



# Newsletter 367 April 2012



## Condition Concours – Sunday 15<sup>th</sup> April

To be held at the Clubhouse, this will take the usual form of bring-and-braai (fires will be available) or bring a picnic lunch. The bar will be open, of course. The gates will be open at 08h30, and cars should be in place by 09h30.

Jay Westaway is the Chief Judge, with Peter Noeth and others assisting. The judges briefing will take place at 09h45 and judging will start at 10h00. George Dehlen will handle scoring.

The Condition Concours is not as serious as Concours d’Etat as it uses the straightforward “Tops Only” Judging format. This means that only the exterior and interior of the cars are judged for cleanliness and condition – authenticity is not judged. The engine compartment, boot and chassis are also not judged. The Condition Concours does, however, provide you with the incentive to thoroughly clean your MG inside out, and to touch-up and repair to bring the condition of various elements back to as-new. It also allows the Club, together with the owners, to select cars for entering in the Tops Only or Concours d’Etat categories at the Annual Combined Centres Gauteng Showday in August.

So – get stuck in and see how your pride and joy fares against maybe one or two new restorations that we might see for the first time.

### Committee Members

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| Community Liaison<br>Trevor Beddie                            |                              |  |

### MG Car Club-Northern Centre

PO Box 11430, Silver Lakes 0054

Clubhouse c/o Umgazi Road & 26th Avenue, Menlo Park Pretoria.

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

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

GPS S 25 46.495 E 28 16.035

# Natter and Noggin April 2 2012

## Dave Rowley and Bloodhound SSC

Say “bloodhound” to most people and we have images of the police going over fens and dales being dragged by sloppy chops baying bloodhounds in pursuit of the dastardly fiend that murdered Lady Blitherington-Smythe.

But Project Bloodhound SSC is entirely another kettle of fish. An attempt to bust the land speed record in the Northern Cape in 2013. Log onto <http://www.bloodhoundssc.com/> and you’ll start to get the picture. We are thrilled to be hosting Dave Rowley, who has kindly agreed to do a presentation at our April Noggin.

Here’s a quick Bio of this extraordinary man:

Dave commenced his engineering career with an electrical and electronic student apprenticeship at the British Aerospace site at Filton Bristol working on the Concorde programme in systems design and development. His relationship with education started with spells in personnel, public relations, recruitment and schools liaison and he then joined a small team at the CBI Education Foundation to set up the UK Teacher Placement Service. This was followed by national roles with BAE Systems and Young Engineers to focus on the promotion of engineering and technology to young people and teachers. His work at The Royal Academy of Engineering majored on bringing coherence to the promotion of science, technology, engineering and maths (STEM) and setting up the BLOODHOUND SSC education programme. He is now education programme director for the BLOODHOUND SSC engineering adventure and is currently setting up the education programme in South Africa prior to the car arriving in the Northern Cape in 2013.

Frankly, I cannot imagine what else you could even think of doing on Monday night!.



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

# EDITOR SCHMEDITOR!

Goodness, I should have seen it coming! At our first Exco meeting week before last, we swiftly dished out and happily accepted miscellaneous portfolios and then we came to the elephant in the room. Newsletter editor anyone? Steve has been doing it for yonks and wants a break, fair enough. And he's got the Pravin Portfolio anyway, which is enough work of itself. So, like a deer in the headlights, I got nailed!

Okey- dokey, dear readers – I can promise you this – nothing. Nothing at all! If you get one, that's too lucky for words, if it's just a list of forthcoming events, that's what it is!

I have absolutely no idea what I'm doing with Microsoft Publisher, re-sizing pictures or converting into PDF (what pervert made up a word like PDF File? Say it out loud to yourself a few times and you'll see what I mean! At least they drive slowly past schools.)

Cool stuff coming up this month!

First of all, Pepi finally managed to corner a Noggin date with Dave Rowley from the Bloodhound project. Get in early on the 2<sup>nd</sup> or stand!

Pepi's making Italian on the pub night on Friday the 13<sup>th</sup>, which is lucky!

Get polishing – Club Condition Concours on Sunday the 15<sup>th</sup>, the brutal Jay will be leading the tut-tutting and headshaking.

Be there or be square, hey, hang on! Be octagonal or you're square.

Nah, doesn't rhyme, bugger!

John

[That's why it's called a "Grille", looks like a braai!](#)



## New Members

We welcome the following new members to the MGNC family, we hope to see you at future events:

Vaughn Watt-Pringle

Ivette Tritchard

Eduard de Ras.

