



MG CAR CLUB
South Cape Centre
Established February 2007
P.O. Box 732, Knysna, 6570
www.mgcarclubsc.co.za
Affiliated to the MG CAR CLUB Ltd. (UK).

NEWSLETTER NO. 11:12 NOVEMBER 2012

COMMITTEE MEMBERS

Chairman	Bruce Henderson	082 568 7976	brucejhenderson@gmail.com
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Regalia	Ron Hollis	082 859 8771	rphollis@gmail.com
MG Registrar for S.	Keith Burton	083 733 7749	keiella1@telkomsa.net

EDITORIAL

I thought it was about time I checked on the number of members and cars in the club, so I contacted our Registrar, Keith Burton, who came up with the following information – We currently have 82 members with 112 cars registered with Keith. They are split, in no particular order, as follows – K1 1no; MGA roadster 25no; MGA Coupe 4no; MGA TwinCam 1no; MGTC 13no; MGTD 7no; MGTF 2no; MGB roadster 24no; MGB GT 20no; MG ZB Midget 1no; MGC 2no; MGSA 1no; MG Midget 3no; F type 7no; MGRV8 1no. Total 112 cars. Keith says that there are a number of members who have not passed on the details of their car(s) and the committee is aware that there are a number of T types in the area which are with non-members. All in all a healthy representation of the marque in our area and the club remains the most active in the country with attendances at most events well into the 30s.

Whilst on the subject of attendance at events, if you didn't manage to get there and would like to get more of a flavour of the 2012 Indaba recently held at Clarens, it will be featured on the Ignition programme, channel 189 on 10-11 November, times not known (hopefully you will have read this beforehand).

On a personal note I recently persuaded Ed Parfett to part with his 1969 MGB roadster project (which interestingly turned out to be an early 1968 car) it is now languishing in my workshop waiting for some serious attention from me. I noticed some of Ed's skin on the sharp edges of the front bumper which probably helped with his decision to part with it !!! I now need various parts, so before I launch into the import business maybe you guys can look at the "For Sale &Wanted" list and check those dusty shelves in your garage.

Ray

FROM THE HIGH CHAIR

Having spent most of the past month “in the bush” with friends from the UK, I was made to feel most guilty at our recent Club committee meeting. While I was enjoying the game reserves and the countryside, all in most beautiful condition following the widespread rains, the committee members were hard at work on Indaba matters and I thank them sincerely for their efforts. Following the opening of registration on October 1st, bookings have been received at a brisk rate and only four spaces remain. I am delighted to report that the second smallest centre, our own, is recording the highest number of entries for the event, another indication of the boundless enthusiasm displayed by our members.

Various administrative problems are well on the way to being solved and the program of events for the four days is coming together well. The financial side of things is being expertly managed by our treasurer who is keeping the rest of us “spenders” under control. However seeking sponsorship will be an important task and various companies have and will be approached. If any member is able to assist with the acquiring of sponsorship, that help would be appreciated. On the question of help, the committee is going to need many more ‘hands’ during the Indaba for various activities so please don’t be surprised when you are approached to help!

The end of the year is almost upon us and our final function, the traditional Prawn Braai at the Angling Club will take place on December 7th. Please confirm your attendance with Fred. A few small awards will be made during the evening to commemorate activities and episodes in the past year.

Finally, please note that we have a new supplier of regalia. The embroidery of the badges is of a very high standard and the new shirts are of a much more comfortable material. Please visit Bodge Engineering where Ron Hollis will be happy to show you the items and take your orders. Concern about “what to buy for Christmas” need no longer be necessary!

We look forward to seeing you at the Prawn Braai.

Bruce

PAST EVENTS

Two popular events took place recently with a very successful braai at Glentana and the ever popular breakfast at Old Nicks. A good turnout at each event, no doubt helped with some good sunny weather.

FORTHCOMING EVENTS

<u>November</u>		Abu Dhabi GP 2-4 Nov USA GP 16-18 Nov Brazilian GP 23-25 Nov
Sunday 11 November	Run to Natures Valley-bring and braai event at De Vasselot reserve	Meet there or at the Quays to leave by 10h30
Sunday 25 Nov	Breakfast run to Cafe Franscois	Meet there or at the Quays at 09h00
<u>December</u>		
Friday 7 December	Christmas Prawn Braai	Angling Club
Friday 11 January	Brenton Sundowner Picnic	Details to follows

The 2013 programme of events is under consideration and will be published before year end. *Ed.*

NON MGCC EVENTS

The following events , whilst not MG specific may be of interest to members.

EP Motor Fair, 1st December 2012

Most members will have seen the recent email encouraging support for The Herald World of Wheels NMB Motor Fair - 1st December 2012. **In the event that you have not received this information please contact Graham Yendall or Peter Pretorius for details.**

Wings & Slicks/Border 100 15/16 December 2012 -

The following from Convenor Dave Kirkman:

Hi guys,

This Hallmark occasion is the first of what we hope to be an annual gathering of local, national and international motoring enthusiasts and the opportunity to either "Parade", "Fast Parade", "Gentleman's Handicap Race " or "Full-On Race" your W&S, HSSA / Historic / Fine / Marque / Exotic / Pedigreed car or bike at this event.

East London Grand Prix Circuit and Border Motorsport Club are well into negotiations with Buffalo City Metropole and Regional Government to secure long term tenure of this Historic and World Famous circuit. We need to demonstrate to them that we have the ability, passion and determination to ensure that this circuit, (unlike those which have already succumbed or are about to fade into the past) has the potential and will once again become a jewel in the crown of South African Motorsport.

