



The Breed

MG Car Club, Cape Town Centre, Suite 276, Private Bag X16, Constantia, 7848
www.mgcc-ct.co.za



JANUARY 2009 NEWSLETTER

From the Chair - James Reinhardt

As you read this, the crowded stores and stomachs of the festive season will be fading fast and Show Day will be a distant memory. Thanks to Pat Coyne, Santa (and his Loraine, dear) and the concours judges for their hard work in making the day such a success. And of course, thanks to all who brought out their cars to gather in a field with like-minded enthusiasts.

A complaint/criticism/observation that the combination of an earlier start to monthly meetings and a guest speaker/movie/puppet show was impacting on members' socialising with one another at meetings has wafted into my shell-like ear. To meet this requirement, meetings will alternate between "business" meetings and "social" meetings. The latter will concentrate more closely on what really matters about MG ownership: standing about with drink in hand talking to other people who own sports cars. (If that last sentence comes across as sarcastic, it really isn't supposed to be!)

On the way back from Show Day I was hoist by my own petard. It's an obscure expression relating to artillery men being blown up by their own armaments. Only in my case it was one of my arguments that did me in, not armaments. I have argued that we are all responsible for keeping our own cars running, and that driving in convoy should be entirely a matter of personal preference and not regulated by the club. The counter argument of course, is that if one is driving in some sort of convoy (legalities aside), there is always somebody close at hand to assist with diagnosis and cure of any motoring maladies. In my case, Ralph Clarke happened along and assisted me with curing a vapour lock in the fuel line (thanks Ralph!). I have already installed a new fuel pump, so hopefully the problem will not recur. But I am going to make sure I keep Ralph behind me (and my AA card close at hand), just in case.



F1 RACER SAM TINGLE

[extracted from Cape Argus 20/12/08]

Former Zimbabwean champion Formula One driver, Sam Tingle died peacefully in Cape Town on 19th December 2008.

Sam started his motorsport career immediately after the war in hillclimbs in South Africa, moved to Southern Rhodesia in 1950 and progressed through various MGs to an ERA RB12B in 1956. He drove in seven South African Grand Prix.

Our condolences to his family.

CLUB CALENDAR

January 2009

18	Sunday	10h00	Gymkhana - N1 Engen Winelands One stop (Northbound) –see below
21	Wednesday	19h00	General meeting at the Clubhouse in Pinelands
25	Sunday	09h00	Classic Car & Bike Show – Not exhibiting as Club - (see page 3)
29	Thursday	10h00	Veterans run to De Poort Community project - (see page 3)

February 2009

8	Sun	09h00	Cape Southeaster Historic Race meeting – Chairman's Tea Run
11	Wednesday	19h00	General meeting at the Clubhouse in Pinelands – Photo Contest
15	Sunday	09h00	Economy Run – details to follow
26	Thursday		Veterans run – details to follow

March 2009

11	Wednesday	19h00	General meeting at the Clubhouse in Pinelands
22	Sunday	09h00	Breakfast Run – Vintage Motor Cycle Club – details to follow
26	Thursday		Veterans run – details to follow

FUTURE EVENTS

GYMKHANA

SUNDAY 18 JANUARY 10h00: N1 ENGEN WINELANDS ONE-STOP

The date for the gymkhana is Sunday 18 January 2009 and the venue is the area behind the Engen Winelands One Stop, N1 Northbound. This is the same place where the British Sports Car Tour started from. We will meet at 10h00, and intend to start the gymkhana at 10h30. As with the other sort of gymkhana, the sort that uses the wrong sort of horsepower, it's not about speed, but control is key. Here's how it works: A tight and twisty course is laid out, using traffic cones as markers. The course involves starting, driving a route around a series of traffic cones and then returning to the starting box. There will be time penalties for touching cones, going in the wrong direction and running over the time keeper. Depending on numbers taking part we will decide on the day whether each course gets one or two timed runs, whether competitors get a practice run and so on. Once everybody has had their attempt(s) at a course, the next course is laid out.

This is by a long chalk the least dangerous form of motorsport. It is so non-dangerous that the only recommended safety equipment on the day is sunscreen. None of the following is required: FIA-approved roll bar, fireproof underpants, full-face crash helmet, Nomex gloves, six-point safety harness, ex-Saint Christopher medallion on the dashboard. If your car can make it to the venue, you're in! This is the only form of motorsport where there are more hazards in the drive to the event than at the event itself. Competitors are extremely unlikely to make it beyond second gear. Spectators, after watching Joan Parker, Margie von Zeil et al. will have a new insight into the used car ads that mention "one careful lady driver, this car has only been used for Sunday drives. There is no charge for participation, so this is also the cheapest form of motorsport you will ever find.

