



The Breed

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DECEMBER 2008 NEWSLETTER

From the Chair – James Reinhardt

With any luck you are reading this. After considering various options for publishing the Breed, it was decided to try out a simpler newsletter format rather than the magazine format. The job of providing print-ready copy (here comes the important bit) in the right layout to fit neatly onto the right number of pages made the job too large for a person with a full time job to be able to manage. Hopefully the simpler format will allow us to continue to have an editor and therefore to receive a printed Breed. If you feel hard done by with the disappearance of photographs from the Breed, this is a golden opportunity to add photographs to the MG Car Club forum. Go to the club's web page and carry on for 50 metres and then turn right just before you get to the Triumph Club website. You can't miss it!

Show Day is once again upon us, which means that summer must be here. Timour Hall is once again the venue. As usual, Santa will be making an appearance, hopefully in his horse-power drawn red TC. I say hopefully, because Santa lent the car to a friend for the 60th anniversary breakfast, and the friend broke a half-shaft. There's one little boy who won't be getting any presents this year!

The committee has been looking at ways of making monthly meetings more enjoyable and some innovative ideas for club runs for the new year. Watch this space!

If you don't make it to Show Day, once the guilt has subsided, I wish you an excellent festive season, with all that you could wish for. Your MG probably wishes it was driven more often. Take a young nephew/niece/grandchild for a drive. You'll enjoy it and who knows, you might just be firing the enthusiasm for small, raucous, impractical, grin-inducing sports cars in a new generation.

To all MG enthusiasts:

Time has flown by so fast this year and the festive season is here again.

I trust that you have enjoyed your MG travelling throughout 2008 and that you have also encouraged more people to join our great crowd of MG enthusiasts.

For 2009 I wish you more MaGic travelling', less hassles, cheaper fuel, fun outings and SAFE DRIVING.

MERRY CHRISTMAS and A HAPPY NEW YEAR

Les Miller
National President

CLUB CALENDAR

December 2008

3	Wednesday	19h00	General meeting at the Clubhouse in Pinelands
3-5	Wed - Friday		Veterans week-end away in Ceres
7	Sunday	10h00	SHOW DAY – Timour Hall Plumstead – see details below

January 2009

18	Sunday	10h00	Gymkhana - N1 Engen One stop
21	Wednesday	19h00	General meeting at the Clubhouse in Pinelands
25	Sunday	09h00	Classic Car Show – Timour Hall, Plumstead
29	Thursday	10h00	Veterans run to De Poort Community project

February 2009

7 or 8	Sat or Sun		Classic Racing at Killarney – Chairman's Tea Run
11	Wednesday	19h00	General meeting at the Clubhouse in Pinelands
15	Sunday	09h00	Economy Run
26	Thursday		Veterans run

FUTURE EVENTS

MG CAR CLUB SHOW DAY SUNDAY 7 DECEMBER 10h00: TIMOUR HALL, PLUMSTEAD

This is the day for ALL MGs to show-off – and here's hoping for a bumper turn out on Sunday 7th December at TIMOUR HALL in Plumstead. This is the annual SHOW DAY and it includes the judging in the Concours d'etat and Tops categories, as well as having Father Xmas dropping in for a bit of fun for the children/grandchildren.

MG owners, who are entering their cars in the Concours d'etat and Tops, must please sign their names on the list at the General Meeting on Wednesday 3rd December, or failing that, inform their Register Captain. MGs being judged should be at Timour Hall at 09h00 and judging will begin at 10h00. The cars being judged will be parked in the courtyard (marshals will be there to direct you).

All MGs NOT being judged should arrive between 9h00- 10h00 and they will park on the fields to the left of the Timour Hall building. MMM and T-types, MGAs, MGBs and Moderns will park in their separate model groups.

Braai fires will be available from approximately 12h30 and Father Xmas will arrive at 13h00. A reminder to parents or grandparents to please bring a gift for your offspring and clearly mark their name on the outside of the parcel.

The bar at Timour Hall will be open. Bring chairs, table, plates etc.

So, dust off your pride and joy and let's see if we can beat the record number of MGs which came out of the woodwork for our 60th Anniversary breakfast run in October.

