



# Newsletter 373 Oct 2012



## 2012 Castrol Edge MG Indaba

The 2012 MG Indaba took place at Clarens in the Free State over the long weekend of 21 to 24 September. Organised by the Johannesburg Centre, it attracted 163 entries (over 150 of them MGs) which were limited by the cap of 300 persons that the venues could hold.

Accommodation was split between the Protea Hotel and a Golf Estate, and evening meals were at a wedding venue about 20 km away – with many choosing not to drive but to share taxi rides, reminiscent of the 2004 Indaba at Bela-Bela..



The first day was rainy with heavy storms overnight, but the second and third days fortunately saw the sun break through.



Highlight of the first evening was the rocker cover racing which drew a large entry of magnificently-crafted models.



On Saturday morning there was good participation (the best in the last decade) in the Concours events – d'Etat, d'Elegance, and d'Comique – and Tops Only.

This September being the 50<sup>th</sup> Anniversary of the launch of the MGB, the theme of the Indaba was the MGB, and on Saturday afternoon over 50 MGBs and GTs were included in a photo-shoot at Golden Gate.

On Sunday there was a Treasure Hunt around Clarens and Fouriesburg with cryptic (very!) clues provided by Norman Ewing, then driving tests and steam train rides at Sandstone Estates near Ficksburg.

To encourage participation in all of these events, one random playing card was handed to drivers at each of five events. They were allowed to swop cards with other drivers, so as to have the best poker hand on the last day. This was well supported and gave rise to great hilarity and camaraderie. The whole event was filmed for



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### MG Car Club-Northern Centre

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

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## The distaff side meets the Magnum Rally Part 2

By Hazell Eden

Day 2 dawned, cold, damp, and gray. But at least it wasn't misty or raining, yet. I had developed what I was rather optimistically calling a cold, with sore throat and aching head, I was glad to be inside a car, and not on one of the bikes. Armed with a packet of throat lozenges and a loo roll for the running nose, I was ready to go. Leaving Hazyview, heading on a rather convoluted route to Graskop, visibility soon became limited. On a twisty, long downhill section, just as the mist hardened to rain, we were feeling fairly confident that we were on time. I say feeling, because we had really no idea of whether we were early or late until we passed something mentioned on the route schedule. Nor did we have any idea if the speed we were doing was the indicated one, as there were no white lines to count, the only way we knew to work out the speed. Steve was enjoying the sharp turns and the empty road, and not having to count white lines, when the driver's side windscreen wiper flew off. We screeched to a halt. Steve, reacting like an Olympic athlete (!), sprang from the car, retrieved the wiper arm, grabbed a screw driver, and commenced to reattach the arm. I sat and sniffed. Later competitors passed us with a cheery wave. We set off again. Now 'Steve the Speed' had a chance to drive flat out, something he had been wanting to do all morning, in order to make up time.

We overtook one, two, three competitors who had passed us during our stop. Back on time! The arm flew off again. Repeat performance, only now the rain was coming down in torrents, and the air was turning blue, and it wasn't because it was cold! I forgot to mention that, on arrival in Hazyview on Wednesday afternoon, I had broken the window winder off on my window, which had thus remained partially open. The rain was coming through quite hard. Visibility was poor, and the incline was steep. We passed the same three cars again before the wiper flew off once more. By the time we limped into Graskop, just ahead of the sweep car, it had come off, and been replaced, another twice. We were both more than a little damp. The loo roll had run out. One of us had had a sense of humour failure, and the other had the flu.

Now I have not managed to remain married to Steve for all these years without learning a thing or two about MG's, rallying and men in general. So I knew better than to ask him to drive round Graskop to find me a Pharmacy or to ask him to get my raincoat out of the back where it now lay under the tool box, or indeed to look for the umbrella I knew was packed away near the spare wheel. I know to keep out of the way. Don't ask any questions, don't offer any opinions, don't try to offer any advice (as if I would), and DON'T say, "What are you going to do now?" So I grabbed my handbag, asked directions of a local to the nearest pharmacy, and set off into the rain.

By the time I returned with flu muti, throat sweets, cough medicine, headache pills and a box of tissues, soaked to the skin, it was fixed! Silver tape bought at the Mica next to the petrol stop, and a lot of hammering with the end of the screwdriver. "Why didn't you ask me to take you?" outraged husband demanded on seeing my state. Well, forgive me for saying so, but DUH!! As if he would have heard me! When the car is broke, man will fix it, oblivious of everything that is going on around him. Well mine will anyway.

