nothing about these special licenses being available and having 3 MGs all over 40 years old this piqued my interest. Is everyone else aware of this?

Special 'S' licences.

Having recently received renewal notices for two of my 'S' classified cars, and noted almost with disbelief that the fees had increased from R84 last year to R204 this year (they started at R48!), I understandably made enquiries. After much frustration I finally managed to track down somebody who (a) had a degree of interest, (b) had a modicum of intelligence, and (c) who was able to show me a Gazette ruling that Special Licences in Gauteng will indeed be R204 for this year. (It would seem that each Province sets its own licence fees, and in some areas it continues to be at a very much lower rate). As galling as this is, it would seem we have no option than to pay. There are, however, still two advantages in laying out this greatly inflated sum. Of minor benefit is that the 'Administration Fee' (about R35) is still not being charged, whilst of possibly longer term benefit is the 'strong possibility' - according to other car clubs (VVC notably) - of Special Licenced cars being given dispensation when annual MOT tests are introduced for cars over 3 years old, with 'collectable' cars needing to be MOT'd only every 5 years. It is far from certain what "they" will decide, but it seems generally to be felt that our older cars will benefit.

For Members owning cars over 40 years old, and who wish to apply for Special Licences, the procedure in brief is to complete Form VLG1/ELF1 (Application for Exemption/ Special Licence) and to submit it to the approving authority, together with certified copy of Registration Certificate and a headed Club letter giving its details and confirming it to be in original condition (as distinct from built-up, with e.g. different engine number, etc). This then gets submitted by the local Licencing Office to somewhere in the Government stratosphere, and with luck - and several follow-ups - it may be approved as 'Special'. Recommend keep copies of everything - as they have a habit of getting 'lost'



How do you know when it is time to "hang up the car keys"? I say when your dog has this look on his face! A picture is worth a thousand words!

The Annual Cat's Eyes Trial was held on Saturday July 16, organised by last year's winner Gary Chapman. It was by all accounts challenging. Hazell and I decided not to enter this year as we were doing the Icicle the following day (not because we were afraid of winning!) A large contingent of Triumph Members participated accompanied by a low MG turn out. The event obviously is still low

priority for MG members. The Winner was Bill Sales and daughters who now have the dubious honour of organising the 2012 event.

The proposed Wiggle Woggle with ZOC has been removed from our calendar, at R350 per entry the committee felt that we would get very few entries. Keep the date open in case we can organise something else. Any volunteers?

Regards Steve

New Members

We welcome the following to the MGNC family and hope to see you at future events :-

616 Mark Steele MGA

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

Forthcoming Events

Point allocation c=Clubman, v= Victrix/tor Ludorum, RR=Regularity Rally, HR=Historic Racing

July

Sat 30	Classic Car Racing		Zwartkops	
Sun 31	Boot sale	NC	In place of August Noggin. At clubhouse from 10h30	c

August

Aug 1	No event		Replaced by Boot sale	c
Sun 7	Cars in the Park	POMC	Zwartkops	
Mon 8	Exco	NC	Clubhouse 19h30	
Sat 20	TBA	NC	Keep the date open	c
Fri 26	Pub Night	NC	Clubhouse from 17h30	

September

Mon 5	Natter & Noggin	NC	Combined with Steve & Hazell's cryptic quiz.	c
Mon 12	Exco	NC	Clubhouse 19h30	
Sun 18	Lunch Run	NC	To Ludwig's Rose Farm, leave clubhouse 10h30	c

October

Mon 3	Natter & Noggin	NC	Clubhouse 19h30	c
Mon 10	Exco	NC	Clubhouse 19h30	
Sun 16	Jacaranda run	NC		c

Future Planning

Oct 27 - 30	Cape Centres Gathering	CT	Graaf Reinet	
Sep 2012	Indaba	Jhb	Clarens	

Should we be involved in this? Could be fun

Castrol Extreme Auto Show

AEC EXH would like to invite your club to participate in the CASTROL EXTREME POWER CRUISE which is being held at Zwartkops Raceway 23rd – 25th September 2011. There is no cost to your members to participate. The driver of each vehicle will receive one complimentary pass for each day of the event. They are all welcome to join the Power Cruise on Saturday and Sunday to show the vehicles in motion. Please visit www.extremeautoshow.co.za for more info and contact Jenelle Oosthuizen on jenelle@aecexpo.co.za or 082 924 3776 or 011 326 0916.

Possibly some bad news coming.