Jump in the water's lovely!

# Fixing that drip.

Ivan de Clerk

Readers might recall me mentioning, a MG is like a baby in many more ways than one. For instance, when they are dry they're happy. They tend to leak fluids from the top or the bottom, and as soon as fluid appears -whether by drip or drizzle, trouble soon starts. My TD's sump showed a small seepage for some time, which caused some concern, because replacing the front and rear rope impregnated seals are not something to look forward to, or half easy according to the experts.

So, after phoning Bob as to what would be the most effective way to stop it, I decided to place the car on ramps, drop the sump, replace the rope seals and installed a new gasket. Also, to use his advice of coating the sump edges with Hylomar sealant. This stuff is apparently used on aircraft so it should work. And it did! Problem solved.

Next was a slow leak from the rear suspension shock absorber. There was nothing to do here, because stripping the pistons and replacing the seals are strongly advised against. I ordered a new set and the problem was fixed.

There still was a slow leak from the sump, but the two or three drops a week did not concern me much. There does seem to be another solution apart from the drip-box that some owners hang underneath the gearbox, and Trevor Beddy, forever thinking of new tools like spinner spanners, fuel dipsticks or radiator spanners, is busy with a drip tray. I'll say no more, but this is bound to be a good seller amongst the T-Type owners.

Further leaks from my "baby", or Bella as she is known, is still from the radiator where fluid soon gets pushed out after topping up due to expansion from heat, and every time the engine is run to operating temperature. With the price of coolants or Water Wetter's, it heart-breaking to see the yellow fluid (yes just the same colour) dripping out after a short run. When topping up I have been contemplating on installing some sort of reservoir to collect the precious fluid. At least then I could pour it back into the radiator!

The below article on expansion tanks for T-Types, could therefore not have come at a more opportune time. Explanations on the procedure seems clear, but if any of our members who would like the article or the TTT2 issue mentioned, they can contact me and I'll gladly assist.

**From: Totally T-Type 2, April 2012 11**

## **EXPANSION TANK FOR T-TYPES**

With acknowledgement to West Reynolds, owner of 'Kermit' was sent the article to John James of Totally T-Types, accompanied by two detailed photographs for the MG Car Club of Western Australia. As well as his TC, West also owns a MGC and this is where he got the idea to fit the expansion tank. I'm not sure about fitment to a TF due to space constraints.

"With the MG TC you unscrew the radiator cap, fill up with nice clean water, go for a run, stop and a puddle of water from the overflow pipe appears. Hence, before the next run you do the same thing all over again. With an expansion tank, as on the MGC, I use distilled water, a good

inhibitor and perhaps once a week check; now I do the same for the TC. The other plus is that it stops corrosion (the water pump in the MGC is 10 years old) with a six monthly flush out.



Look around car accessory places for a smallish plastic bottle, having a normal ‘snap top’ cap and the spout on the side. couldn’t find one but madedo with a connection hole at the bottom. The big problem is finding a suitable space and without boring more holes in the engine bay. I used a soft bendable metal bracket and with numerous fittings came up with one which bolted on to the ‘stay’ bar at the back. I am a great advocate of a tube of rubber lubricant for all rubbers, so with the tubing onto the overflow pipe you can get it a fair way on and no clamp is required. Run it along past the steering box and onto the bottom of the bottle, again a good snug fit and no clamp.

With the engine cold, having flushed the radiator out, rubber lubricant to the hoses, fill the radiator, screw the cap firmly on, checking that the rubber ‘O’ ring is good; add about one third of the water to the bottle and mark the level.

Now, all you have to do is to go on a run until the engine is hot, check for leaks and again mark the water level on the bottle. Of course, all that remains to be done is to check (when cold) that the water has been drawn back up and the ‘cold mark’ is the same as when you filled it up”.

With thanks to West Reynolds – Ivan de Clerk

## JACARANDA JOTTINGS

Having been writing articles without being allowed to win the Magnette trophy for a while, I now throw down the challenge to all you scribes out there to make it a hot competition in 2012.

I have been reflecting on what makes this beautiful country what it is, apart from the weather. It seems to me that although the Brits are known as eccentric (not me, of course) South Africa has its own off-centre happenings.

