

# NEWSLETTER



**30 YEARS**  
**1978 - 2008**  
**MG CAR CLUB**  
**NORTHERN CENTRE**

## EXECUTIVE COMMITTEE

**MG CAR CLUB NORTHERN CENTRE**  
**PO BOX 35765, MENLO PARK 0102**

**NEWSLETTER No. 320 - APRIL 2008**

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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 Entree Fee of R100 is applicable to all new Members

Annual Membership Fee: R165.00

Country Members: R85.00

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

# OPEN ROAD

An exploration of miscellaneous avenues of thought  
with no particular destination in mind.

BY PETER NOETH



## MATTERS OF MOMENT

### Past (non) Event

The proposed Condition Concours was regrettably completely washed out by the rain. A few Exco members waited for the handful of optimistically brave souls that pitched up. We were, however, able to congratulate Jay Westaway who tested the weather equipment on his MGB Roadster out on its maiden run after a 12-year restoration. Well-done Jay! We all had a celebratory drink before returning home.

Our new Chairman called a mini Exco meeting and it was decided to re-schedule the Condition Concours to the 20<sup>th</sup> of April. See details on page 5.

### Future Events

April will be a busy month, starting with Angela's Picnic on the 6<sup>th</sup> followed by the Sandstone Steam Festival from the 9<sup>th</sup> to the 13<sup>th</sup>, the Condition Concours on the 20<sup>th</sup> and the Morris Minor run a week later on the 28<sup>th</sup>. Those of you who have already registered for the Indaba should have received by E-Mail the tariff and booking details for the Historic Hostelryes Run to PE. We already have 5 couples booked for the run. If you wish to join us please make a commitment and book as requested on the notification by the end of April.

### Newsletter

Due to the high volume of work required to make the change to the E-Mail format and the lack of Editorial expertise, we employed a consultant to design a suitable layout or template and to compose the first two issues with the copy supplied by me.

I am happy to say we have now reached a significant milestone inasmuch as the template has been installed on the editorial computer and your Editor has been able to compose the entire 11 pages himself. He has learned a lot in the process, but not enough, as you can see by the lack of any pictures. This technology will hopefully be mastered to some degree in the next issue. Time has been a big constraint. Which also explains the 11 instead of the usual 12. We have also omitted the trade adverts because they expired in February and their current format is not suitable for E-Mail. We will negotiate a revised format and appropriate tariffs shortly.

We have experienced some problems with E-Mail distributing methods and address errors in our database. We are making good progress and are now able to E-mail 90 1.3 Meg newsletters in one batch instead of five in a batch for the first issue.

Your patience during this process is appreciated

### Get Well

Tony Craddock underwent successful abdominal surgery on the 20<sup>th</sup> of March. We wish him a speedy recovery. Errol Battison underwent successful eye surgery also on the 20<sup>th</sup> March and goes for a second eye on the 10<sup>th</sup> of April. We wish him success with that,

### Welcome to New Members

Member Number	Name	MG Model	Proposed By:
578	Annette Falkson	MGF	Tony Craddock
579	Johan Nel	MGTF	Ivan De Clerk

A warm welcome to you and we hope you will enjoy many MaGic kilometres with us.

# FROM BEHIND THE WHEEL



Thank you everybody for all the offers of support. You have made my appointment as chairman of MGCC Northern Centre a high point of my MG life and I hope to serve you well during the coming year.

In fact, my MG life has changed tremendously over the past three years. I started off as a member of the club, was elected as a committee member, and now as the new chairperson of the MGCC Northern Centre. At the same time my cars also seem to have advanced. From owning just the MGB GT, (and who can forget old Smokey going up Magoebaskloof) to lately include the '52 MG TD Midget. Although owning a TD it is not a prerequisite for becoming an Exco member, possibly just having some grey hairs will do.

At this time of the year the members are renewing their subscriptions. First impressions are that the number of club members will again be around 140. We really need to get some momentum into the numbers and one of my main task is to increase the number of MGCC members. Therefore, I have issued a challenge to all our members to introduce at least one new member to the MGCC Northern Centre this year.

Some of the other MG clubs have also issued similar challenges; so let's see if it is taken up countrywide. There are many motor enthusiasts out there with a treasured MG in their collection. Let's invite them to attend a Natter 'n Noggin. I feel confident that once they meet our family they will want to join. I'll announce a special prize for the most successful introduction shortly.

