



**MG CAR CLUB**

**South Cape Centre**

Established February, 2007

P.O. Box 732

Knysna

6570

*Affiliated to the MG CAR CLUB Ltd. (UK).*

**NEWSLETTER NO. 05:09; MAY 2009**

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## EDITORIAL & FROM THE HIGH CHAIR:

For me, it has been a season of unexpected ‘crashes’. Although fortunately not of the motoring kind, they have been significantly disruptive especially from a time point of view. The first was the demise of my B’s clutch and the need to spend a week under the bonnet making it look good while the engine was out. Then came the untimely passing away of an old friend in Hout Bay following an armed robbery, and a trip to Cape Town. About to get my “A into G” (nothing to do with MGs!) to start printing thoughts for this newsletter, my computer’s hard drive developed a terminal illness and curled up its toes together with my entire address book and all the saved data since the last back-up about three weeks before. Can you imagine an editor in the 21<sup>st</sup> century without a computer – it’s just not possible! After two weeks of trial and tribulation, I am again back at my very slow, two finger typing.

The final crash came two days ago when an email informed me that one of the confirmed bookings for my imminent trip to Namibia has been cancelled because the venue remains closed for refurbishing –

the website still informs that they will open in time for the 2008 Christmas season. The Namibian holiday is the cause of my current dilemma of trying to find the time for this edition before I leave to meet the plane carrying my UK friends to Cape Town to join me on a tight schedule for the trip. I know I am making a long excuse but please pardon this shortened edition – do I hear a cry of “Hooray” from some quarters? Also, I think for the first time, I have not received an article from a SCC member. Please continue to exercise your secret journalistic ambitions and send me text for the newsletter.

Three enjoyable PAST EVENTS need mentioning. The first was our Club’s first weekend away. The convoy of 6 MGs, a Mini Cooper and a Merc set off in threatening weather. A brief stop at Mossel Bay for pulling up all tops except mine was followed by a drive in torrential rain almost to the Stilbaai turnoff. There was no doubt that travelling topless at ± 70 mph allowed a drier cockpit in my B than with the hood up and fortunately we were not forced to slow significantly. Then shortly after dark, the battery in

Ricky's MGA ran out of charge because of a generator problem and he needed a tow for the final few kilometres. After the wet drive to Jongensfontein, we enjoyed a pleasant braai the first night and explored the area on the Saturday. We were treated to an excellent dinner in Stilbaai and then had a heart-stopping incident on the way back to our chalets when the local constabulary stopped us. We thought Ricky's lack of lights was their concern but all they seemed to be bothered about was us "driving in convoy" and they let us go when we assured them that that was not the case! All returned safely to Knysna after a most enjoyable and sociable get-together.



The second was the most successful Garden Route Motor Club's Motor Show at Loerie Park. Our club was allocated by far the biggest area for our display and we bulged at the seams exceeding our boundary. Thirty-two MGs from the Club and an additional 2 were on the show. MG Club visitors from East London and Johannesburg were amazed

that Knysna could produce a display of this magnitude. A total of slightly more than 100 cars were on show but our selection of 'MGs Through the Ages' from TC through TD, TF, A, B, and Midget to a new TF must go down as winning first prize. As a club, I believe we can be very proud of our performance and our confidence in pressurising the National Body to recognise us as an independent centre is completely justified. The event generally as a charity fund-raising occasion was a great success and I understand that not a lot short of R12,000 was collected. We congratulate Barry Giggins and his team for their efforts and also for their choice of date – it did not rain for a change!

Africa. The talk was amusing and light-hearted and of interest to both the MG guys and their ladies. His knowledge of matters MG appears endless and we will exploit this repeatedly at future events. A tasty supper was then provided.

It is hoped that these events will maintain their attraction as social evenings for both the men and their partners.

#### A FEW OTHER MATTERS NEED MENTION:

The job of starting and maintaining a Club Scrapbook has been given to Committee member, Duncan Paton. We have been a little slow in doing this and there are several newspaper articles etc. from the past two years which we would like to find for the book. Anybody having any such material or any text in the future is requested to communicate with Duncan.

A member has pointed out that his attendance points calculation was incorrect. As neither a mathematician nor an accountant, I am **bound** to make errors from time to time. Please let me know if you spot one. Don't forget that the current table started anew in March following the AGM.