We left Graskop rather late, but had a good section into Ohrigstad, via Blyderivier, and the lunch stop, this time at the Dutch Reform Church. Obviously the organisers were nondenominational. Once again the food was excellent, although I have never had frozen pea salad where the peas were still frozen. But at least the sun came out. Dosed with medication, warm from a lovely hot cup of tea, I went for a walk round Ohrigstad. Charming scenery, several new houses being built (I wonder how the Dutch Reform Church has taken to living next to a house named 'Naked Valley?'), a tarred road... and that was about it.

Blessed by watery sunshine, we entered Lydenburg for the second time in two days. This time, however, the route took us over Long Tom pass. About halfway up, the mist came down as only mist on Long Tom can. Thick, gray, wet, silent mist. Visibility quickly reduced to zero. Steve, afraid to use the wipers too much for fear of another incident, inched his way onwards. Stray motorcyclists, visible only thanks to their reflective vests, emerged cold and wet, from the fog. Somewhere before the peak, a damp, yellow clad marshal, with only his mouth visible as he shouted out our number, loomed from the smog, only to be swallowed by it again as we crawled past. With a half hour stop at the Long Tom viewing site, we decided not to stop, but to press on to Sabie and what we hoped would be clearer weather. We realised that by not stopping we would incur maximum penalty points, but with the wiper problems, and no tissues left in the box, it was the best decision we could make. Other competitors made the same decision, and then complained when they were docked the points, rather loudly and unnecessarily, we felt. Those are the rules and it was a free decision. We have learnt, from past experience, to NEVER try to second guess the organisers, and not to argue when conditions are the same for everyone. You make up your own mind and then put up with the consequences.

Once we got to Sabie, of course, the mist cleared, but it was still wet and cold. A quick coffee in a local pub, the only place open on this wet Saturday afternoon, and we headed off, on time to finish the rally. I retired to bed, leaving Steve to unload the car. He decided to bring everything in one go, and fell down a flight of steps, from top to bottom, as a result. We limped into supper like the pair of old crocks we felt, ate, and went back to bed again. Day three dawned.

Sunday, whilst still cold, was only a little damp. A long delay at a Stop/Go just outside Hazyview, but after that all was clear. I wonder what they did, when mending the roads, before the introduction of the Stop/Go. I don't ever remember being held up for so long when there were road works until the last couple of years. Nor do I remember there being so many all gathered together in one place. On a recent trip from Polokwane to Palaborwa, via Tzaneen, we had no fewer than 8 of the blessed things, and no stop shorter than 10 minutes, some as long as 25! I think they are the governments way of keeping the local populace entertained if there is nothing on T.V. "Come along, darling. Let's go and watch the drivers in the Stop/Go getting ready to explode with frustration."

Especially when nature calls.....

Continued on page 5



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

Oct

Mon 1	Natter & Noggin	NC	Clubhouse 19h30. Post Indaba report. Bring your photos. Don't forget to enrol for the 2014 Knysna Indaba!!	c
Sun 21	Jacaranda Run	NC	Start at Union Buildings 10h30	c
Fri 26 or Wed 31	PPO Lunch Run		TBA, watch your e mails and SMSs	

Nov

Mon 5	Natter & Noggin	NC	Clubhouse 19h30	c
Sun 18	Charity Run	NC	Details TBA, please diarise as this our chance to give something back.	c

Dec (would you believe it, where has the year gone?)

Mon 3	Natter & Noggin and end of year function	NC	Clubhouse 19h30. Please bring a plate of food, Pizza, quiche, finger snacks and your significant other.	c
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## Event Detail

### Natter & Noggin, Monday October 1, 19h30

The traditional post Indaba de brief. Please bring along your photos and stories. Jay will bring along the Indaba Con-cours score sheets for those who want them, or will e mail them to you on your request.

### Jacaranda Run Sunday October 21



Start point is at the Union Buildings at 10h30. There will be a route through the Jacaranda lined streets which should take approximately 1 hour.

We will then meet at the MGNC Clubhouse for consolidation, and then depart at around 12h00 for Dawie Gouws' vehicle Museum in the East Rand for a Bring & Braai. We should be at Dawie Gouws at around 12h45.