Now that most of the meetings and responsibilities have been sorted, I can start working on my own cars again. In the meantime the Land Rover had blown the ACE hydraulic pump, the Fiat had cracked its plastic radiator header tank and the MGB blew a diode in its alternator. All taken in the stride, but just so expensive. Unlike my TD, which was standing all jacked up during the work on the rear suspension. How's this for an idea, "If its not used, it won't break"?

Anyway, the TD's suspension has now been rebuilt and assembled properly. I remembered not to tighten the nuts until the car had settled on its wheels so that all rubber bushes could be centralized and pinched.



We have started making a new electrical loom and will add things like indicators, high-level stoplight and an immobilizer switch. One thing I look forward to is having indicators. Fellow motorists were quite amused at my hand signals. Did you know that to turn left in a RHD roadster, you had to use your right hand pointing it across your chest to the left?

Could this Road Traffic Sign possibly have been used to keep the passenger quite? What un-gentlemanly behavior! Thankfully indicators sorted this out for us.

(The drawing was taken from the booklet, "The Highway Code of South Africa" which cost only 1d.)

I am dealing with my TD rebuild as a running restoration – with some weeks of tremendously enjoyable driving, followed by some weeks of stripping and restoring. Lately it did seem as if the stripping and restoring would win, but I really must finish the car in time for the MG Indaba in September. The run to PE will be much more adventurous in the TD, no matter what route we decide to take.

Until next time from me, keep your hands on the wheel - of your MG.

# FORTHCOMING EVENTS

POINTS LEGEND: c = clubman Trophy, VL = Victor/Victrix Ludorum

## APRIL 2008

Thurs 3	Natter 'n Noggin	JHB	20H00 at Old Edwardians Club c/o 11th St. and 4th Ave., Houghton - Norman Ewing -	
Sun 6	Angela's Picnic	SAMCA	09h00 at Delta Park, Johannesburg - Terry Allan - 082 412 0371	
<b>Mon 7</b>	<b>Natter 'n Noggin</b>	<b>NC</b>	<b>20h00 at the Clubhouse - Looking Back video</b>	<b>C</b>
Wed 9 - Sun 13	Steam and Cosmos Festival		Sandstone Estates in the Eastern Freestate - details - hesterp@sandstone.co.za	
Sat 12	Classic Rally	CRRASA	SNR Bearings KZN Rally - Jimmy Dewar - 082 825 2756	
<b>Sun 20</b>	<b>Condition Concours and Technical Day</b>	<b>NC</b>	<b>At Dave Wheeler's new workshop in Benoni - see page 5 for details</b>	<b>C/V</b>
<b>Sun 28</b>	<b>National Rally</b>	<b>MMOC</b>	<b>Morris Minor 60th Anniversary at the Emerald Casino Resort on the Vaal see page 5 for details</b>	<b>C</b>

## MAY

Sat 3	Zwartkops	MGCC	MG Challenge race - Nick Parrott - 082 783 3454	
<b>Mon 5</b>	<b>Natter 'n Noggin</b>	<b>NC</b>	<b>20h00 at the Clubhouse -</b>	<b>C</b>
Thur 8	Natter 'n Noggin	JHB	20H00 at Old Edwardians Club c/o 11th St. and 4th Ave., Houghton - Norman Ewing -	
Sun 11	Classic Rally	CRRASA	Autobahn Classic Rally - Chris Adrew - 083 309 832	
<b>Sun 18</b>	<b>Kittyhawk Airfield Run</b>		<b>Details next month</b>	<b>C</b>
Sun 18	Cars in the Park		Pietermaritzburg - no details	
Wed 28 - mon 2	Sprldget Tour		Mike O' Keefe - 083 449 5220	

## PLANNING AHEAD

<b>June 22</b>	<b>Showday</b>	<b>JHB</b>	<b>Combined Johannesburg and Northern Centres Showday at Bright Waters Common</b>	
<b>July 13</b>	<b>Icicle Rally</b>	<b>JHB/NC</b>	<b>Esra Martins</b>	<b>C/VL</b>
<b>2-4 Sep</b>	<b>Historic Hostelryes Run</b>	<b>NC</b>	<b>A two-day run down to the I-Bayi National Indaba - see page 9</b>	
<b>4-8 Sep</b>	<b>MG National Indaba</b>		<b>Organised by Port Elizabeth Centre</b>	<b>C/VL</b>

# EVENT DETAILS

## **NATTER 'n NOGGIN - MONDAY 7<sup>TH</sup> APRIL VIDEO SHOW: "THE YOUNG AND THE BEAUTIFUL"**

We plan to show some Club videos of the '80s that will complement the Looking Back articles currently running in the Newsletter.