Some of you may have noted the advertisement in the last two newsletters for the extremely desirable MG RV8. Guess what – it has been sold and has come to Knysna to the MG stable of none other than Ricky Cooper. Congratulations Ricky and we look forward to seeing how you choose which car to use for which event. Be warned that for the Hillclimb, the RV8 will probably be competing with a well known E Type!

Please take note of the forthcoming events below but most particularly, please diarise the Mid-winter Christmas Dinner at Pembreys on Tuesday July 14<sup>th</sup>.

#### IN THE REPAIR SHOP

Ross Lawson has recently undergone a major procedure for his aneurysm from which he is recovering remarkably well. We wish him a comfortable convalescence and a speedy return to normal activity.

The Committee decided that some form of a charitable gesture in mid-year would not be amiss. Jennie Frost has consulted with the people in charge of the Dorothy Broster Old Age Home and they are delighted with our idea of small gifts for their residents. We are asking all who attend this dinner to bring a wrapped gift of toiletries amounting to about R50 to pass on to them.

In view of the East London Triumph Club's visit to this area in early June and the fact that members of the East London and PE MG Clubs will accompany them, we will delay the invitation to the PE Centre to join us on June 7<sup>th</sup> but our picnic run will take place and an invitation will be extended to the GRMC to join us. I shall unfortunately still be away for this but plan to be back for the Triumph Club events from 12<sup>th</sup> to 15<sup>th</sup> June. Please let Norman know in which of the latter including the driving test you wish to participate – see last month's newsletter.

Finally, the list of SCC members going to the Cape Centres Gathering near Port Alfred in September continues to grow. Please consult one of the Committee if you have not already completed your application form and join the rest of us for a fantastic MG weekend with the Border Centre which is renown for its socialising and entertaining.

Enjoy your MGs and travel 'Safety Fast'.

Bruce



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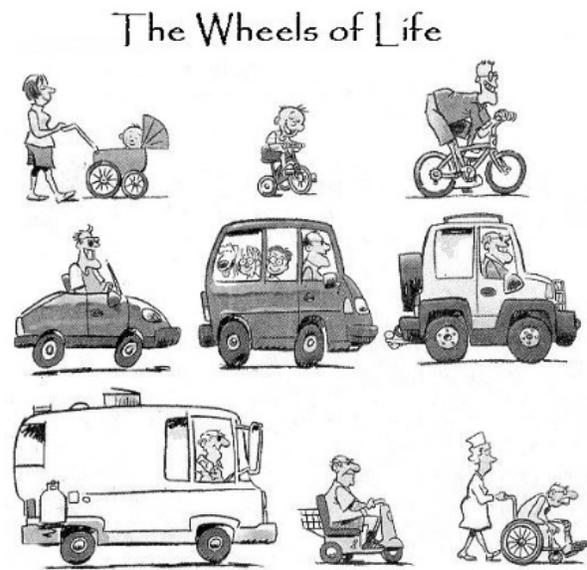
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## FORTHCOMING EVENTS:

A run to Bloukrans Pass for a picnic will take place on Sunday June 7<sup>th</sup>. This was a very relaxed and enjoyable event last year.

Please all diarise the Mid-winter Christmas party on Tuesday 14<sup>th</sup> July at Pembreys and make every effort to join the somewhat early Christmas celebration and provide a small gift for charity (see above).



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## WELCOME TO NEW MEMBERS

This month we welcome Geoff and Merceda Woodgate and their beautifully restored white MGA Coupe. We look forward to seeing them frequently at the Club outings.

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## GLORIOUS INSULTS

(These glorious insults are from an era before the English language got boiled down to 4-letter words.)

"I am enclosing two tickets to the first night of my new play; bring a friend.... if you have one."

- *George Bernard Shaw to Winston Churchill*

"Cannot possibly attend first night, will attend second... if there is one."

- *Winston Churchill, in response.*

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## MAINTAINING THE BREED

*As promised, herewith a follow-up and more technical article on water additives from Robin Phipson responding to a query.*

### WATER ADDITIVES

Here is another suggestion on the use of water additives from Robin Phipson. Robin seems to know what he is talking about, however, draw your own conclusions. This product is freely available from most accessory stores.