To date, the following MGs are entered for the Concours d'etat:

TD – Derek Hitchcock, Roger Lewis
MGBGT – David McKinney

And the following MGs are entered in the Tops Category:

MGA – Philip Hitchcock
Midget – Leanne Hewitt
MGB – Stewart Woodcock & Ralph Clarke

Are there any more out there???? Let your register captain know asap.

GYMKHANA

SUNDAY 18 JANUARY 10h00: N1 ENGEN ONE-STOP

When the possibility of a gymkhana arose recently, Ralph Clarke rubbed his hands together with a twinkle in his eye (in truth, it was in both of his eyes) and said "Oh ho! A gymkhana! Something for the ladies!" Now that rather surprised me. In our house "something for the lady" is usually small, sparkly and expensive (if she's choosing) or small, lacey and impractical (if I am). I appear to be digressing at even more than my usual pace. To horse people, a gymkhana is about control and finesse. And to car people it's no different. A gymkhana (or auto test) has competitors driving a very tight course against the clock. It's all first and second gear stuff, and may even use reverse gear.

Now I am hoping that by publicising Ralph's comment two things will happen. I don't suppose we'll see Hilda revving the P-type to the skies while wreaths of smoke pour off the tyres, but I can hope. The more likely thing is that ladies in the club will take it upon themselves to show those who have both X and Y chromosomes that delicacy and finesse can triumph (oops!) over brute force and ignorance. It's not such a wild idea – between the world wars the MG Car Company supported competitive teams consisting of female lady drivers of the feminine persuasion and gentler sex. And they were indeed women!

Gymkhana is probably the gentlest form of car based competition that does not involve polishing. It's sufficiently gentle that not even a crash helmet is required. Think of it as very advanced, very fast parking and you're halfway there. Competitors generally start in a "box" laid out on the ground then head out and around a pattern marked out with traffic cones before returning to a finishing "box". Driving over cones incurs a time penalty, as does driving over the lines of the finishing box or indeed, the time keeper. All you need is a piece of parking lot (which Derek has arranged in the truck parking lot at the N1 Engen One-stop, northbound) and some car control. The gymkhana takes place on January 18. There will be more (and more sensible) details in the January Breed. Make a note of the date and come along and spectate, even if you don't want to take part. For more information, please contact Derek Hitchcock.

FUTURE EVENTS - VETERANS' GROUP - Jo Hitchcock

DECEMBER 3-5: CERES

Wed to Friday – Veterans run to Ceres together with the Overberg group – sleep-over for two nights. The Overberg group are organising a mid week outing to go cherry picking at Klondyke Farm near Ceres. Jo Hitchcock (Tel: 021 939 3803) will be co-ordinating the Cape Town members and Moira Peche (028 423 3018) will co-ordinate the Overberg members.

Cape Town members to depart from the N1 Winelands 1 Stop at 10h00 on Wednesday 3 December and travel to meet up with the Overberg group at 12h00 at the Mill and Oak for a light lunch. From there to Ceres and Prince Alfred Hamlet. It is intended to visit Basil Wesson's collection of cars and also the biggest collection of toy cars in the country on Thursday. Communal dinners will be at the Hamlet Country Lodge and Prince Alfred's Hamlet at R85 p.p. on the nights of the 3rd and 4th. Cherry picking will be at Klondyke in the morning of Friday 5th, entrance R15 p.p., picking R38 p/kg (approximately). Then return home.

Cape Town members to contact Jo for list of available accommodation and to confirm with Jo once accommodation has been booked – to advise attendance at the dinners and the other outings.

JANUARY 29 10h00: DE POORT COMMUNITY PROJECT

Veterans run to the De Poort community project, Paarl, then a chocolate and brandy tasting and lunch at KWV – confirmed numbers needed for lunch. The De Poort community project is a living heritage village featuring transport in the age of the coach and cart (before MGs) and aims to teach basic artisan skills to members of the community. Total cost for tasting and lunch would be approx. R85 per person. Meet at the Engen-one-stop on the N1 at 10h00 to depart by 10h15 am. Contact persons Jo Hitchcock 021 939 3803 or John Bulman 021 976 4438.