Even if you don't *think* you'd like to compete, come along as a spectator. You can always change your mind when you see other people enjoying themselves.

After the event, lunch and prizegiving will take place at the Michelin-recommended Wimpy, handily situated a short walk from the event location. (I knew a Michelin tyre salesman once, and he said it's the best Wimpy he's ever eaten at.) The maitre d' and the sommelier have both been told to expect us, and have promised impeccable service.

For more information, please contact Derek Hitchcock on 083 300 3011 or James Reinhardt on 082 821 9157.

CLASSIC CAR & BIKE SHOW: TIMOUR HALL VILLA, PLUMSTEAD SUNDAY 25 JANUARY 2009 at 10h00

The International Police Association (IPA) is the organiser of this show and have made the decision that this year there will be a limit of 10 cars per Club (except for The Crankhandle Club (CHC) which has been allocated 109 places!). This information was only made available to the MGCC on the 6th January and has delayed the publication of the January BREED for a week.

For the MGCC to put on a worthwhile display we had expected to be allocated at least 25 places so in view of this the MGCC will not be exhibiting at the show as a Club but MG members, who are also members of the CHC are encouraged to get their names on the CHC list asap. There are at least 10 MGs on the CHC list already and MG members should contact John Haresnape (the CHC show organiser) immediately to reserve one of the few places left. John can be contacted on 021-7132078 or 082 460 7328. If you are quick off the mark and claim one of the few places left, you need then to contact Allan Webb (also CHC) so that he can organise a display card for your vehicle – agewebb@netactive.co.za.

For those wanting to know more about the show, the IPA has sent out the following information.....

1) The Venue:

At the bottom of Timour Hall road in Plumstead, down a long avenue of ancient oaks, stands the beautiful historic home, Timour Hall Villa. Despite having been empty for many years, the house was selected as the site for the International Police Association Hospitality House in Cape Town. Repaired and restored, the house was inaugurated as the second IPA Hospitality House in South Africa in December 1989. <http://timourhall.com>

2) The Event

This event is one of the highlights of the IPA calendar and has become something of an institution here in the Cape amongst nostalgia buffs and fans. Held annually on the last weekend in January, it features some of the rarest and most beautiful cars and bikes in the Cape and is one of only a handful of exhibits on this scale. In 2007, for the first time, the exhibition was held over two full days with great success.

Saturday 24 January – Modern Classics: On day one of the Show, the exhibition will consist of vehicles which can be defined as ‘Modern Classics’. These include Hot Rods, Street Rods, souped up vehicles, racing cars and bikes, custom vehicles and motorcycles and of course, a few new cars and bikes! This is a day that will appeal to many motoring enthusiasts, but it is important to note that there will be no old or Classic vehicles on display.

Sunday 25 January – Classics: On day two of the Show, the exhibition will consist of vehicles dating from as far back as the late 1890’s, to more recent times. These are the classics that invoke an era of elegance, a more relaxed way of life and a time when craftsmanship was an important element of vehicle design and manufacture. This is always a popular display and will appeal to anyone with a love of restored and maintained classic vehicles.

As always, there will be plenty of refreshments available, with food stalls to tickle the taste buds, cool drinks to banish thirst and even a beer garden and cash bar. There will also be a jumping castle to entertain the kids. There is ample parking on site, with spill-over parking in the surrounding area. Entry to the event, which opens on each day at 10am and closes at 4pm, is R10 per person with children under the age of 12 free. Tickets will be available for pre-purchase from the venue from the beginning of January.

3) The Charity: This is the main IPA Fundraiser for the year, with money raised going not only to our own internal development projects, but in 2009, also to Tape Aids for the Blind.

FUTURE EVENTS – VETERANS' GROUP – Jo Hitchcock

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.

Continued on page 4

Continued from page 3

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 Franschoek, unless anybody else has a better idea? More details next time. Contact person Jo Hitchcock (082 444 1092)

CLUB GENERAL MEETING - 11 FEBRUARY - PHOTO CONTEST

MG-related photographs which have not previously been entered into MG Car Club photo contests are required for the February general meeting. Pictures should be in JPEG (.jpg) format. If you want to e-mail your pictures to James Reinhardt (no more than 5Mb in total per email) you can do so, or bring pictures along to the February general meeting on a USB memory device or on CD.