## **TECHNICAL RUN AND CONDITION CONCOURS - 20<sup>TH</sup> APRIL AT DAVE WHEELER'S NEW WORKSHOP IN BENONI**

The Condition Concours scheduled for the 16<sup>th</sup> of March was rained out and, as this was a Clubman and a Victor/Victrix Ludorum event, the Exco decided to re-schedule it for the 20<sup>th</sup> April. Attendance points will apply to either the 16<sup>th</sup> of March or this run, but not both. Competing points will apply only to this event.

Dave Wheeler has kindly offered his new workshop premises as the venue and this will eliminate the possibility of it being rained out again. It will also give us the opportunity of seeing how Dave goes about servicing, repairing and restoring MGs. There is some really wonderful work going on there.

Those who want to enter the Concours events at Showday or the Indaba can have their car judged and there are lifts available for having the running gear inspected..

Meet at the Clubhouse at 08h45 to leave at 09h00 sharp. Judging will start at 11h00. There are no braai facilities, so bring a picnic lunch, your drinks, chairs and other comforts. Maps will be available at the Clubhouse.

## **MORRIS MINOR 60<sup>TH</sup> ANNIVERSARY - 28<sup>TH</sup> APRIL EMERALD CASINO, VAAL**

The Morris Minor Owners Club (MMOC) is holding its Annual Rally at the Emerald Casino on the Vaal River from 27 April to 2 May 2008. This year is the 60<sup>th</sup> anniversary of the launch of the Morris Minor in 1948.

On Monday 28 April (a Public Holiday) there will be a display of 50 to 70 Morris Minors at the venue, and the MMOC would like to have a display of MGs there as well because of the close association between the two marques.

MMOC has invited the MG Car Club (Northern and Johannesburg Centres) to join them on the day, and has requested participants to donate an item of baby food to their charity, Cotlands. For those who want to win, there is the Casino and there are various stalls and restaurants.

Northern Centre members will leave from the clubhouse at 08:00. Maps will be available for members who want to travel to the Vaal direct from home.

## **MG POST BOX**

Dear Editor,

I read with interest of the Morris Minor 60th Anniversary in the February Newsletter. The mention of the close association between the Morris Minor and the MG is in fact a very close association. Not many members will know but the Morris Minor was designed by two people Sir Alec Issigonis and Jack Daniels. Jack Daniels was in fact the first official apprentice at the MG factory. Jack and Sir Alec were my bosses while I worked at British Leyland, Longbridge, England.

Yours Magically,

Derek Howes

# LOOKING BACK OVER 30 YEARS

## PART 3 - 1984 - 1986

### 1984

There were 45 people at the Annual Dinner and Prize Giving at Spinney Green. Heyns Stead won the Victor Ludorum and was also awarded the Mike Ashman Trophy for enthusiasm. The Committee had sanctioned the acquisition of commemorative plaques for the Pilgrim's Rest weekend the previous October and these were given out to participants. Also Norman Ewing was awarded Honorary Life Membership of Northern Transvaal Centre in recognition of the support he had given the Centre and that he always offered his true friendship

The following letter from Heyns Stead published in the February Newsletter was prophetic:

*"I cannot remember a committee member complain about anything (of course, they do know that no one would take them seriously).*

*I thought about Club members old and new. Friends are made slowly in this Northern Transvaal climate of third/fourth generations – our Scot, Rooi Nek, Irish and European mixed with conservative Boer*

*Circles of friends and acquaintances are linked together with other circles within the club and no friction causing "clicks" have ever developed.*

*The reason perhaps for the loyal close club we have is that we do not waste time pointing fingers at each other. (A psychiatrist would probably tell us that we must all have very low self opinions! We just KNOW that if one of us points ten others will point back).*

*Whatever the reason, it makes for good company and very pleasant club events. There are criticisms, and there must have been and will be hurt feelings but somehow, thus far, we have remained free of grudge bearing and pettiness.*

*Forgive me if this sounds rather like a sermon, but I do think we have great healthy club!!*

Regards

Heyns Stead

*P. S. Remember, we are tribal, not long out of the caves, in fact! Do not try to change people. Work with them and never do a job unless you want to!"*

Well, I think nothing has changed in the last 24 years except our Centre name!