Source: http://www.aa.co.za/content/1527/periodic-vehicle-testing/&Reference_ID=3442334 Periodic Vehicle Testing
The departments of Transport, Minerals and Energy as well as Environmental Affairs are all supporting the call for the introduction of periodic vehicle testing (PVT) for various reasons.

As part of the lead in petrol phase-out in 2006, the Clean Air Bill made provision for tailpipe emissions testing to be administered by the Department of Transport even though the sponsoring Minister for the legislation came from Environmental Affairs!

Minerals and Energy want to see PVT introduced as they believe that roadworthy vehicles should use less fuel, thus potentially saving the country oil imports.

The Department of Transport wants PVT as they see the benefits of roadworthy vehicles in terms of road safety benefits – up to 9% of crashes can be attributed to unroadworthiness. So what is the plan? It looks as though the Department of Transport is finally driving the process to legislate PVT.

The current thinking is to apply this to all vehicles ten years or older and reduce the “qualifying age” annually until South African vehicle testing stations reach saturation point in terms of capacity. We expect the limit to be reached at six year old vehicles bearing in mind that all “public vehicles” – trucks, buses and minibus taxis have to be tested at least once a year. The AA’s main concern is the cost factor to the vehicle owner and the validity of the PVT certificate – the current debate is deciding whether it be valid for 12 or 24 months.

I would hope that SAMCA is actively opposing the application of this to “Classics” as such testing will bring high costs to us as owners of multiple, old vehicles.

What some of our members will do for fun - Johan, a Pitts special and R2600

Waiting in the queue prior to take off the sound of the plane’s engine was magic, it sounded like a tuned car engine with a hot cam.

Having paid the fare I climbed aboard. I sat in front and the pilot at the rear. Once in the air the pilot pulled the joystick back and we seemed to fly vertically into the sky. I was briefly allowed to take the controls and do a barrel roll. The joystick is pushed slightly forward to increase speed and then pushed hard to the left.



You see the sky, then the ground and then the sky again, that was the barrel roll.

The following loop was a bit tense as you see the sun and the sky rotating as the skin on your face is pulled towards your stomach. The G force is unreal. Then you race towards the ground and the G-force builds again as the plane levels out.

Back at the airport after the ride, my wife Avril said my face was yellow. I did not feel at all well. Was it worth the money - yes!

I can now say that I have actually taken the controls of a plane and flown it for a couple of seconds. The plane costs over R1 000 000, fuel and storage costs I did not even ask

Groetnis

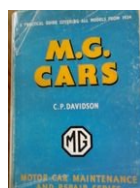
Johan Meyer -Alias Capt. Verneuk

(Ask Johan what he left in the boot of his car later, Ed)

MG Mart

Come and recycle your junk, you never know, somebody might want it!!

Car boot sale at the clubhouse July 31, see detail elsewhere.



MG Workshop Manual for MG CARS. “a practical guide covering all models from 1934”. C. P. Davidson (Motor Car Maintenance and repair series). A one of a kind true collectors item. R300
Phone 083-399 9923 (3)

1980 MGB Roadster rubber bumper , British Leyland white in colour. Clean vehicle in very good condition and in daily use. Documentation for all work carried out on the vehicle over the last five years is available from previous owner to current. Asking price is R 85 000 onco. Call Rob on 082 455 9720 . (3)

1969 Midget, White with black trim. R50 000 ono. Steve 082 372 8740. (2)



1966 MGB GT, Upgraded 2 liter engine rebuilt by Roger Pierce, rebuilt gearbox M 4 speed + overdrive. Maintenance by EMGEE. [Scott Rainier 011 789 7127] Formerly owned by Derek Howes. Excellent condition, Runs beautifully. Red, with original black interior w/ red trim. Wire wheels.
R70000 or Best reasonable offer. 083 275 1319 (1)

R85000.1964 M.G.B. GT red with black upholstery ,spoked wheels. Phone Mannie 0145922729.(2)

British Racing Green 1997 MGF for sale. Only done 70 000kms. Good condition, frequently serviced.R47k. Grant 082 561 7172

Event Detail

Car boot sale Sunday July 31

This event replaces the August Natter and Noggin. Bring along anything saleable you want to be rid of, books, clothes, bric a brac, even car parts. A nominal percentage of your income will be used to swell club funds. This was great fun last year. Fires will be provided. Gates open at 10h30.

Cars in the Park Sunday August 7

Not an official event but one which many members attend. We will have an allocated area as usual so come along for a chat, and a look at the large selection and variety of cars present. Traffic and access and egress is always a problem, so if this bothers you come early and be prepared to stay late. (Or get some Prozac) There are food outlets and other facilities, but be prepared to queue. No braai fires allowed, but gas braais can be used. Perhaps Ivan will make pan-cakes again.