If you did not understand the previous paragraph because you are not fluent in Nerd, and you have printed photos that you would like to enter, James can help out with a scanner. Oops, more Nerd. Never mind. It's an appliance that can turn a real photo into its nerdy equivalent.

The only limitation is that no entrant may submit more than five entries. Don't think of it as a rule, think of it as being something to protect you from being exposed to 4,638 photographs of the first five years of James's young son sitting next to, in and on MG's. Judging will be by vote by the membership attending the February meeting. If you want to win you need to either take some excellent photographs or promise to buy your mates lots of beer.

MEMBERSHIP SECRETARY - Hildegard Rich

BIRTHDAYS:

JANUARY: 2-Doulene Markus, Ruth Knight, Vic Rossouw; 4-Lindsey Wakeford, Johann van Heerden; 7-Arlene Johnston; 11-Jenny Mockford, Brian Armstrong; 17-Meyer Budow, Justin Moore; 22-Pat Tudsbury, Katherine Tudsbury; 24-Anne Ribbans; 28-Derek Hitchcock; 29- Niel Bolton; 31-Jane Beck.

FEBRUARY: 3-Sheila Clayton; 5-Stan Shield, Manfred van Heerden, Leslie Waller; 8- Esmé Hitchcock; 9-Neville Aubrey; 10-George Toop.

MEMBERS RATIFIED:

1208 Roger Tipping (wife: Jackie), 7 Goedehoop Road, Melkbosstrand. 7441. 1970 MGB

PHONE NUMBER CORRECTION:

George Davey – MGA Register Captain: 021-7123090

ARE YOU CONSIDERING BUYING AN MGF?

If any member is considering buying an MGF, you should avoid the early model with the Hydragas suspension. If that system is a problem, the front ones now cost R4,000 each and the rear ones are no longer obtainable. If buying an MGF and you are told that "it has had the head gasket done", then ask for the parts invoice. To do a cheap job and then sell the car on as having been fixed, people are using the original design head gasket and re using the stretch engine bolts. I am aware of one car which has been "fixed" three times and is still on the same set of bolts! I consider this such a serious problem that unless a customer takes the correct head gasket, the correct engine bolts and the strengthened oil rail, I will no longer supply just the head gasket.

Peter Flowers: Classically British Car Parts [info@classically-british.co.za]; 021 975 4475 or 078 639 0151

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 January (third Wednesday) & December (1st Wednesday)

REPORTS OF PAST EVENTS

MGCC SHOW DAY - 7 December 2008

Ed: I did not receive a write up from any member but in my opinion, it was a most enjoyable day and the venue was ideal. We could all sit in the shade and enjoy a braai or picnic lunch and witness the arrival of Father Xmas. It was great to see Kathy Jay again (albeit for the last time – see article on page 9) and Philip & Shirley Roux (recovering from their recent serious bicycle accident) as well as some newer faces. The only disappointment was the poor turn out of members and their cars – of the T-types, I recall that there were only 3 TDs, a TF and a couple of TCs .



The judges had a busy morning and all did a great job – especially Ralph Clarke who after judging the two TDs in the Concours d'etat category and one TF in 'Tops', was cajoled into judging an MGBGT. Thanks Ralph

HOUT BAY CLASSIC CAR SHOW - 23 November 2008

The MG Car Club were allocated a 15 car stand. The response was a disappointing 4 cars. To avoid total public humiliation of the club a quick round of phoning, SMS & e-mail produced 19 MG's.

With rain on the Saturday I'm sure the organizers were very worried as the event was rained out last year. Fear not Sunday morning dawned bright & wind free. The MG stand was sited prominently opposite the main gate and the ever efficient duo of George & Margie were there assembling the club banners. In spite of a slow start as two cars got lost on the way, the Club had a great display which attracted many interested " Motor Heads " to the stand which included a nice collection of TDs, a lone TF, the As were well represented , a lone Twin Cam, a strong showing of Bs with a few moderns.



The weather man was really kind to us with full sun shine all day, with plenty of food & drink stands doing brisk business and a great time was had by all.

A big vote of thanks to the members who brought their cars out to play.

Pat Coyne

CLASSICALLY BRITISH: CAR PARTS AND ACCESSORIES
SPECIALISING IN MG, TRIUMPH, CLASSIC MINI & MORRIS MINOR
SPARES

Contact Peter Flowers 021-9754475 or 078 639 0151

www.classically-british.com and e-mail: info@classically-british.com

PAST EVENTS - FROM THE VETERANS



ELIM VISIT BY THE OVERBERG/AGULHAS CLASSICS 7 November 2008 Maureen James

This photograph was omitted from the December BREED

The Overberg/Agulhas Classics outside the mill and restaurant in Elim.