FEBRUARY 26: BREAKFAST RUN

Pat and Athol Hirst sold their MGB.GT. Due to ill health, he is not allowed to drive any more. So Jo will stand in for the February run. Seeing that we have not had a breakfast run for a long time, Jo is thinking of a run to Franschhoek, unless anybody else has a better idea? More details next time. Contact person Jo Hitchcock (082 444 1092)

Vets Plaque of the month went to Peter and Barbara flowers for the October run to SA Air force Museum. Also thanks to Bill and Lucille for their report on the run as well as to Ralph Clarke for the report on the August run and Dieter Reck's on the September run.

So wonderful to have people who do not mind doing their share in our group activities.

MEMBERSHIP SECRETARY – Hildegarde Rich

Members ratified:

1207 Hendrik & Karin Leusink, 2 Comrie Rd., Camps Bay. MGA

1042 John van Rooyen, ex Robertson - New address: P/a Del Monte Fresh Produce International Inc.

Le Monte Carlo Sun, 74 Boulevard D'Italie, Monte Carlo. 98000 Monaco.

REPORTS OF PAST EVENTS

BRIAN PORTER RALLY – “GIRLS JUST WANNA HAVE FUN” MARGIE VON ZEIL

Having not entered for the Brian Porter Rally, I was suddenly struck by a desire to drive an MG in the countryside and had to make rapid, midweek arrangements to find a navigator and establish if I could still come along.

Once I had found a navigator in my friend Helen, who expressed a lifelong desire to take part in a rally, the decision on the car was easy, as I gave her the option of one with roof and seatbelts or one without roof or seatbelts. Being a “non-car” wannabe rally-ist (rally-er?) she opted for the roof and seatbelts so I polished up my half (and George's half) of our BGT and set off bright and early on Sunday morning for the start.

What a great turn out – from many clubs with 22 cars participating “officially” in the rally out of the 34 cars in total, comprising MGs (of course), Morris Minors, Jaguars, Sunbeams & surely a Triumph or two ?

Only at the start did the cold reality hit me when we had to tape up the speedometer and I realised that not only was I not too in tune with the “feel” of this car at various speeds, but being a novice, I had forgotten about taped shut speedo's and had not thought to do some practice of watching the rev counter at various speeds and sneaking in some crib notes ! OOOPS – why women should really stick to baking !

With Helen, my navigator, armed with enthusiasm, a cell phone as a stopwatch with no second hand and a 40 year old “racing stopwatch” we set off for a WONDERFUL EXPERIENCE.

Many kilometres and an hour or so later we even arrived at the RIGHT venue, on the RIGHT day and were hugely proud of our overall achievement.

One moment of mild hilarity on route was when we thought we had some time to make up, so I was “bombing along” at whatever speed I thought appropriate at the time, simultaneously being passed by a few modern luxury vehicles, approaching Stellenbosch when I saw that ominous purple FLASH of a speed camera.

We are still waiting for a ticket to arrive..... and I am wondering how this explanation will go down in my fine reduction request letter:

Dear Sir or Madam

Please reduce my fine – the reason I was exceeding the speed limit is because I was rallying a 27 year old car on the public road, and I had no idea of the speed I was doing at the time as I had taped up my speedometer at the start of the trip.....

Personally – I think a lead balloon would have more luck ?

We thoroughly enjoyed our lunch at the finish venue, being the L'Ormarins Car Museum in Franschoek, but I saved up looking at the cars for another visit.

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Well done to the Roux's for their top MG finish, and thanks to Derek Hitchcock for organising such a great event. It was my first Brian Porter Rally & certainly won't be the last, though I do plan to put in some practice between now and then – and write up some crib notes on the car with roof and seatbelts and the one without !

Overall results for the Brian Porter Rally:

1st	2nd	3rd	4th	5th	6th	7th	8th	9th
John Ryall	Steve & Shirley Woodward	Philip & Shirley Roux	Jon Driver-Jowitt & Delene Burman	Justin & Leanne Hewitt	Alan Gaddick	Marius van der Westhuizen	Rudy & Aura Schats	Joan Parker & John Mullen
00:00:10	00:00:11	00:00:14	00:00:15	00:00:16	00:00:18	00:00:26	00:00:36	00:00:37
Jaguar	Jaguar	MG	MG	MG	Jaguar	Jaguar	Jaguar	MG