It would appear by the more legible Newsletter and the inclusion for the first time of road rests from "Motor" magazine, that the Newsletter was now being photocopied – a vast improvement over the wax sheet duplicator! The series of MG history articles translated into Afrikaans by Fanie Watermeyer had run their course and were superseded by a series under the heading "Tony's TC Tips". Submitted by Tony Craddock, they dealt with all sorts of advice on how to keep your MG in top condition.

In March it was announced that two new trophies would be awarded at the end of the year. Firstly, the ladies would be brought into competition by the addition of a Victrix Ludorum Trophy that was sponsored by Roland Kivell. Then a trophy for the Best Restoration completed during the year would be awarded.

On the 13<sup>th</sup> of May the combined Johannesburg and Northern Transvaal Centres Showday was held at the Gold Mine Museum in Johannesburg. The attendance was spectacular with 234 MGs on show, but the piece d' resistance was finding the late Fred Kolbe's J Type two-seater on display 600 metres down in the mine for all the visitors to see. A typical Norman Ewing publicity stunt, the car, stripped of the bonnet and all the engine fluids, was hoisted perpendicularly from the front beam axle by the personnel lift and then lowered down shaft. TV presenter Dorianne Berry did the commentary for TV. A marquee was provided for the 21 Concours D'Etat entries. How things have changed! The June run took us to Johannesburg to visit Norman Ewing and see his MG guest room known as Cream Cracker Cottage. This houses his vast collection of MG memorabilia, models and books. It also has one of only two complete collections of the UK Club magazine 'Safety Fast' right from the first edition.

October was once again the highlight with the Indaba taking place at the Summerstrand Holiday Inn in Port Elizabeth. We plan to return there in September this year. Heyns Stead had been running a series of articles in the Newsletter describing in great detail with Place histories of the route that the Craddocks, Fords, Noeths and Steads planned to take down to PE. This would take them via Bloemfontein for lunch and then via Colesburg to overnight at the Drosty Hotel in Graaf Reinet. We also plan to return here in September. Northern Transvaal performed remarkably well with Roland Kivell's Midget winning its Class in the Concours D'Etat with a Silver award as well as winning the Midget class in the driving tests. Rob Breebaardt won the MGB Class in the

# LOOKING BACK OVER 30 YEARS

driving tests and our three best results earned second best team overall, Tony Craddock won the Malcomess cup for the T Type that had travelled the furthest to the Indaba. Peter Noeth was awarded the George Tuck Trophy for *“the tremendous enthusiasm he has shown in getting the National Body organised with regard to motor sport and petrol allocations. NTVL Centre also made its mark with the Concours D’Etat judging, Peter as Chief Judge and “Moneybags” Craddock as Chief Scorer and most of our members present involved in some way.”* The year ended with a *“Christmas Party/Barn Dance/Cheese and Wine at Rob Breebaardt’s farm.” Salads, sweets, beer, wine, cold drinks and braai fires will be provided in the ticket price of R5 per head (children Free), just bring your own meat and hard tack”*

## 1985

In the January Newsletter a Trophy Register was published, listing as existing the Victor Ludorum and Hike Ashman Trophies and the Best Kite, Cats Eyes Trial and Annual Driving Test Cups. Five new trophies were listed: Victrix Ludorum, donated by Roland and Marlene Kivell, The Clubman of the Year donated by Peter and Val Noeth, the Magnette for contributions to the Newsletter donated by Bernard Donnelly, the Best Restoration donated by Clive Mulder and the BGT (Bloody Great Twit) for the biggest “bugger-up” of the year donated by Freddie Geater.

The proliferation of trophies was the result of momentum gained in the different spheres of club activity. Originally the Victor Ludorum was for everything, including attendance and competition etc., but did not include the ladies who had become very active, so the Victrix Ludorum was added. At the same time Victor/Victrix Ludorum are traditionally for competitive events only, so the Clubman was introduced for non competitive aspects such as attendance, organising etc. The Best Restoration Trophy was needed to encourage members to restore and/or maintain their MGs to keep them as authentic as possible. It must be remembered that in the 70’s and early 80’s MGAs and early MGBs were still very much in daily use and abuse. The Concours events became a means of encouraging the preserving of these cars to a much higher standard.