OVERBERG GROUP & VETERANS GROUP VISIT TO BOTRIVIER 27 November 2008 Frank Peché and Maureen James

Ten classic cars and three plastics from the Overberg Group met on the off-ramp onto the N2. We waited!! Meanwhile on the on-ramp, Jo and her group were regrouping after traversing the single lane down Houwhoek pass. Having got together, the 10 MGs and a few plastics joined up with the main group. There were 52 members in all!! The best run for years!!!

We left the off-ramp at 10h25 and got to **Feiteiras Vineyards** at exactly 10h30, as arranged with the winemaker Jose Andrade. Jose was there to meet us.

With some difficulty we managed to get all 52 members around the wine press. This is no ordinary press. This press uses the same principals for pressing grapes as was used centuries ago. Jose's press is the only working one in the RSA. You will find examples of this press all over Stellenbosch and Franschhoek, as exhibits, but non working.



The vertical ash wooden screw/worm is being demonstrated here by Jose de Andrade, the owner. The unique basket press "lagar" is housed in a 3mx3m open fermentation tank. Pressure is supplied by a 7m bluegum pole driven by the screw. Jose's dad, a seasoned Madeiran winemaker, came to SA specially to supervise the design and installation works. The handmade Madeiran screw was promised with a 2 to 3 year wait. Conservationists there prohibit felling ash trees so influence was need for the "finding" of a suitable fallen piece of timber.

Jose explained the fun and games with family members in the press, pressing grapes with their bare feet. Depending on the volume of grapes, pressed, some 60% of the liquid value ended up in the barrels. The rest ended up as vinegar and sometimes, something a little stronger, if the Tax Man was not around.

After a good 40 minutes, which passed in no time, Jose lead us to the tasting room which was already busting at the seams with members waiting to taste the nectar. Tasting of white and red wine followed, only to be broken by Jose trying to explain the pros and cons and flavours of the wine. We did manage to get some quiet as our host explained the cost of cork and the cost of screw-top. The screw-cap is easier to open!!

Continued on page 7

Continued from page 6

The Portuguese do not believe in the use of "spittoons" and nor do the members of the MG Car Club. There were no spittoons, and there were no left-overs in the glasses. Ralph Clarke thanked Jose on behalf of the Club, I doubt if anyone heard him, as they were too engrossed in the wine. Members did the purchase of their favoured wines and slowly retired to the 'Shuntin Shed' - a refurbished station building and railway shed – for lunch. The lunch took a long time to serve, but to most, it was worth waiting for. Those that were impatient, had to wait, just a little bit longer. The staff there did well, when you consider that they had their normal clients, plus 50 others.

Bill ten Oever, mentioned over lunch, "that he had been to many wineries and wine-tastings, but today was the first time that he understood what was being said and what he was tasting".

Jo, thanks for arranging a super outing.

PS: Jose will inform Frank of the date when 'wine pressing a la foot' will be scheduled and will pass the message on to interested veterans.

VETERANS WEEKEND AWAY IN CERES - 3-5 DECEMBER 2008

Frank Peché

It was a great IDEA, some 20 people expressed interest!! We did all the investigating, made all the phone-calls for accommodation, etc. We let everyone know, in the Breed, by telephone, by e-mail. We arranged a visit to Basil Wesson's car collection, also a visit to the biggest "Dinky" collection in the country. And, the finale, "cherry picking at Klondyke".

"Come the day, come the hour". Not one reply other than from Keith and Marilyn Poole.

Calls again to all the arrangements. CANCEL!!

Jimmy Alexander and his lady-friend joined us from Napier and we met up with the Poole's at "Die Opstal" After a slight diversion, we had lunch at the Mill and Oak, and from there to our overnight accommodation. En route, we stopped in Ceres at the "biggest collection" of toy cars in the country, some 5,500 of them. He has quite a collection of MGs as well.

We had booked at the old "Hamlet Hotel" , where we had stayed during the days of the Ceres Festival in days gone by. It was the same, same local faces, same topic of conversation, BUT, Jos and Mike Kahn weren't there. They weren't there, as they had sold the Hotel some years ago. Jos still has a business in the area, and it was good to meet up with him again and relive some of the memories of yesteryear. Those that came, had dinner at the Hamlet, as was the custom, in the past.

The following morning Keith had problems starting the SA and the others continued on to Klondyke to do the honours of picking cherries.