To Quote:

Hello Eric,

I read your query WRT cooling system additives, which protect against corrosion, but do not contain anti-freeze, and respond as follows:

The product is AQUACLEAR. It is available from many spares shops, and is very reasonably priced at around R18-00 per bottle. 100ml treats 10 litres, which is sufficient for most cars. It provides total corrosion protection for all types of engine. I have been using it for many years, both in our own cars

and in customers' cars, both modern and ancient. It really works.

99,9% of motorists are unaware of just how bad anti-freeze is, especially for older cars:

- Many anti-freezes actually INCREASE corrosion if the concentration is below 30%. Who puts in 30% or more?

- Most cheap anti-freezes are heavily diluted when still in the bottle, thus making it impossible to make a mixture of the desired/correct concentration.

- Anti-freeze (ethylene glycol) has terrible "creep-seep" properties, which often causes it to ooze out between head and other gaskets, hoses etc on older cars. This can cause it to run into the engine oil in small quantities. Ethylene glycol and engine oil mixed together form a potent wear medium, which the hapless owner is usually quite unaware of.

- Any mixture of ethylene glycol and water drastically reduces the heat transfer from combustion walls to coolant, and from coolant to radiator tubes compared to water. The more the glycol, the worse the heat transfer. This causes local overheating which you will not necessarily see on the temperature gauge. This is because glycol has a much lower thermal conductivity, specific heat, and thus overall heat transfer coefficient than water. The figures in the table below are from the BOSCH Automotive Handbook, and say it all. (I can't get the computer to close the gap!!) Some of the better motor manufacturers will warn you of this heat transfer reduction in the Owner's Handbook.

- Despite decades of advertising jargon, glycol is NOT a summer coolant. It actually makes things worse. Despite the combustion chambers being much hotter when glycol is added, the engine doesn't always boil due to the effect of the increased boiling point caused by the glycol.

- Many old cars have marginal cooling systems, and get quite temperamental in hot weather. Draining all the glycol out and replacing with water and

AQUACLEAR often makes a huge difference. The reason is that with glycol your engine metal parts and under bonnet temperatures are much higher. This encourages fuel vaporisation both in the lines and in the carb. This can cause either fuel starvation, or over enrichment, or both, depending where the vaporisation is occurring. The hotter petrol also gets thinner, which makes it run through the jets much easier, thus making the mixture too rich. All this adds up to poor running when the engine metal and/or engine bay is too hot.

- Cars in at least half the world do not require anti-freeze. Anti-freeze is a huge multi-million dollar industry, and it has run a very effective brainwashing campaign over the past decades worldwide, and has got the motor industry on board. In years past a few of the better car manufacturers used to specify straight corrosion inhibitors when cars were destined for frost free regions.

- Anti-freeze is toxic to humans and animals, and is an environmental pollutant. In this country it is almost never stored safely, or disposed of correctly.

- Spills of anti-freeze, even diluted, can severely damage paintwork, especially on older cars which are often ducoed or enamelled.

- Glycol mixtures use more engine power to pump around the cooling system than water due to glycol being heavier and more viscous.

- The rules for an effective cooling system on an old car are as follows:

- Fit a heavy duty tropical core to the radiator.
- Fit a +-74degC thermostat.
- Control boiling, especially after engine shutdown, with a +- 50kPa (7 psi) radiator cap. You don't want to go too high on an old car! This

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will increase the boiling point by approx. 12 °C.

- Ensure the thermostat has a bypass shut-off valve on the back if the engine design demands one.
- Restrict the bypass line with a 6mm orifice if there is no bypass valve in the engine design.
- Fit a suitably sized expansion bottle if the car does not have one. This dramatically improves cooling, and reduces corrosion, by preventing air being constantly pulled into the water. A full top tank also evens out tube flow, thus improving heat transfer to the air.

Use no, or as little anti-freeze as possible for your conditions.

Always use AQUACLEAR as per the instructions.

Do not ever use soluble oil. It reduces heat transfer worse than glycol, and rots hoses from the inside out.

Fit an electric helper fan as a last resort. A fan treats the symptoms, not the cause!