But why the Magnette Trophy? Over the previous year a war of words had developed between Clive Mulder and Heyns Stead. No, they were not angry, but were challenging one another with articles in the Newsletter to gain more points for the Victor Ludorum! The Newsletter has never had it so good, but scoring for articles was not meant to be competitive, but encourage members to submit articles. Finally, the inspiration for the BGT trophy was the badly “buggered” Piston and conrod that Fred Geater had found

in the workshop of the garage where he worked. Every year someone does something stupid enough to warrant recognition!! It is interesting to note that all our trophies are distinctive in design – not just a bunch of look-alike cups. Many of them were designed and created by either the donors themselves or other club members.

The annual Bapsfontein Driving tests on Esra Martins’ farm took place on the 10<sup>th</sup> of February with 7 NTVL members participating, the highest placed being Clive Mulder in 6<sup>th</sup> position. These events were great fun – Bernard Donnelly wrote in the Newsletter: *“Bapsfontein.... ..is not as the name implies a test of one’s driving skill, but an excuse for grown men to “wheelie through mealies”. Placing is second place to pleasure.”*

The Annual Dinner and Prize Giving at Spinney Green on the 22<sup>nd</sup> of February produced the usual gastronomic delights. The Victor Ludorum went to Heyns Stead and the Victrix Ludorum to Maureen Ford. The Mike Ashman Trophy went to Peter Noeth, the Cat’s Eyes and Driving Test Trophies to Mark Mulder and the Best Kite Trophy to Eve Breebaardt. Some time after the founding of the MG Car Club in 1930 William Morris Lord Nuffield, who owned the MG Car Company, donated 5 Nuffield Cups to the Club, one for each of the major Continents. These were to be awarded annually to *“that Centre showing the most meritorious growth, enterprise and initiative”* The African Cup had disappeared until ex-Rhodesian Allan Uzzell found it in Rhodesia and brought it back to Johannesburg. As the criteria for awarding the trophy were not clear, Combined Centres decided that a driving test competition would be held simultaneously at all six Centres on the 21<sup>st</sup> of April. They would all use an identical test course and Northern Transvaal was to organise the first of the series at the Amcor (now Ford SA) works in Silverton. Tony Craddock and Peter Noeth set up the test course and ten participants, including three ladies, had fun. It remains to be seen how the contest progressed in the future.

Showday on the 12<sup>th</sup> of May was held at the Johannesburg Zoo with 206 cars on show. Tony Craddock and the NTVL ladies handled the scoring, but no results were recorded in the Newsletter.

MG enthusiasts in Bloemfontein had applied to form their own centre and Norman Ewing and Peter Noeth had travelled down to Bloem to finalise the details. The new Centre was given a welcome in the July Newsletter. Sadly their existence was short-lived due to some internal strife. For Rallies and other convoy type events organisers had to get permission from the local authorities. This was to avoid a clash of two major events on the same route. Unfortunately

# LOOKING BACK OVER 30 YEARS CONTINUED

the Cat's Eyes Trial in September had to be cancelled due to unspecified difficulties in getting this permission. In place of this the club went Ten-Pin Bowling at Kingsley Centre opposite the Holiday Inn in Beatrix Street.

The Jacaranda Rally organised in October by Tony Craddock and Peter Noeth was a full-blown classic rally with SAMCA competition licences being required. There were 8 marshals along a country route that ended at Smuts' Farm in Irene for lunch. Of the 18 starters 16 finished, including 11 from Johannesburg. Trevor and Michael Noeth (both MG 1100 owners) handled the scoring and Bernard Donnelly, Norman Hickle and Clive Mulder of NTVL took the top three places. The event was hailed as a great success.

On the 17<sup>th</sup> of November the Club Run took the form of a treasure hunt to Witbank where local members met us at Club member Malcolm D' Astui's Penny Farthing Restaurant for lunch. Fifteen MGs were on display outside. After lunch we retired to the home of Roland and Marlene Kivell where we inspected Roland's workshop and motorbike collection and enjoyed Marlene's superb tea and cake.

The year's activities ended with a bring and braai at Gareth and Janice McConkey's home in Hatfield. This was a farewell party for the McConkeys who would be relocating to Cape Town.