We returned to Napier via the wonderful Koo Valley and Montagu. A good few days, shared with good friends!! Pity so few decided to come.

ROBINSON SERVICE CENTRE
SPECIALIZING IN SERVICING & REPAIRS TO BMW, ROVER & MG

Contact Michael 072 0291342 or Johan 082 8103973

r.s.c.@vodamail.co.za

Letter to the Editor..... from Peter Flowers

Further to Roger Davies' excellent article last month on the cost of the fuel pump. Perhaps I could add to the debate but correcting a few of the figures. Roger takes the UK price of £39 and multiplies by 14. to get to R546. However it is a long time since the rand was at 14 and one needs to use today at least 15.5 giving R604.5. However your pump is still in the UK and you need to add at least 35% to get it here so you are now R816.08. Your pump is now here but before you can get your hands on it Mr Manuel wants his share so you need to add R120.90 for duty and R131.18 for vat. Your £39 pump has now cost you R1068.16 and no one has made anything for their efforts, risk and investment.

In reality, if you take the UK price and multiply by a factor of between 30 and 35 depending on currency, that will give you more of an idea of the South African price(R1280). I face daily the issue of how much things cost in South Africa due to the factors above. Most parts carry a full 20% duty with the major exception of engine parts which are duty free. That of course in SARS speak excludes pistons which carry full duty. However the rings are duty free! Try arguing that one with a customs official who has had a bad weekend. South Africa has the world's second most complex customs tariff book with over 14,000 separate tariff headings. The only country with a more complex book is Nepal!. Local prices can vary widely depending on a customs officers interpretation of the what the item is. For example, a timing belt is as far as I am concerned an engine part as the engine won't run without it but to many customs officials it is a transmission belt and carries the full duty.

There is also a huge difference between a so called "original" item and a "non original equipment" part. In effect none of the parts for our cars today are "original" as their suppliers are not around in most cases. A surprising volume of parts are still made on a craft basis in the UK but the huge majority of parts are now made in China and India. Many people want their cars to be "original". An "original" fuel pump for an MGA will cost you £82 in the UK. Does it do any better a job of pumping fuel than Rogers R190 item? Probably not, so who is happier with their purchase?

As far as mark up is concerned , one of the first lessons of retail is that there is no mathematical relationship between cost price and selling price. It is all about what the market will pay and the only thing that affects that is competition. If you have the only one of a part in town, what is the price? At that point the word morals has to come into it. Do you charge a rip off price and risk the customer never coming back, or do you charge a reasonable mark up and be happy with your deal? A perfect case in point was the supply of parts for the modern TF. When the agents here were the only ones offering parts, you would pay +/- R700 for a certain timing belt. As more people learned where to get things the price dropped. You can now get that same belt in Cape Town from a variety of sources for under R250. A rear window assembly for the hood of a TF was being sold for R7,000, they are now sold for R4,800. A monopoly breeds complacency.

From the '3 month stand-in' editor..... Joan Parker

Best wishes to all members for a peaceful, healthy and prosperous 2009.

I have offered to produce the BREED newsletter as a simple Word document file for the next three months – this will ensure that members will be kept up-to-date with future Club events and there will be articles of interest including write-ups of past events as before. In order to keep the file as small as possible, photographs will be limited. Members who do not have e-mail will receive their copies in the post – so no one will be penalised for being computer illiterate. The BREED will also go on the website as usual.

However, the Club desperately needs a member to volunteer to take on the job as editor from April. As it is now a very simple task, anyone with a computer and knowledge of Word, can offer to take this on. Articles are sent to you by members as Word files or in the body of an e-mail and all you need to do is put all the copy you receive into the final format in a logical and clearly laid out sequence. Please contact James if you would like to volunteer.

Continued on page 9

Continued from page 8

On the subject of volunteers – wearing my other hat as President - I am appealing to members to assist with the organisation of the monthly Club events. Your committee needs a volunteer to ‘drive’ and organise every event – that’s the only way the Club can function – it cannot be left to the committee members to do it. I will get the ball rolling and agree to organise the Breakfast Run in October. Being the organiser also requires you to get all the details about the event to the Editor 2-3 months in advance of the event for publication in the BREED.

Here is a suggested MGCC CT Centre Calendar of Events for 2009 with proposed organisers – if you are unable to do your stint, please find another volunteer and let James know.