Zwartkops Owners Club Wiggle Woggle Sunday August 20

Cancelled due to high costs

Keep the date open, if we can organise something else we will notify via e mail and SMS

PUB Night Friday August 26

A continuation of these successful social events. Come along for a chat with others enjoying the imminent weekend. Some variety of fast food will be available.

Natter & Noggin with Steve & Hazell's Cryptic Pub Quiz Monday Sept 5

Don't panic later, study now! SA politics and geography will be included. Possibly some car questions as well!!! These are always great fun. Format will be as usual, ie form as many teams as possible to compete. We will try to keep it reasonably short so as not to interfere with the bar takings.

Come and smell the roses!! Sunday September 18

Join us for a morning social & scenic run on Sunday 18 September to the Ludwig's Roses Main Farm. The farm is about 30 kms north of Pretoria. There are over 1 000 variety of roses to view, a butterfly garden to visit, the Spiced Coffee restaurant (licensed), a rose-themed gift shop, tractor rides around the farm and a picnic area. Plenty to do and see for all the family – bring the grandchildren. It will also be a great photographic opportunity. Meet at the Clubhouse to leave at 10h30. Triumph Club & MG Jhb have been invited to join us.

A blast from the past!!

Does this mean you can do it in an MG?

Not until the weather warms up!!



In Sympathy

The Club and Committee wishes to express their condolences to our Chairman, John Hugo, on the recent death of his mother.

John, our thoughts are with you and your family

THE MG WINTER TRIAL

Written by Annette Craddock (Driver) and edited by Tony Craddock (Navigator)

When the alarm woke me at 05h30 on Sunday morning, I wondered in a daze why was it still so dark? Then, it dawned on me, Tony had sweet-talked me into participating in the new novice section of the MG Winter Trial regularity rally. I was then persuaded by the navigator, with coffee and toast (in bed) to get up.

After remembering to put on lots of layers of clothes and packing the necessary "sarmies" and drinks in case of an unfortunate half-way stop, we dutifully drove out of the drive-way in Orso the Midget, and headed towards the N14 Krugersdorp to the start in Muldersdrift. The highway was so quiet, except for a lonely Midget and a few early morning bikers – all the other sane people were still in bed.

There were lots of cars already at the venue when we arrived, ranging from classics to plastics! There were 20 cars registered in the novice section and the balance of the cars were participating in the SA Regularity Rally Association (SARRA) event. The registration process was painless and professional. We completed all the necessary and our car was scrutineered and all the required decals were stuck on. The navigator completed his "highlighting" of the route schedule. We, then had lots of time for coffee, breakfast and catching up with old friends. We were car number 51, fitting snugly between Steve and Hazell in car number 50 in their BGT and Clive and Tania in their TD (top down!) from the Jhb MG Club in number 52.



Our starting time was 09H07 and it was arranged that the novice cars would set off simultaneously with the SARRA competitors so the start was not a long and laborious event. We were warned, however, not to follow the SARRA cars as their route schedule was different. The sun was now shining and lots of the layers of clothing were already coming off.

We travelled through the scenic Magaliesberg area, Hekpoort and part of the outlying sections of Randfontein on easy tarred roads. Our half-way stop was in the village of Magaliesberg at the Supa-Quick, who presented a marvellous stop with home-made soup, lovely biscuits, tea & coffee, plus excellent ablutions.

The route schedule was in narrative form, instead of the usual "tulip" format and thus easy to follow. There was no need for the usual "post-it" directions stuck on the dash-board with the accompanying raising of voices. We really enjoyed this form of rallying and there were some interesting speed changes with high speeds, so the driver really enjoyed that part!

The distance we travelled was 185kms so not too long and we arrived back at the start/finish venue about 12H30, just in time to be at the beginning of the queue to get some drinks and a delicious braai lunch. The rest of the participants soon all arrived and the venue was full of rallyists exchanging stories of their morning.

The results of the novice section were announced about 14H30:

First: Steve and Hazell Eden MGCC Northern	penalties : 87
Second: Clive Winterstein and Tania Borges MGCC Jhb	penalties: 117
Third: Tony & Annette Craddock MGCC Northern	penalties: 174

Congratulations to all!

A big thank you to Roger Pearce, as well as the other sponsors who gave financial support to the event, plus all the organisers from SARRA – we had a stunning day.

In conclusion, we believe that the Novice section idea is a fun way of participating in regularity rallying without all the normal stresses!!