## 1986

From the January Newsletter: *"The 6<sup>th</sup> of January saw the Centre gathered at the Pretoria High School Old Boy's Club to see Gareth on his way. Annette Mulder had rung round and various snacks appeared and disappeared. Peter Noeth, in his capacity as Acting Chairman bestowed Honorary Membership on Gareth in recognition of his work for the Centre".* Also in the January Newsletter copies of the two first SAMCA newsletters were published. The Executive Committee was composed of the following:

Norman Ewing	MG	Chairman
Judy Dragan	Sunbeam	Treasurer
John Dobbins	Triumph	Insurance Co-ord
Peter Noeth	MG	Motor Sport Co-ord
Ian Caw	Austin Healey	Motor Sport Sec.
George Thompson	Jaguar	PRO
Bruce Caw	Austin Healey	Secretary

It was announced that SAMCA had affiliated to the AA who controlled Motor Sport at that time and: "They were also able to negotiate a very reasonable annual affiliation fee of R1.99 per member and a limited competition licence fee of only R5.00 pa instead of the SAMSC charge of R25.00"

The AGM in March was held at the Berea Club for some unknown reason instead of the usual PHSOB Club. The following members of the Exco were voted in:  
Chairman: Peter Noeth, Secretary: Julie Donnelly, Treasurer:

Tony Craddock, Newsletter Editor: Tim Carter, Post-war and T register: Heyns Stead, Modern Registrar: Clive Mulder, Awards Secretary: Bernard Donnelly, National Body Delegates: Peter Noeth and Tony Craddock, Insurance: Mark Mulder, Entertainment Secretary: Alan Zederberg.

Due to renovations at Spinney Green the annual Dinner took the form of a braai in the garden with the usual Free Bar. The following award were made: Victor Ludorum: Heyns Stead, Victrix Ludorum: Ann Stead, Mike Ashman: Tony Craddock, Magnette Trophy: Peter Noeth, Driving Test: Mark Mulder, Kite Trophy: Kay Stead

The Halley's Comet run replaced the April Natter 'n Noggin and took the form of a visit to the Stead's New home in Waterkloof where all were able to see the famous Comet. It was planned for NTVL to organise Showday in the ground of the Union Buildings, but bureaucracy foiled the plan and the event took place at Smuts' farm in Irene and was hailed as great success. The Centre had won our first round of the Nuffels Trophy Driving tests in the previous year and once again organised the second round in May at the MAKRO parking ground.

Bound volumes of all the Newsletters up to 1985 were offered at R70.00 per set. Only 6 sets were sold.

Bernard and Julie Donnelly were second overall at the Icicle Rally in July.

The October long weekend (remember Hruger Day?) on the even years was Indaba time, this year organised by the Johannesburg Centre to coincide with Johannesburg's Centenary. As is customary overseas visitors are hosted by local members before the Indaba, and the Donnellies hosted a couple from the USA and the Noeths hosted our old friend Flip Scholten of the Dutch Centre. A braai was held at the Noeths on Saturday the 4th to welcome them and then a number of members took their guests to the Austin Healey National Concours at Delta Park in Randburg. Indaba entrants were housed in the new Johannesburg Sun Hotel.

The Rainbow Rally took participants to the Concours events that were held at the Gold Mine museum. NTVL members did quite well these events. In the D'Etat in the Post-war Saloons Class Heyns Stead was First with his MG Metro and George Gilham Second with his MG Motego. In the TC Class Paul Malan took First and Tony Craddock Second. In the Prewar Class Ron Ot's PA took Third Place and Ron Gilbert took Fifth place in his TC. On the Rainbow Rally Clive Mulder (MGB) took Third place, Heyns Stead (Metro) Fourth, Mark Mukder (Midget) Fifth and Bernard Donnelly (MGB GT) Sixth place.

In November we had organised a Spints day at the Zwartkops Drive In track which was laid back and great fun.

The usual end-of-year party was held once again at the Breebaardt's farm.

To be Continued

# THE HISTORIC HOSTELRIES RUN

**Tuesday the 2nd to Thursday the 4th September 2008**

The I-Bayi International Indaba TAKES PLACE in Port Elizabeth from the 4th to the 8th of September. As is customary, Northern Centre is organising a tour to the Indaba from the 2nd to the 4th of September. This will not only give the participants the opportunity to build up some team spirit, but will also provide the opportunity to enjoy some magnificent South African scenery and hospitality.