DATE	DAY	EVENT	PROPOSED ORGANISER (S)
18 January	Sun	Gymkhana	Derek Hitchcock
8 February	Sun	Cape Southeaster Historic Race Meeting – Chairman’s Tea-Run	James Reinhardt
15 February	Sun	Economy Run	Robin Rich
22 March	Sun	Breakfast Run – Vintage Motor Cycle Club	Rafi Weiner
19 April	Sun	John Skaife Run	Leanne Hewitt & Margie von Zeil
17 May	Sun	Ladies Day	Karin Champion & Sandy Dommissie
20/21 June	Sat-Sun	Weekend Away	Overberg Group
10-12 July	Fri-Sun	Silverstone (provisional dates)	
11 July	Sat	Mid-Winter Wine Tour	Dieter & Loraine Reck
16 August	Sun	MG /Morris /Sunbeam/Jaguar rally	Cape Jaguar Club
24-26 Sept	Thu-Sun	Cape Centres – Port Alfred	Border Centre
Sept	Sun	Whales & Wheels - Hermanus	Rein Ackerman
18 October	Sun	Breakfast Run	Joan Parker
15 November	Sun	British Sports Car Tour	Triumph Club
Nov	Sun	Classics in the Bay – Hout Bay	George Davey
6 Dec	Sun	MGCC Show Day	Register Captains

Letter from Kathy Jay

Dear James and friends at the MG Car Club

Ian and I have enjoyed wonderful times as part of the MG Car Club. We have visited many amazing places that we would never have discovered on our own; we have taken the longest and most beautiful routes between two places just around the corner from one another and we have met many very special, interesting and caring MG people. But as we have not owned an MG for a while, the time has come for us to move on.

In reflecting on our time with the MG Club and my love affair with CA 57886 (1967 MGB GT), I have highlighted a few fond memories which will be shared by some of the other club members:

- THAT first excited phone call when I asked my husband how he would like to be married to a woman who drives an MG
- 25th January 1996 (payday!) – the trip to collect my new baby from Peter Smith who was selling the car to pay for an air ticket to marry the girl of his dreams in Germany!

Continued on page 10

Continued from page 9

- My first 'restoration' project – it took me 6 months to strip, refurbish and re-fit the ash tray
- Learning that pool acid eats thermostat housings instead of cleaning them, learning to dry cleaned car parts in the oven and learning to boil a thermostat on the stove to check if is working
- Stopping at Riviersonderend after the temperature needle used up all the increments on the temperature gauge and continued half way round the oil pressure gauge
- Consuming very heavy doses of garlic at one of the Indaba luncheon venues prior to catching the Outeniqua Choo-Choo from Knysna to George and the years of teasing spearheaded by the lovable Locks
- Earning the nickname of 'Alice' (I wonder if Bokkie knows I have another name!)
- Doulene's elastic band that allowed us to carry on on the breakfast run to the new Cape Point restaurant after my overdrive relay caught fire before we even got to Simonstown
- Levitating off speed bumps at the Montagu Indaba. And Bergvliet. And Pinelands. And in fact anywhere there was a speed bump. Yeeeeee-ha!
- Levitating over bumps and dongas in the gravel road to the tractor ride above Montagu resulting in a choc of wood wedging itself between the engine and its mounting. Peter Jack, Mike Plows and others using the farmers' tractor pit to figure out why my engine was rocking from side to side!
- Let's not mention the time I was a hidden marshal on the Brian Porter Rally. Whilst trying to 'hide', I managed to suspend my rear wheel over a rather deep but dry river bed. This was much to the amusement of the toothless wonders of the wine farm who were blitzed on their Sunday papsak. They were very eager to demonstrate that they could lift it out but fortunately MG owners also have love affairs with Landies and are always willing to come to the rescue!
- Discovering I had no brakes when pulling up behind Johan Marais in his rather splendid Rolls Royce at the entrance to Killarney and still joining the club's parade at lunchtime when the Ferrari club decided to flex some muscle on the track
- Stripping second gear (eina!) thus surrendering my Redhill hill climb victory to William (eina!)
- A champagne breakfast to thank the gems in the club who met at my house to remove the engine and gearbox for repair work
- Reading an article published by Garth Green stating that you could order an MG to the colour of your specification directly from Abingdon and promptly turning my tired Vermillion red basket case into what I thought was a stunning two tone combo of Iris Blue and French (!) Racing Blue.
- Nights spent with Alex, Frank and Jimmy S (while they performed a heart transplant on my little B, bringing it back to life)
- Drinking Dieter's gluhwein; being in awe that Joan rebuilt her garage to convert it into a home paintshop
- Learning how our MG friends truly cared when our first Alfa went to its rest

Continued on page 11

Continued from page 10

- Bunking out of work to go with the vets on trips to fabulous places like the submarine base and railway control centre
- Discovering the Hillcrest Berry Farm, the newest wines farms, preparing for the club's 50th anniversary, taking the girls from St George's Orphanage for drives and being allowed to sit in Ralph's immensely exciting R-Type and many, many scenic drives and fun-filled events.