For example, we were driving along Lynwood Road, and at the intersection with the N1 was one of those ever present hassles, a street vendor. The unusual part was what he was purveying – support bandages! I could not imagine, sitting at home, having discovered the need for such an item, and saying "I know, I won't go to the chemists, I'll just drive to the N1/Lynwood Road junction, there are bound to be some there." The other strange items we saw for sale, were large dog kennels, on the road to the Kruger Gate into the park, if you wanted a kennel would you go there?

The next occasion was on St Patrick's Day, otherwise known as Hazell's birthday, we went to a well known Irish Pub, O'Hagan's, and they were naturally selling Guinness at a good price of R21. My daughter and her husband went to another establishment, advertised as "The authentic



Irish Pub" to be told that they could not sell Guinness, but had the SA alternative, Castle Milk Stout, I can tell you it tastes nothing like Guinness! Perhaps it's inverted, and the darker part rises to the top!

There is also the well known street vendor on the old Bronkies Road who ties her sunshade to the no Hawkers sign with no interference from the police men driving past many times per day.

Then we have the Landrover driver we encountered in the

Kruger Park on March 14. We had just encountered a baai kwaai ele, who chased us, Hazell driving in reverse, for some considerable distance, down a dirt road. Having parked for a while and watched other people reversing in a similar manner we were passed by a group in a Discovery, we informed them of the problem but they went on anyway. Fortunately, eventually the elephant let them through but not without a confrontation which could have turned very nasty.

And finally, for those of you who may be thinking of joining the Indaba activities in Clarens please note the following communication from the organisers.

"Unfortunately the visit to Sandstone is part of the Indaba package and Sandstone will only be open to Indaba entrants on that day. Entrance to the Estate will be controlled and only those cars having the correct decals affixed to the vehicles will be allowed to proceed. A security check at the gate will collect vouchers for drivers and passengers which will be issued at the start of the Indaba."

Steve

# *The Distaff Side*

by Hazell Eden

So, after the last time I wrote about not being allowed to drive anywhere, He Who Must Be Obeyed, 'encouraged' me to go on a gardening course, one Sunday morning in Jo'burg. Equipped with Garmin and map book, conveniently left in the boot, (I am paranoid about hijackers seeing my valuables), off I set about an hour and a half before the start of the course at the Lifestyle Garden Centre off Beyers Naude, I like to take my time!

Traffic on the N1 was light, and as I sailed blithely down the hill at my regular 100kph, outside the mint, wonder-of wonders, the fast lane opened up before me without a car in sight! This was my chance to prove to myself I could push it just a bit: 120,130, 140! Just as I sailed past the cop with the speed camera who was sitting on the concrete lane dividers! He was just the first of 10 that I passed that day, all sitting with their backs against a bridge support, and legs out straight on top of the barrier. Not a police car in sight!

OK, so it was a 'fair cop' as they say. But I got to thinking, how do they get there? How do they manage to sit on a narrow concrete barrier, legs stretched before them, balancing a handheld speed camera? Especially when few of them seem to have a small derriere, to put it politely. And what do they do when they have to... you know... go?

Now in this equal opportunity country of ours, several of those policepersons I passed were female. A male policeperson could, one supposes, down camera and simply turn into the little corner offered by the

bridge support, and do the necessary, albeit rather undignified, and not a little dangerous at the side of the countries busiest freeway, but a female policeperson? Firstly she would have to undo that belt complete with radio, gun, truncheon etc, the weight of which, now dangling freely, would be enough to pull her over backwards. And the boots! Not conducive to a "splash and dash", let alone a ...well you get the picture. Perhaps they are issued with those nappies that Formula One drivers get. ( Now I know why the F1 winners always look a little bemused in the TV Interviews).

And how do they get to the side of the freeway when their shift is over. Having sat for hours, legs out on top of the barrier, aren't they a bit stiff? They certainly aren't going to be up for a sprint to the hard shoulder straight after getting down. A few knee bends? A bit of jogging on the spot? All this as the cars whizz by, inches away from one who may well represent a past fine for the driver! Then, a sprint for the side. All I can say is "A braver man than I am Gunga Din."

As for me, I am watching the post for a registered letter.