ANTI-FREEZE PERCENT	SPECIFIC GRAVITY	FREEZING POINT	BOILING POINT	THERMAL CONDUCTIVITY	SPECIFIC HEAT
%		°C	°C	W/m°C	J/Kg. °C
0	1	0	100	0.6	4.18
23	1.03	-12	101	0.53	3.94
38	1.05	-25	103	0.45	3.68
54	1.06	-46	105	0.4	3.43
100	1.11	-12	197	0.25	2.4

Robin Phipson

## QUOTE FOR THE MONTH:

"The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails."  
~ William Arthur Ward, American writer ~

## WEBSITES WORTH VISITING:

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

MGCC Combined Southern African Centres

[www.thecarmuseum.co.nz](http://www.thecarmuseum.co.nz)

Allegedly the largest car museum in the southern hemisphere.

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

MGCC Northern Centre – a site recently opened and where one will find the Northern Centre (Pretoria etc.) Newsletter.

## AND THEN THE FIGHT STARTED

My wife walked into the den & asked "What's on the TV?"

I replied "Dust". *And then the fight started...*

## FAST FORWARD:

### A LOOK BEHIND THE SCENES OF FORMULA ONE BY PETER HOLLIS

Drama is the name of the game in Formula 1 this season. McLaren were found guilty of lying to the marshals in the 'LieGate' saga earlier this year, and given a three race suspension. However, the suspension has been withheld because of the way

the team handled the situation, and their co-operation with the investigation.

Bernie Ecclestone, Max Mosely, and the International Automobile Federation have

announced that there will be a budget cap for 2010, much to the anger of the manufacturers. The idea behind the budget cap is to level the playing field, and make the sport more of a proposition for new teams to join. In 2010, the field will consist of 23 teams, 2 more than this year, one of which will be Lola. The cap is going to be £40 million, which is minute compared with the \$200 million said to be spent by the bigger teams last year. The proposed cap doesn't include engine, driver, motor home or promoting costs.

Meanwhile, Ferrari has filed an injunction against the International Automobile Federation with regard to the cap, claiming it will pull out of the sport if the cap is implemented. Renault, Red Bull Racing and Toyota have also threatened to do similar. The teams have to have until the 29<sup>th</sup> of May to enter for the 2010 season.

Despite rumours about team orders, Brawn GP continues their domination at the front of the grid, with Button winning the last two races, and Barrichello second in Spain. Red Bull racing is hot on their heels, Webber finishing 3<sup>rd</sup> followed by Vettel. Ferrari's development work on their F60 seems to

have paid off, with Massa following Alonso home, and finishing in 6<sup>th</sup>. Next weekend, Monaco is sure to provide some close racing.

#### DRIVER STANDINGS

1	Jenson Button	41
2	Rubens Barrichello	27
3	Sebastian Vettel	23
4	Mark Webber	15.5
5	Jarno Trulli	14.5
6	Timo Glock	12
7	Lewis Hamilton	9
8	Fernando Alonso	9
9	Nick Heidfeld	6
10	Nico Rosberg	4.5

#### CONSTRUCTOR STANDINGS

1	Brawn-Mercedes	68
2	RBR-Renault	38.5
3	Toyota	26.5
4	McLaren-Mercedes	13
5	Renault	9
6	BMW Sauber	6
7	Ferrari	6
8	Williams-Toyota	4.5
9	STR-Ferrari	4

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## 2009 ATTENDANCE RECORD

(Derived from signatures in attendance register – if you snooze, you lose!)