Route schedules / maps for both legs will be supplied.



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<p>2004 MG ZT190, V6 manual, with 139 000km, fsh, one owner, excellent condition, sunroof, pdc, fullhouse. This V6 manual is very rare. This is probably the cleanest MG around. Need R70 000. Contact Christo on tel. 0832764691.(2)</p>	<p>1967 MGBGT (red) for sale. No rust and in good running order. Needs respray. Two owners only. Asking price R30 000. Contact <a href="mailto:jane@mcjones.co.za">jane@mcjones.co.za</a> Tel 033 702 1033 Cell 0833843081 (2)</p>
<p>For sale: 1981 yellow MGB GT. Mileage 67k miles. Alberton based. Price R55k. Call Michael on 011 9076064 or 0726456741 after 15h00 (2)</p>	<p>FOR SALE Used MGF Hydro-elastic displacers (Spheres), One rear, two front. With used shocks. R1000 each set. Call Neville at 082 789 5649 (2)</p>
<p>1967 BRG MGBGT with overdrive and wire wheels. Rebuilt 2006. Major service just completed. R65,000.00 Call Cliff on 082 898 9772. Jhb.(1)</p>	<p>1982 Autovilla with Audi 5 Cyl Engine. New clutch, water pump, cylinder head overhauled, etc. R65,000. Call Cliff on 082 898 9772. Jhb.(1)</p>
<p>1976 RUBBER BUMPER. RED. PAINT AND INTERIOR OKAY BUT NEEDS TLC. BLACK LEATHER. RUST BLISTERS ON DOOR SILLS, AS USUAL. ENGINE GOOD. GEARBOX NEEDS ATTENTION, BUT A GOOD RUNNER. SOFT TOP GOOD, BUT WINDOWS NEED REPLACING. LOCATED IN BUCCLEUCH SANDTON. CONTACT JANET 084 421 4038 (1)</p>	<p>MG TF135, Color black Kms 83,000 Model 2005 price 95,000 <a href="mailto:hermang@mwebbiz.co.za">hermang@mwebbiz.co.za</a> 082 881 5238 (1)</p>

### The Distaff Side continued

A trip to Kiepersol, White River, Sabie, Blyde Rivier, God's Window, Graskop and a last lunch stop at the Royal Hotel, in Pilgrims Rest, incidentally the worst lunch of the rally, and we were ready to return to Hazyview. The prize giving, held in the Protea Hotel Conference room, was quite protracted, especially when a late competitor arrived to throw a (humorous) spanner in the works.

The only real negatives about the whole event, were the prices in the bar of the Protea (R18 for a Tab), and lack of sufficient staff. The room we stayed in, although a bit of a trek, had lovely views and was extremely comfortable. Reception and Maintenance staff was quick to respond to problems, even if some of mine were a bit blond. No, I will not tell you about these in print, or it will just give those clever clogs amongst you more to gloat over me!

As for the organisation of the event, it was superb. The entire Stander family seem to have been involved: husbands, wives, brothers, sisters, brothers in law, cousins, their wives, and children. In fact there was only one Marshall that did not seem to have any familial connection to this hard working and enthusiastic family. And did I mention calm? No hysterics (at least on their part), no shouting or rudeness of any type. They remained good humoured, polite and composed throughout. Thank you so much! Steve and I will definitely be back next year. We ordered two new window winder handles and two new wipers from the MG Owners Club on our return. They were delivered to our door within 48 hours. Oh, yes. Steve caught my infection and guess what? Within two days it had turned into the Man Flu!



Whilst at the Scottburgh Classic Car Show in July Rob Mercer-Tod was approached by Fred & Noreen Symons with a very old photo of an MG SA saloon, see attached. The car had originally belonged to Fred's dad in Johannesburg who had bought it second hand before the war. The car stood on blocks for the duration of WWII & was sold in the late 1940s or early 1950s. It was originally brown and yellow in colour, but later re-sprayed grey. The penlight parking lights on the front mudguards were exchanged for larger chromed lights similar to those used by buggies today. If anyone might know what happened to the car please let Kevin know via an email to [KLoader@worldonline.co.za](mailto:KLoader@worldonline.co.za) who will pass the news onto Fred. Many thanks.

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