10th	11th	12th	13th	14th	15th	16th	17th	18th
Margie van Zeil & Helen Hayes	Tony Harrison & Mike Ferrella	John & Jenny Lock	Alexander Polzin	M Morris	John Birkett	Norman Penfold	Philip & Jo Hitchcock	Peter & Shirley Furlong
00:00:55	00:01:41	00:02:24	00:03:23	00:04:01	00:04:06	00:04:35	00:05:01	00:07:09
MG	Morris	MG	Jaguar	Jaguar	Morris	Morris	MG	Sunbeam

19th	20th	21st	22nd
Thys Roux	Glyn & Brenda Murell	Joan Misplon	Steve Leibbrandt
00:08:59	00:20:50	00:21:13	00:24:38
Sunbeam	Morris	Jaguar	Morris

**VETERANS RUN – A.F.B. YSTERPLAAT - 30 OCTOBER 2008.
BILL TEN OEVER**

It was the last Thursday of the month and time for our very popular Veterans Run. With a shrill blast of her whistle, Jo our flight co-ordinator gave us our final flight schedules.

At 10.15 sharp a group of the following: 1 "original" TF, 2 x TD's, 4 x B's, 5 x B GT's, 7 modern F's and TF's, set off at Woodbridge Island. We all donned our scarves, flying helmets and goggles, jumped into our cock pits, shouting "Tally O" – chocks away and taxied onto the main drag – heading for A.F.B. Ysterplaat. We were kept in a tight formation ably led by Group Captain Garth Green in one of the Clubs earlier machines.

With a good tail wind we soon landed at the airbase and were dispersed on the apron in front of the Museum. The Resident Museologist, Mr Chris Teale and his ground crew welcomed us and praised our gleaming machines. We were led to the lecture / display room and he gave us an informative talk on S.A.A.F., R.A.F. and the Luftwaffe.

Some interesting facts were made known.

1. General Jannie Smuts was instrumental in establishing the R.A.F. during the 1st World War after Zeppelin's dropped bombs over London.
2. 89 South Africans flew for the Luftwaffe during the 2nd World War.
3. Rommel's (aka The Desert Fox) Adj. Officer was a South African from Durban, by name of Schmidt.
4. The R.A.F. had hundreds of South Africans in their ranks of which 22 fought in the Battle of Britain.

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5. A South African by name of Swales was the last pilot of Bomber Command to receive a "VC".

In the museum were interesting displays relating to the Desert Air force in North Africa and Italy.

Chris Teale invited us to try our flying skills on the Flight Simulator, which was a cockpit of an Impala Trainer. A number of us did just that! Eventually it was my turn – with limited briefing I took off, made a circuit and on my final approach with throttle back, flaps down, undercarriage down, sharp eye on the Alti meter, I landed a few hundred metres from the Runway, with one wing firmly stuck in the ground! Much easier to "fly around" in the "B"!! At least Buddy Mockford managed to take off and land successfully - well done, Buddy!

We then took off to the Italian Club which was our lunch venue. A variety of Italian dishes were on the menu. Soon we were very quiet enjoying a delicious lunch according to our preferences. The food, wine, service and company were first class. We then headed into the blue yonder to our private landing strips.

Thanks to Peter and Barbara Flowers for a most enjoyable outing.

VISIT TO ELIM BY THE OVERBERG/AGULHAS CLASSICS – 7 NOVEMBER 2008 MAUREEN JAMES

The Moravian Mission town of Elim (Place of Peace) is now well-connected to civilisation (Bredasdorp) by the new tarred road, replacing the corrugated gravel track, which has cleared the way for 31kms of easy travel there.

In the church, our guide, Andree, told us of the concern that the townspeople have of visiting bad influences now that the village is so easily accessible. Not very long ago some young men from crayfish smokkeling Hawston came to see how they would shape with the young belles of the village. They settled into three houses which were the scenes of happy partying. One Sunday morning the preacher incited the congregation to rid the village of the scourge and all the able bodied, plus those in wheelchairs and on Zimmerframes, marched on the dens of iniquity. Before they got there, the news had spread and the young men had fled never to return!