We have many fond memories of our time with the MG Car Club Cape Town Centre. Our thanks go to those who offered us their friendship, knowledge, humour and sense of fun. We also thank those who offered their time and energy either on or in support of the Committee.

Ian and I wish the club continued happy, fun years of safe motoring with lots of fun-loving and caring members.

KICKING TYRES #3

Roger Davis

The other day when I was getting into my MGB after a drive down to the shops, I noticed a pool of green liquid running out from under the car. Opening the bonnet, I discovered that I had two small leaks from the cooling system. One from the heater valve and the other from a junction of a pipe into the radiator header tank. As the level of the water had not gone down drastically, I drove the car home and thought about a quick fix to the problem.

As the water in the radiator and engine is heated, it expands appreciatively and it is this expansion that causes the pressure to rise in the water system. Under normal circumstances the system is designed to take this high pressure, in fact it is designed into the car as pressurised water boils at a higher temperature than at atmospheric pressure. To stop the radiator and hoses bursting a pressure release cap is fitted doubling as the filler cap for the radiator and that releases excess pressure at a pre determined level.

As the engine of my MGB runs cool, I modified the filler cap to seal the top but not hold any pressure and the expanded water would vent out of the overflow pipe. The end of this pipe was fed into the bottom a small plastic bottle that was mounted alongside the radiator. What happens now is that when the car engine gets hot, the excess water overflows into the plastic bottle, but when the engine is switched off, the water in the system cools down and contracts, the water in the plastic bottle is drawn back into the system.

I would not say that this is a permanent repair, but it will allow me to use the car until I can source a new or second hand heater valve and have the radiator attended to in the future.

DOES YOUR WATER PUMP NEED TO BE REBUILT OR MODIFIED?

Contact Robin Rich 021-9033426

**WANT TO SELL YOUR CLASSIC, VINTAGE OR SPORTS CAR?
CALL FROST BROTHERS, KNYSNA: 044-3826074 or 082-5576470**

MG TF LE 500 - FIRST IMPRESSIONS

By Roger Parker

[Copied from MG Owners Club website 21 December 2008]

We have covered all the aspects of progress made by NAC MG since they acquired the assets of MG Rover back in July 2005, with the recent report that we have seen the production lines moving and cars being assembled. Just over three years on from the stopping of the lines and Administration of MG Rover and the first fruit of NAC MGs labour is about to be released onto the UK market, early September 2008 being the first deliveries to customers, our first drive of a production spec car was approached with a great deal of expectation, and a hint of worry that it may not have made the required mark.

However, as we experienced in a days outing in a new TF LE500 with as wide a mixture of roads possible, and aided by weather that provided both dry and wet conditions, the conclusion was soon reached that the new model is the best TF model so far made.

It should be noted that this conclusion is not made from some squinted view through rose tinted specs because just this is a new MG, but from the perspective of a long and deep relationship with many MGF and TF models over many years' ownership and also intimate experience with other people's cars.

A full breakdown of the changes and the improvements will be published in the October issue of Enjoying MG, to which all MG Owners Club members receive a copy, but in the meantime here are a few of the many areas of improvement that make this new model more than worthy of the badge it carries.

Quality improvements are evident throughout the car, from the improved plastic component mouldings to the way the car is put together. The latter being evident in a number of ways, from the instant the doors are closed with a reassuring 'thunk' rather than 'clang and rattle', then to the complete absence of rattles, creaks or squeaks when driving on many less than smooth road surfaces.

The car rides well on a carry over suspension from 2005 that only a few will have previously experienced the benefits of. Now all can feel the benefits compared to the hard riding 2002 to 2004 TF models. Performance is sharp and brisk, not quick as the limited 133bhp testifies too, yet it loses none of the enjoyment factor that made the previous TF so popular, despite the engine having to comply with EU4 exhaust compliance. Other changes in the engine have also made the engine more reliable and should have put to bed the spectre of failed head gaskets that affected far too many MGFs and which tainted the TF, although the TF did not suffer anything like the same failure rates.

Equipment levels on the LE500 are the highest offered on a TF and include air conditioning, leather, colour coded hard top and a number of other smaller but useful additions.