Our first day's run will take us to Kimberley to overnight in the historic Kimberley Club. The Kimberley Club has a tradition all its own, with stories not confined to its buildings - stories of its members and of unique associations. It's seen the "comings and goings" of some of the foremost personalities in the world - has entertained sovereigns, princes & princesses, Governors and high commissioners and has housed legendary figures whose vision and energy have pioneered new territories.

Founded in 1881 by Cecil John Rhodes and the top men in the diamond industry, a visitor once said "the place was stuffed with more millionaires to the square foot than any other place in the world". Many historic decisions have been made at the club, affecting not only Kimberley, but also southern and central Africa and the international diamond industry. History has now been rewritten with the comprehensive renovation and refurbishment of the world-famous club - 120 years of history re-shaping the future... come and live the dream!!

From Kimberley we travel via Koffiefontein and Hanover to Graaf Reinet. Here we overnight in the historic Drostdy Hotel. The majestic facade of the Drostdy Hotel in Graaff-Reinet speaks for itself. Built in 1806 and designed by famous French architect Louis Michel Thibault as the "Drostdy" of the district. "Drostdy" is the Dutch word for magistrate's court. Restored to its former splendour by De Oude Meester group in 1977, it plays host to many of the group's priceless antiques and paintings.

The last leg of our run on Thursday takes us to Somerset East for a light lunch before the final run down to Port Elizabeth in time for Registration.

## Accommodation and Meals

On Tuesday night the 2nd of September at the Kimberley Club accommodation ranges from R790.00 for 2 people sharing (R675.00 single) in a Standard room to R1350.00 for 2 people sharing (R1140.00 single) in an Executive Suite. Breakfast is included. We are negotiating a set menu dinner at around R160.00 per person

On Wednesday night the 3rd of September, accommodation at the Drostdy Hotel is a fixed bed and breakfast tariff as follows:

Single at R450.00

Double at R700.00

Dinner will be a four-course meal plus coffee in the main dining room at R130.00 per person.

If you have not yet registered for the Indaba there may still be room. The cost is R3200.00 per person sharing, all inclusive. Contact Garth Todd at [garth.todd@adpsa.co.za](mailto:garth.todd@adpsa.co.za)

## Organisers

Peter Noeth – 012 998 0361 or 083 267 3457

Errol Battison – 012 329 4251 or 082 876 9372

# Tips for Saving Fuel !

From a Reliable source

I don't know what you guys are paying for petrol.... but here in Durban we are also paying higher, up to R7.35 per litre. But my line of work is in petroleum for about 31 years now, so here are some tricks to get more of your money's worth for every litre.

Here at the Marian Hill Pipeline where I work in Durban, we deliver about 4 million litres in a 24-hour period thru the pipeline. One day is diesel the next day is jet fuel, and petrol, LRP and Unleaded. We have 34-storage tanks here with a total capacity of 16,800,000 litres.

Only buy or fill up your car or bakkie in the early morning when the ground temperature is still cold. Remember that all service stations have their storage tanks buried below ground. The colder the ground the more dense the fuel, when it gets warmer petrol expands, so buying in the afternoon or in the evening, your litre is not exactly a litre.

In the petroleum business, the specific gravity and the temperature of the petrol, diesel and jet fuel, ethanol and other petroleum products, plays an important role. A one-degree rise in temperature is a big deal for this business. But the service stations do not have temperature compensation at the pumps.

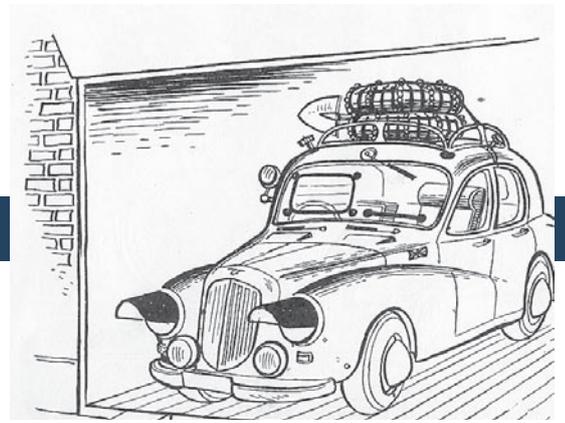
When you're filling up do not squeeze the trigger of the nozzle to a fast mode. If you look you will see that the trigger has three (3) stages: low, middle, and high. In slow mode you should be pumping on low speed, thereby minimizing the vapours that are created while you are pumping. All hoses at the pump have a vapour return. If you are pumping on the fast rate, some of the liquid that goes to your tank becomes vapour. Those vapours are being sucked up and back into the underground storage tank so you're getting less worth for your money.