**STOP PRESS:** Steve suffered a heart attack on Wednesday 28<sup>th</sup>, and when I spoke to him was still in ICU at Willows, but very chipper, and should be home by Saturday 31<sup>st</sup>. In his own words, "Anything to get out of going to Bob's Lunch". Sounds like he'll be fine, but please keep Steve and Hazell in your thoughts and prayers. Ed

## Forthcoming Events

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

April 2012

|        |                    |       |                 |     |
|--------|--------------------|-------|-----------------|-----|
| Sun 1  | Angela's Picnic    | SAMCA | Delta Park      | -   |
| Mon 2  | Natter & Noggin    | NC    | Clubhouse 19h30 | C   |
| Fri 13 | Pub Evening        | NC    | Clubhouse 17h00 |     |
| Sun 15 | Condition Concours | NC    | Clubhouse 08h30 | c/v |

May 2012

|        |                 |    |                 |   |
|--------|-----------------|----|-----------------|---|
| Mon 7  | Natter & Noggin | NC | Clubhouse 19h30 | C |
| Sun 13 | Diamond Run     | NC | Cullinan        | - |
| Sun 20 | Driving Tests   | NC | TBC             | C |

In the future

|         |                                |     |                    |     |
|---------|--------------------------------|-----|--------------------|-----|
| June 2  | Combined Centres d'Etat        | JHB | Magnette Motors    | v   |
| June 3  | Sunday Natter & Noggin + Braai | NC  | Clubhouse          | C   |
| June 10 | Combined Centres Showday       | JHB | Brightwater Common | c/v |
| Sep     | Indaba                         | JHB | Clarens            | c/v |

# MG The Marque of Friendship

# Event Detail

## **Angela's Picnic - April 1**

Not an official event ,but worth attending if you wish to see a large collection of classic, and other collectable cars.

Meet at the clubhouse at 08h00 to leave at 08h30.

A small donation will be required at the entrance.

## **Natter and Noggin - April 2**

Open at 19h30 for drinks and chat. Commence 20h00 and we shall dispense with official business quick-sticks so that we can clear the floor for Dave Rowley and a presentation on the Bloodhound project

## **Pub Evening - April 13**

Unlucky for some, namely those who cannot attend!

From 17h00 on Friday, a good way to start the weekend.

Pepi has promised us Italian themed food, so come and enjoy!

## **Condition Concours - April 15**

An opportunity for you to get your car evaluated in terms of cleanliness and condition in a less formal atmosphere than Combined Centre's Showday, or the Indaba. This is a "tops only" event. Engines and understructure will not be judged. Jay Westaway will again be chief judge. Gates will be open from 08h30 and cars for judging should be in place by 09h30. Judges briefing at 09h45 for judging to start at 10h00.

Braai fires will be provided and the usual liquid refreshments available.

If you do not want your car to be judged, come along anyway for the social side.

## **Bob's Lunch Bunch April 26**

Sorry, can't tell you where you're going, but meet at the clubhouse, MG or plastic, with wife or mistress and we'll dash off at 12h30 to a good chow, a good chat and all at a fair price. Brace yourself for a seriously good time!

# Driving Solo?

Most MG's are 2-seaters, which is cool, sporty and romantic! Some are single-seaters – ask Heyns. And some, like BGT's are 2+2's which is hilarious, more like 2 + 0.02's! (My tenants are 9 & 10 now, so no more delusions!) Some MG's are even 4 seaters – (Dank Die Here!), I have one, so I can satisfy the need to both maintain both the brood and the breed simultaneously.

Many MG's at gatherings have but 1 occupant, oh, and indeed, many 2, too, but the truth of the matter is that solo is gaining ground both as a lifestyle choice and as a “consequential” choice. Let me elaborate.

A little while back, while relaxing at the family spot in Magaliesberg, kids abed, roaring fire, suddenly my friend's wife (she is a retired academic, aspirant clergy person, but young for all that) asked “John, what is the one greatest problem facing South Africa today?” Well I'm fully flummoxed, right? Ask me for a list, and I'll hold forth till daybreak and beyond if needs be... but “one”? Nee, wat!

So I promptly sought the quick gap for a fresh JWB (rocks, yeah!) and gave it some thought. My serious and considered feeling was that the social fabric is like a web that goes out from Mom, Dad, Kids, Granny, Gramps, cousins, friends, uncles, aunts, neighbours, school, the community, friends and so on and so forth through the Church, Scouts, clubs, community fora, sport, special interests, and ultimately to business and local government networks. But always at the core is Mom, Dad and the kids. Lose the middle, lose the lot!

So I said (she's a Prof, right?): “The collapse of the nuclear family,” and so she said “Mmm,” and went back to reading her book. Oh well, it was a contemplation worth having because when I read TIME Mar 12<sup>th</sup> and their feature on living alone, I was brought back to 2 things – one of them my conversation with Margaret (the Prof) and the other about our club.