The lovely old church with all walls and furniture painted in white (for purity) was built by the Moravians in 1830. The sexes, ages, marrieds and unmarrieds, widows and widowers all have their own segregated places - as it has been since the inauguration of the church. It is a comfort to the people to have their own places. The church owns all the 7000 hectares so government support is hard to come by. Because of poverty the young soon leave for the bright city lights and work but always come "home" to their roots. Prospective newcomers undergo strict scrutiny and only after having passed the tests are they allowed to stay and buy land. The church owns all the houses. After some years it was found that because of intermarriage, it was necessary to import new blood to strengthen the gene pool. The other Moravian mission stations at Mamre and Genadendal were called on to send their young to Elim where bonds were forged. Today there is still much interaction between the villages. Lack of entertainment facilities, excepting for the band, makes for teenage pregnancies and the crèche is well-supported as a result.

We then visited the old watermill, which until 1990 ground wheat but lack of funds for maintenance has seen its demise. The restaurant in the mill barn, serves very reasonably priced snoek dishes and sandwiches but strict teetotaling forbids the sale of alcohol. However, we were advised that guests were allowed to bring their own wine and glasses and no corkage is charged.

The visit proved to be informative and relaxing to the participants of the run - the Butters in their MGA, Jameses in their MGBGT and Jouberts in their TR3 who all had a lovely day.

The General Meeting of the MG Car Club, Cape Town Centre is held on the second Wednesday of every month at 19h00 at the M.G.C.C. Clubhouse in Cedar Avenue (off Howard Drive), Pinelands - exceptions in December & January.

Club outings are usually held on the Sunday immediately after the General Meeting

MGB TECHNICAL ISSUE FOR NON TECHNICAL PEOPLE!

PETER FLOWERS

All the technical types may turn straightaway to the next article, unless this topic has embarrassed even some of you. For the non technical MGB owner, read on, it may save you some trouble one day.

I decided that as part of the restoration of my 1969 MGB, the dash board needed to come out for repainting. I duly and with extreme diligence, removed all the instruments and switches. As recommended by all good books, I drew lots of diagrams and took lots of pictures. The job is fiddly but simple, as long as you have three hands, each with six fingers on, then it is a doddle!

Once everything was out I needed to move the car, which had been running perfectly having just had an engine overhaul, carburettors re built and electronic ignition installed. Should be fool proof, but, you guessed it, the car simply refused to start.

After much cursing I discovered that there was no spark at the plugs. The most likely culprit was the Magnetronic ignition module, so out it came again and proved to be fine. I then went slowly back over everything I had done, comparing each step with the wiring diagrams and an indispensable book, MGB Electrical Systems.

What I discovered was that unbeknown to you, your MGM has a very simple but effective anti theft device built in as standard! It is called a rev counter or in fancy terms for the technical people, a tachometer. True, take the rev counter out, the car will not start - put it back and it starts instantly. Great fun. All you have to do to immobilise the car is whip out the rev counter when you park it !

The solution lies in the fact that the tachometer is driven by electric pulses from current flowing either to or from the coil. Break the circuit and the current ceases to flow. On the back are two white wires, one in and one out. If you ever have occasion to remove your rev counter, simply connect one white wire to the other and Magic, the car starts.

MADE IN GERMANY

DIETER RECK

(Translated from an article written by Hagen Nyncke, first published in the German MG Kurier, December 1991)

Note by the translator:

Hagen visited South Africa in October 2000 to attend the Millennium Indaba. By profession he is an Art Historian, by choice he tinkers with full size MGs, collects models and regalia, researches MG history, writes and publishes relevant books, notably "MG – Aus Liebe zum Sportwagen", 1999)

MG is an English motor car, manufactured in Abingdon, England, where else! This was my understanding of the situation, until I got onto this extraordinary story which took me a great amount of time and effort to research. The facts that emerged were by no means as straight forward as stated above, as it turned out that MGs were not only built in England at the time, but also in Germany. Thanks to generous assistance from Peter Jenniches, this story can now be told and is supported by actual photographs.