MEMBER'S NAME	PARTNER'S NAME	Accumulated	This Month	Total	Event no:	EVENT	Date	Attendance
Auty Anthony	Norma	2		2	1	A G M	3 Mar	20
Batissou Dave					2	Breakfast Sedgefield	24 Mar	19
Bechlars Philip	Martia				3	Stilbaai weekend	17 Apr	9
Burton Keith	Ella	2		2	4	GRMC Show Day	2 May	28
Bush Marion	Gavin				5	Sedgefield Arms	5 May	13
Cleland Jim		1		1				
Clough Pat	Ali	1		1				
Cooper Ricky	Colleen	1		1				
Davis Roger	Nita							
Dunlop Denis	Gill							
Fisher Roger	Alva							
Forsyth Don	Marion							
Frost Norman	Jenny	1		1				
Giggins Barry	Joan	1		1				
Hamilton Alan	Brenda							
Henderson Bruce	Pat	2		2				
Hewitt Lionel	Rose	1		1				
Hollis Peter								
Hollis Ron	Dee							
Jones Dave	Fay	2		2				
Langman Frostie	Sue	2		2				
Lawson Ross	Antoinette	1		1				
Le Feuvre Tim	Sheila	1		1				
Lyons-Lewis Tony	Lorna							
McCullum John	Louise							
Mentz Bunny	Jan							
Metelercamp	Norma	1		1				
Parfett Ed	Jenni							
Parker Wilf	Jenny	2		2				
Paton Duncan	Leslie	2		2				
Reitz Fritz		2		2				
Rosser Phillip	Amanda							
Scanlen Scanni	Lorr							
Scheepers Bert	Renate							
Stannard Bob	Bridget							
Stead Heyns	Ann							
Underwood Colin		1		1				
Vadas Peter	Vivian	2		2				
Wessels John	Jane							
Williams Denny	Pat							
Winter George	Liesel	2		2				

Discrepancies should be reported to the Committee without delay. A point is awarded for:

- Attending any event either organised by the Club or in which the Club is invited to participate;
- Coming to that event in an MG
- Arranging an event or speaking/entertaining at an event.



### FOR SALE OR WANTED:

(This is a free service for members. Please make use of it as it helps to keep our cars on the road. Just send your advert in to The Editor well before the end of each month. The committee has agreed that commercial adverts can also be accepted but these are charged for.)

**For sale:** MG Magnette ZB 1500 1958 model, "rendered topless" and with no papers. In Hout Bay. Urgent sale as owner leaving country. Contact Christian Krug on 0725421255 or [krugch@hotmail.com](mailto:krugch@hotmail.com) .\*\*\*

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**For Sale:** I own a 1953 MG TD MK 2 which I want to sell. The car is licensed in Windhoek where I live. Since there were only 1710 ever built, this is really a unique car. The engine and chassis are original with all numbers etc. I will send photographs to any one interested.

Chris Opperman Windhoek Cell: 00 264 811225310 \*\*\*

**For sale:** 1959 MGA, completely rebuilt. The chassis number (2385), body, wheels and brakes show that this car started as a Twin Cam but it now has a rebuilt standard 1600cc engine, not yet run in and car not used since restoration. White with black interior. Originally exported to Zimbabwe from UK. R150 000. Contact editor for photos or Leon Leask at 044 343 2766 or e-mail [leon@colabeach.co.za](mailto:leon@colabeach.co.za).\*\*

## REGALIA

Please note that in future, regalia will be available for purchase only at Noggins. Off the cuff sales at Norman's showroom have been too disruptive for sales to continue there.

**NEW SCC SHIRTS:** The now familiar light and dark blue club shirts are becoming a feature at car related events. For those who don't have, they are obtainable at Frost Brothers. A few of the original shirts are still available.

Bumper badges, magnetic name and lapel badges and key rings all with the club logo are available. Please contact Norman or Ross with your enquiries and orders.

## MGCC SOUTH CAPE EVENTS CALENDAR:

MEETING PLACE: KNYSNA – THE QUAYS AT THE WATERFRONT END OF GREY ST.  
SEDFIELD – ENGEN ONE-STOP.

(Events in grey are not official MGCC outings)

Sunday 31<sup>st</sup> May – Informal breakfast run to Old Nick's at Plett – leave Quays @ 09h00 or meet there.

**Sunday 7<sup>th</sup> June – Run to Bloukrans Pass for a picnic. Meet at the Quays @ 09h30 for 10h00 departure.**

Sunday 28<sup>th</sup> June – Informal breakfast run to Nauticus – leave Quays @ 09h00 or meet there.

**Tuesday 14<sup>th</sup> July – Mid-winter Christmas Party at Pembreys.**

Sunday 26<sup>th</sup> July – Informal breakfast run to Old Nick's at Plett – leave Quays @ 09h00 or meet there.

**September 24-29, 2009 CAPE CENTRES GATHERING; Contact a committee member for details and registration form.**

The early warnings are for inclusion in your diaries. Details to follow.

In view of the advancing years of many of us, there may be problems with **print size**, etc. Any CONSTRUCTIVE criticism of the Newsletter and how it can be improved will always be welcomed as will of course, your contributions.



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