Most of us are of a (set of) generation(s) that holds the nuclear family unit as a sacrosanct building block of societal coherence. And we and our parents abided (abode? Ride / Rode??) unquestioningly by it.

Some who live alone, as one would expect, are alone as a consequence of being widowed or divorced, but many live alone because they want to be alone. Split the differences. Living alone, being alone and being lonely are 3 separate issues entirely. One man, one remote. It's attractive!

Numbers: Living alone – Sweden, top of the heap at 47%. US 28%. UK 34%. Russia 25%. And astonishingly, 8<sup>th</sup> on the list South Africa at 24%. No correction for bias, but given our deeply responsible family traditions in both African and Afrikaner homes, and an only slightly less generous treatment in English-Speaking families, I'd hazard a guess that about half our WESCs are alone. (WESC = White, English Speaking Christo-Judeans). And many of the MGCC NC members are WESCs.

But does “living alone” mean lonely or lekker? Research suggests that it's the quality, not the quantity of social interactions that make life for loners great. After all, there is nothing lonelier than being with the wrong person. But living alone allows those of us who do, to pursue wonderful pursuits, special insights, and superb moments with others who share those passions whether alone or not alone. Alone? Not one of us is, really, are we?

JH

## MG Mart

|  |   |
|--|---|
| <p>1972 MGB for sale. (Colour mustard with wire wheels) The vehicle is in excellent condition and runs extremely well. (tight) We would like to see it go to a collector rather than a dealer and as such if you could advise your members of the availability and give them this email address and I will co-ordinate the transfer of further details and test drives for interested individuals.<br/>         Jim Burns<br/>         Phone: +27 10 202 6064 Telefax: +27 011 579 8171<br/>         Mobile: +27 83 235 4253 email: jim.burns@za.abb.com (3)</p> | <p>MGB GT 1968 R70,000 In regular use. resprayed, chrome wire wheels, Moto Lita steering wheel, upgraded to telescopic front shocks, engine redone 15,000 km's ago, carbs overhauled recently, brake and clutch cylinders overhauled, inertia seat belts fitted. Serviced at Emgee Workshop. Cash deal or those with Bank finance. Contact: Herman Groenewald 082 881 5238 her-mang@mwebbiz.co.za (3)</p> |
| <p>For sale: 1972 MGB GT in good mechanical condition, used as daily commute car for past 20 years. Red, with navy upholstery and vinyl sun roof. Rosstyle wheels. R70 000 ONCO.<br/>         Contact Iain by email <a href="mailto:mcfi@iburst.co.za">mcfi@iburst.co.za</a> or cell: 0722114311; located in Centurion. (2)</p>  | <p>MGB GT 1966 For sale: the GT was the second one to come into South Africa. Red, wire wheels, new tyres. Good condition with overdrive and upgraded 2 litre engine, gas flowed head. R65 000.00 CAR IN JOHANNESBURG Gill Gresak on 083 455 7797 or gillian.gresak@gmail.com (3)</p>   |
| <p>One set of 4 MGB Rostyle Wheels complete with chrome trims and 2 new goodyear 185/70R14 tyres and 2 used tyres. R4500.00 onco. Phone John 076 497 9348 or 011 462 7768 (3)</p>  | <p>1971 MGB Roadster, good condition and one owner since 1997. Red in colour. R 80,000 o.n.o. Contact Mike Upson tel. (082) 441 3624.(2)</p>  |
| <p>1966 MG B GT for sale. Very original and in a good condition with servo brakes and MG mags. Engine and overdrive excellent and no rust. Price R 65 000. Contact Faan Coetzee via e-mail, 046 685 1419 or 079 1245760 (1)</p>  | <p>MGTF 2003 for sale, 100 000 km and in good condition other than front spoiler which needs attention. R75 000. Call Steve Payne on tel. 011 726 1372 W or 079 490 5507.(1)</p>  |
| <p>Complete engine and gearbox for '56 Magnette for sale ex VOLKSRUST, MPUMALANGA. I sold my MG Magnette years ago and still have a spare engine ( the original ) for it. Done 104,000 miles. If anybody interested contact Mathiam Smit 017-7355106 - work 017-7351050 home 0836528852 - C 0866285128 - Fax (1)</p>   | <p>Last Chance, A series engine, 15AMW-U-H 97195, any offers before I give it to charity?<br/>         4 MGA wire wheels, poor condition R50 ea.<br/>         1969 Midget, twice MGNC driving test winner, R45 000. Steve Eden 082 372 8740 (1)</p>   |

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The astonishing thing with toll roads is that there are so many astonishing things! We took the tolling from Brits / Rustenberg/ Bela Bela / Pretoria lying down. I have Bakwena e-tags in all of my cars. Strangely the e-tag just doesn't work with the motorbike, doesn't matter where I mount it, so I'm always faced with taking off gloves, hauling out wallet, paying cash, putting away wallet, putting gloves back on and so on ad infinitum while other motorcycleists zoom through in the slipstream of e-tag holders too slow to notice!