During the fifties approximately 700 T-Types were assembled in foreign countries after being exported in CKD form, from parts manufactured in England. Quite different was the situation in respect of MG TDs built in Germany. As is widely known, England's economy after World War II was in a rather poor state. The government, in an effort to generate urgently needed foreign currency, was forced to introduce drastic steps in all sectors of life. Since steel was generally in short supply it was rationed for the motor industry, and allocations were made dependent on the number of vehicles produced for the export market. The slogan was simply: "Export or die!" although, this was easier said than done. Further shortages arose when the Korean War broke out and Canada, as the major source of steel to the UK, gave priority for its supplies to the USA. In January 1951 the automotive industry in England had full order books with about one million vehicles on order, but production was hampered by lack of materials.

In post war Germany of 1951 only a few customers were willing to pay DM 7650.00 in foreign currency for an

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English sports car. There were however masses of American occupation troops who had spontaneously discovered a liking for T-Types from Abingdon. A credit plan offered by the US Army made it possible for them to come up with the necessary \$1485.00 without having to touch their own cash. And there they were, staring into empty MG dealer show rooms, waiting longingly for the next consignment of cars to arrive from England.

In order to find a way out of this awkward situation, one of the importers of MGs into Germany, J.A.Woodhouse developed an interesting plan: "Since the English can not supply us, we are going to build them ourselves!" A contract was signed with Abingdon for the purchase of TD chassis, axles, engines, gearboxes and instruments, and soon crates started arriving at the Cologne main railway station. After assembly of the "rolling chassis" at the Woodhouse workshops in Cologne, the frames were fitted with old car seats, batteries and discarded motorbike tanks and that's how they hit the Autobahn all the way down to Stuttgart in southern Germany. Just imagine the face of a German cop coming across one of those half built high speed go-carts. But then again, life over there was still easy going in 1951!

After arrival in Stuttgart the route led straight to the Fritz Hennefarth Bodyworks, where previously a 'Jaguar-MG' had been built for Christian Odendal, who had been the MG agent for the Frankfurt area. Sheet metal suitable for deep drawn body panels was in short supply in Germany just as much as in the UK, but Hennefarth's craftsmen were absolute artists in the use of mallets and wooden formers. They were able to form sheet metal into just about any shape. However, since Abingdon had not provided dimensional drawings for the cars to be built, what shape was it to be? There may have been some photographs, perhaps even a sample TD, nobody seems to recall the exact circumstances at the time. So a team of panel beaters got busy to hammer out complete TD bodies, with the aim of producing a shape as close as possible to the original. The result of these efforts were bodies that actually had such a great similarity to the original, that differences only became apparent after a closer inspection. And as was to be expected in an improvised production run of such a nature, each vehicle was just that little bit different from the previous one.

For starters, different thicknesses and materials were used for body panels. One example, for instance was a TD owned by Count Quad living in the southern German town of Isny. Its body had been formed from a thicker gauge of sheet metal than normal, which resulted in rather disappointing performance in terms of acceleration and top speed. At one stage he was in trouble with the Swiss border authorities when the car was weighed and turned out to be much heavier than was recorded in the papers. Some of the cars had correct thickness panels, others were found to have aluminium bonnet side panels fitted.

Of the multitude of deviations from the original TD design here are a few of the details which are also documented by photographs.

Curvature at the front of the mudguards is less pronounced than on the original shape. The bonnet centrally is fitted with a kind of a piano hinge, which allows it to be folded flat completely. The air vents on the bonnet side panels are equally spaced and of similar length right through, and the bonnet catches are located right in the corners of the panels. The scuttle is formed without reinforcing flutes; it is either bent from one piece of sheet metal or in some cases welded up from a number of pieces. A variety of types of catches are used to close the lid of the tool box, sometimes mounted on the lid, sometimes on the box. The wiring loom is of their own production; the fuse box is supplied by Bosch and has 26 connections and according to German standard. Furthermore, there is provision for a Telefunken radio and a Bosch heater. Hood and side screens are of a black material, a storage box for the side screens is nowhere to be found.

Some of the bright parts such as windscreen frame and screen mounting brackets are cast aluminium and highly polished. The interior is covered with a leather look-alike vinyl material; the seat back rest is without contour and straight through. The interior door panels are provided with large pleated pockets which actually allow the driver to store things away. Doors are locked with a simple sliding bolt and hinges are of the flat type. Behind the door the bodywork rises up steeply which stylistically is not a very successful feature. (This however could have been a one-off within the series.)