One of the most important tips is to fill up when your tank is HALF FULL. The reason for this is, the more fuel you have in your tank the less air occupying its empty space. Petrol evaporates faster than you can imagine. Petroleum storage tanks have an internal floating roof. This roof serves as zero clearance between the petrol and the atmosphere, so it minimizes the evaporation. Unlike service stations, here where I work, every truck that we load is temperature compensated so that every litre is actually the exact amount.

Another reminder, if there is a fuel truck pumping into the storage tanks when you stop to buy, DO NOT fill up--most likely the petrol/diesel is being stirred up as the fuel is being delivered, and you might pick up some of the dirt that normally settles on the bottom.

Hope this will help you get the most value for your money.

**DO SHARE THESE TIPS WITH OTHERS!**



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 or E-Mail to [noethj@telkomsa.net](mailto:noethj@telkomsa.net)

Also note that the asterisks in the adverts indicate the number of insetsions. Ads will be removed after 3 insertions unless renewed by the advertiser

1955, 4000 miles only, one owner, many extras, very carefully used.

## FOR SALE

**MGB GT V8 1974 \*** White Original factory model. Good condition, respray required at some stage, mechanically 100%, uprated radiator electronic ignition etc. Spare original V8 gearbox and overdrive included. Huge history file. R120 000.00. Contact Jacques at 076 869 8284. Centurion.

**MG BGT 1973\*\***- Color Tundra, Good all round original condition, in daily use. Asking R65'000.00 Call Abrie 082 928 1823  
(I have seen this car-nicely original – needs TLC.Ed)

**MGTF 2005\*\*\*\*** 60000km, black – owner retiring to the “bush” – R155000.00 – contact Brian Lees on 082 651 414

**MGB 1967 ROADSTER\*\*\*\*** red, the engine was redone over a year ago and is in good condition - asking price is R80 000.00 o.n.o. contact Charlie Testa on 084 505 4415

**SPARES AVAILABLE\*\*** to fit MG - 15 inch rims, s /s hubcaps, electrical: generator, coil, distributor, fuel pumps, starter motor, 1500 Riley engine and gearbox, etc phone Dave Medlen on 0123293156 (a/h), or 0824638861.

**MGB-GT 1966\*\*** Red, in great condition with sunshine roof, wire wheels, overdrive and spot/fog lamps. Engine upgraded to 2 litre with gas flowed head. Gearbox & Overdrive reconditioned. New tyres (2005). Leather interior in very good condition.

A lot of money has been spent on this car. R70000-00 Contact Derek on 012 9931072 or [dfhowes@iburst.co.za](mailto:dfhowes@iburst.co.za)

**MGB GT 1968\*\*\*\*** \*Must sell due to broken ankle and damaged knee. GT is in sound mechanical condition and has been used daily for past 12 years. Bob Osborn does services. Asking R58 000.00. Shirley Ellis on 011 784 0181 or 011 784 3344.

**MGA 1500 ROADSTER 1958\*\*\*\*** wire wheels completely restored R126 000,00  
MGA ROADSTER 1957 complete, needs attention. R84 000,00.  
MGA 1600 COUPE chassis and engine rebuilt, being restored. It is all together, have new wiring loom and parts to complete the build. R56 000,00 prices negotiable - have taken into account costs of shipping. Tertius Coetzee P.E. Centre [ctj@telkomsa.net](mailto:ctj@telkomsa.net)

## WANTED

**JACK ASSEMBLY\*\*\*\*** for a 1973 MGB GT V8. I think it's similar to or the same as a conventional GT of the same era. Terry Estment [TEstment@mpsa.co.za](mailto:TEstment@mpsa.co.za)

The National For Sale & Wanted List compiled by Gus Heinze of Natal Centre is available from the Editor. Please note that advertisers do not always advise Gus that their item has been sold, so the advert remains on the list.