But I have to say the education and information campaign by Bakwena all those years ago was really thorough. We had presentations, advertisements, seminars and no end of serious and informed prior warning. Well targeted, full of fact and properly justified. So it can be done. Oh, and taxes, buses and all the rest pay, no question about that. Even ambulances and cops pay!

Why has SANRAL and JRA dropped the ball so thoroughly? Is this a fresh wave of militancy and public disobedience that has suddenly and recently manifested? Is it a new wave of thinly disguised "service delivery" protest? Are Pretorians just more accepting and law abiding? Is it a Jo'burg thing?

I've spoken to many folks about this. Most of them, I need hardly add are members of the 6 million taxpaying minority, not members of the 49 million benefit-receiving majority. And notwithstanding the public objection by the AA and the DA (both organisations which would have cred with them, I suppose) they are among the 300 000 souls who already have e-tags, and have phlegmatically accepted their obligation to pay unto Caesar.

Isn't the much touted "User Pays" principle (so unctuously pronounced) just so ludicrous from the mouths of ANC cadres? I pay for schools I don't use. I pay for hospitals no one can use. I pay for ADT because the police are useless. I pay for electricity and am asked to use less. I love the principle – let's apply it across the board. Can't, of course, it's anti-redistribution, but you have to love the forked tonguism of it!

Authorities have grandiloquently announced that we may not renew licences if tolls are outstanding. No statute exists to give this assertion legal basis. Hilarious! It's like the municipalities handing fines for infringements to collection companies to collect who then threaten blacklisting and credit record impairments to defaulters. No commercial transaction has occurred, frequently no notice has been served and in any event, the credit bureaux exist to give

# TOLLED YOU SO!

force to violated debt agreements, not speeding fines. I digress...

Taxis may be excused paying tolls because they are performing a public transport service. Now this is the most thinly disguised piece of government PR bollocks I have ever seen!

The real fact is that (given the mood of the folks out there) the freeways would be blocked stukkend for weeks on end and even if they weren't there is not a snowball's hope in hell that

any taxi operator would pay his toll bill. So, knowing that, they exempted them. Choof, chuff, problem sorted! We could get into an esoteric and endless debate that says that although I am taking my children to school for no immediate financial gain, I am part of a value-adding process that will in time amount to a public good (through work performed for the betterment of society, and taxes paid) so I, too am performing a public transport function, so can I go toll-free? Can I re-register all my cars as taxis? I'll even chuck on stickers like Pirates, Chiefs, 100 (fictional), A Black man is always a suspect, When days are dark friends are few, or even - Menlyn Taxi Ass (love that one). I'll hoot a lot, too.

Don't get me wrong, the taxi industry is necessary. Fourteen passengers instead of fourteen more cars is cool by me. They are the first bastion of black business ownership from a bad bonfire of a sad past. But the culture of civil disobedience that so successfully brought apartheid to its knees is still de facto ruling in the taxi business. They pay no tax, UIF, workman's compensation, medical aid, pension or anything else. They have forged and photocopied PDPs. And they can drive. Make no mistake, they really can. But put one of them on a Sidney street for one day and the list of infringements would bring tears to the magistrate's eyes.

Back to tolls, though. You can't get through a Bakwena toll booth 'til you pay. E-tolling was supposed to not slow traffic – fair and well, but payers and non-payers both, won't be hindered as they zoom through. We have 1/3 of a million in the bag. Let's assume 1 million will comply by due date. Let's further assume (conservatively) that another 1 million will not play ball. That number of defaulters will fill the Calabash 12 times over. Loftus times 30. No law enforcement agency on earth has the capacity to squirrel around after a million people demanding R50 here and R200 there and R1000 over there. And at what cost? And we haven't even mentioned the Zimbabweans, Swazis, Mozambicans, diplomats or occasional interlopers from the other 8 provinces! Ek is so lus vir a Grandpa ek kry sommer 'n hoofpyn!

JH