Seen in the introduction bright orange with black wheels, the car stands out from the crowd and passes scrutiny from the attention it seeks. In some of the other colours the impact is not so great, which will suit many, and here the slightly re-modeled front bumper with a re-shaped grille with curves that tend to hark back to the 'friendly face' of the MGF, is the only real visual clue to this being one of the NAC MG TFs, this and the 08 registration plates of course.

All these changes aside it is in the driving of the car that generates a smile and a pleasure to drive a longer than needed for the pleasure of the drive. The car is softer riding and markedly more comfortable than the 2002 to 2004 models as mentioned, yet has lost none of the 'chuckability' that made the old models such a pleasure to negotiate the 'twisty bits'.

Allied to the willing 1.8 litre N series engine that encourages you to use the throttle, yet well within the capacity of the big AP Racing brakes to haul you back, you have a car that reminds you what a two seat open top MG sports car was and is all about.

Remember this is not a new car but it is still competitive at £16,399 on the road with the long standard equipment list, mid 30's mpg on average and well over 40mpg available on a run. It is a car to put MG back in the new car lists in just the same way the MG RV8 did in 1992 with the knowledge that a new modern was just three years away. Today we have almost the same scenario with the TF holding station until the new and fully up to date MG Sports car arrives, but which will be supported by other new MG saloons, making the MG future brighter than it has been for a while.

Following the 500 LE models, 80% of which are already spoken for, will come a base spec TF 135 that will be cheaper from the reduced spec. If that reduction in price is as significant as we hope than the cars age will be somewhat compensated for against its newer main rival the MX5. Nevertheless the MG TF LE500 stays true to the MG roots of being an affordable and economic sports car that still offers Terrific Fun.

CLASSIFIEDS

For Sale:

1. 1965 MGB roadster (pull handle, 5 bearing). Ex-Chairman's former vehicle, very good condition. Crisp overdrive, excellent oil pressure, never overheats, new chrome bumpers. R35,000 for quick sale. Contact Irven Ridler – irven.ridler@airports.co.za or 082-4679179
2. 1967 MG 1100 sedan, 1098cc, resprayed in original two-tone, interior neat, wooden MG steering wheel. Comes with RWC. Owner going to Marion Island for a year so needs to sell. R12,000. Contact Ben Dilley pans-edge@mweb.co.za or 021-7861060(W)
3. 1963 MG Midget. Starts immediately and runs beautifully, No smoking, no leaks, no overheating. Comes with manual and some spares, soft top & side screens. Unrestored. Offers? Contact Cobus info@greenbin.co.za or 071-3871137
4. MG Midget.Sprite manifold – new (A series engine) HDR 104m, R800 onco. Phone 072-5084007

Wanted:

1. Two rear tail light lenses – those that were fitted on Triumph TR3, MGA, Jaguar Mk1 and Morris Minor. Contact Davis McKerchar 028 – 2121089 or 082-4254806
2. 1/43 scale model 'Dinky', 'Corgi' or similar of MG Magnette ZA/ZB. Contact Frank Peché 082-4387403

CLUB OFFICIALS 2008-9

President Joan Parker 021-671 8379 joanrparker@gmail.com	Vice-Presidents Charles Batham & Ralph Clarke	Trustees Ralph Clarke & Garth Green
Chairman James Reinhardt 082-821 9157 James.reinhardt@worldonline.co.za	Honorary Secretary VACANT	Honorary Treasurer Mervyn Corbishley 082-824 5440 mgorbishley@iafrica.com
Social Secretary Leanne Hewitt 021-685 3360/083-703 8558 leanne@perform.co.za	Competitions Secretary Derek Hitchcock 083-300 3011 derekH@bmh.co.za	Register Secretary Pat Coyne 072-348 4493 pacman@kingsley.co.za
Stand-in Editor Joan Parker 021-6718379 joanrparker@gmail.com	Veterans' Secretary Jo Hitchcock 021-939 3803 082-4461092	

EX OFFICIO

Club PRO Robin Rich 021-903 3426	Spares Stewart Woodcock 021-419 1977/084-7027785	Historian Brian Hogg 021-712 9426 brianne@networld.co.za
Membership Secretary Hildegard Rich 021-903 3426 Hildegard@richpumps.co.za	Clubhouse Managers Justin & Leanne Hewitt 021-685 3360/083-703 8558 leanne@perform.co.za	

REGISTER CAPTAINS

MMM and T-Types Joan Parker 021-6718379 joanrparker@gmail.com	MGA George Davey 021-7123090 gdavey@tuffy.co.za	MGB & Moderns Peter James 083-4482679
--	---	--