Rear mudguards at times do not have a centre ridge and have a certain similarity with the TA mudguard. The fuel tank is shallower in height but deeper at the base and has a screw cap. Tank side panels are not chromed and partially painted, but simply have an aluminium profile attached to the edge seams.

The range of colour choices in response to the wishes of the American customer base was extended to light sky blue as well as citrus yellow.

Once finished and completed, the TDs were sent out to the various MG dealerships in Germany and sold to (unsuspecting?) GIs. Even though there were rumours that something wasn't quite right with some of these

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MGs, there was a ready market for the car. Insiders had quickly found a name for these cars: Replica!

Quite rightly the question is being asked now as to how to view this operation from today's point of view. One should really consider the circumstances at the time and agree that those involved mastered the situation with a great deal of inventiveness and perseverance. The finished vehicle might not have been the totally genuine article but nonetheless it represented a copy produced with masterly craftsmanship. The overweight and therefore lesser successful cars must have been in the minority. Others of the series must have been so "genuine" that their owners at the time might not even have been aware of the true origin of their cars. In one particular instance the American owner of such a vehicle was annoyed every time an original English spare part did not fit onto his (unbeknown to him) German built TD.

At present two Hennefarth TDs are known in the USA and photographs are included in this article [*Ed: not included in this newsletter*]. The pictures were provided by Bob Wilson who is the owner of one of the cars and who is actively searching for other surviving vehicles. It is suspected that the cars might be in various states of modification, as previous owners might have attempted to bring them back to "original" by replacing the electrical components with Lucas parts, or by installing genuine door locks. One would hope however, that through the information published in this article the current owners become aware of the uniqueness of their cars and return them to their "original" state.

The actual number of cars built under this scheme cannot be determined with certainty. According to those involved, the figure was between 30 and 40. Two complete cars and a few bits and pieces is all that has survived. Maybe, after reading this article, one or the other TD owner may suddenly see the light and have the answer to a lot of his questions.

KICKING TYRES

ROGER DAVIS

On one of our runs with the Napier group to Greyton, on the hottest day of 2006, one of the cars, an MGA, pulled to the side of the road with an SU fuel pump that didn't. As I was in my grand old lady, my Citroen DS20, I towed the car back to Greyton where a fellow MG club member had a couple of old but untested SU pumps. One of these failed to pump when connected to a battery before installation whilst the other gave signs of life, but on installation also failed. The MGA was duly left at Greyton for a replacement pump to come up from Cape Town.

The following day, the owner of the MGA popped into an auto electrical shop in Caledon and purchased a "Facet" 40242 electronic fuel pump, but on returning to Napier he decided against installing it as he thought that due to the MGA being a positive earth system the new purchase might not work or could blow a fuse.

I decided to purchase this pump from him for myself, purely as a back up and parted with R 190, the price that the MGA owner had paid for it. On checking the pump out with a test meter, it was found that the metal case of the pump was isolated from both the positive and negative wires and therefore could have been used in the MGA. I now keep it in my MG emergency kit for when I take either of my MGs out on a run.

On going through a British magazine the other day, I saw the identical pump advertised for sale for the price of £39. Multiply this price by a factor of 14 and you will see that in the U.K. one would pay the equivalent price of R546 or nearly three times the price in South Africa.

This is not a one off case as my son, who was living in the UK, purchased a top of the range bicycle that is manufactured in England. When he came out to South Africa on holiday, he went into one of the bicycle shops locally and saw the identical model for sale at half the price he had paid in England.

I have a theory about pricing in the UK Unlike South Africa, they do not look at a reasonable mark up on their dealer price but look at what the market is prepared to pay for that particular item.

CLASSIFIEDS

For Sale: 2003 MG TF 160, dark metallic blue, black leather interior, 94000km, year and 3 month warranty left, brand new tyres on the rear, fronts still very good, good clean car, new bushes on the front, full service history, Johannesburg car, soft top in good condition, R105000 Etienne Potgieter, 084 8000604, etiennepotgieter@gmail.com

For Sale: 1982 MGB - at market related price, in excellent condition, as its owner was fanatic about his vehicles. Yellow with black trim ; CA 377 333. Manual transmission; open top, with black canvas cover. (manual.) Owner: Mrs.R. H. Mendel. Contacts : H. de Boer. 021-434 7960. cell. 082 450 6708

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