We need you to respond to us on time, so that we can effectively plan for the best possible flight, accommodation and sponsorship support, which will go a long way towards making this event a water-shed opportunity and calendar fixture, for the benefit of all concerned. Thanks to "Caltex East Cape Marketer" , we already have a commitment to support some of the overheads for this event, as they did in back in December 1962.

Please read the attachment well and email me if you have any questions, so that our steering committee can address every question constructively and timeously.

On analysing your responses, we will then finalize the race and social programme and circulate it to you all.

Thank you all in anticipation, kind regards, Dave Kirkman

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MAINTAINING THE BREED

THE MG M TYPE



The **MG M-type** was produced by the MG Car company from April 1929 to 1932. It was sometimes referred to as the 8/33. Launched at the 1928 London Motor Show when the sales of the larger MG saloons was faltering because of the economic climate, the small car brought MG ownership to a new sector of the market and probably saved the company. Early cars were made in the Cowley factory, but from 1930 production had transferred to Abingdon.

This 2-door sports car used an updated version of the four-cylinder bevel-gear driven overhead camshaft engine used in the 1928 Morris Minor and Wolseley 10 with a single SU carburettor giving 20 bhp (15 kW) at 4000 rpm. Drive was to the rear wheels through a three-speed non-synchromesh gearbox. The chassis was based on the one used in the 1928 Morris Minor with lowered suspension using half-elliptic springs and Hartford friction shock absorbers with rigid front and rear axles and bolt on wire wheels. The car had a wheelbase of 78 inches (1980 mm) and a track of 42 inches (1067 mm).

1930 brought a series of improvements to the car. The Morris rod brake system, with the handbrake working on the transmission, was replaced a cable system with cross shaft coupled to the handbrake and the transmission brake deleted. Engine output was increased to 27 bhp (20 kW) by improving the camshaft and a four-speed gearbox was offered as an option. The doors became front-hinged. A supercharged version could be ordered from 1932, raising the top speed to 80 mph (130 km/h).

Early bodies were fabric-covered using a wood frame; this changed to all-metal in 1931. Most cars had bodies made by Carbodies of Coventry and fitted by MG in either open two-seat or closed two-door "Sportsmans" coupé versions, but some chassis were supplied to external coachbuilders such as Jarvis. The factory even made a van version as a service vehicle. The car could reach 65 mph (105 km/h) and return 40 miles per gallon. The open version cost £175 at launch, soon rising to £185, and the coupé cost £245. The 1932 supercharged car cost £250.

The M-type had considerable sporting success, both privately and with official teams winning gold medals in the 1929 Land's End Trial and class wins in the 1930 "Double Twelve" race at Brooklands. An entry was also made in the 1930 Le Mans 24 hour, but neither of the two cars finished.

A WARNING TO SPEED CAMERA OPERATORS

Two British traffic patrol officers from North Berwick, east of Edinburgh, were involved in an unusual incident while checking for speeding motorists on the A1 Great North Road.

One of the officers (who was not named) used a hand-held radar device to check the speed of an approaching vehicle over the crest of a hill, and was surprised when the speed was recorded at over 300mph. The machine then stopped working and the officers were not able to reset it.

The radar had in fact locked on to a NATO Tornado fighter jet over the North Sea, which was engaged in a low-flying exercise over the Borders district.

Back at police headquarters the chief constable fired off a stiff complaint to the RAF Liaison office.

Back came the reply in true laconic RAF style. "Thank you for your message, which allows us to complete the file on this incident. You may be interested to know that the tactical computer in the Tornado had automatically locked on to your 'hostile radar equipment' and sent a jamming signal back to it. Furthermore, the Sidewinder air-to-ground missiles aboard the fully-armed aircraft had also locked on to the target. Fortunately the Dutch pilot flying the Tornado responded to the missile status alert intelligently and was able to override the automatic protection system before the missile was launched."

GEORDIE GOLFER...

A Geordie golfer and his wife walked into a dentist's office.

The Geordie said to the dentist, *"Doc, I'm in one hell of a hurry. I have two mates sitting out in my car waiting for us to go play golf, so forget about the anaesthetic, I don't have time for the gums to get numb. I just want you to pull the tooth, and be done with it! We have 10 am tee time at the best golf course in town and it's 9:30 am already... I don't have time to wait for the anaesthetic to work!"*

The dentist thought to himself, *"My goodness, this is surely a very brave man asking to have his tooth pulled without using anything to kill the pain."*

So the dentist asks him, *"Which tooth is it sir?"*

"The man turned to his wife and said, "Open your mouth Pet and show him..."

I thought twice about slotting this in the joke column.....but what the hell:

Why is SAA always running at such a huge loss and forever requesting 'bail outs' from the government?

The reason appears to be quite simple – they have too many people working for them and the business simply cannot afford it!

Many of these SAA employees fall into the 'protected employees' category, (those that simply have a job and do very little to substantiate their worth. In fairness, SAA also had them during the apartheid days), and our Employment Act prevents the SAA from simply 'getting rid' of surplus or unnecessary staff.

In any business it is vitally important to keep ones staff numbers to an absolute necessary minimum. This would be in line with the principle of keeping ones overall overheads to a minimum.

I conducted a website search of some random airlines (listed below) in order to gauge the **total number of employees** at that airline, measured against their **total number of aircraft** in the fleet. I simply divided the total number of employees by the total number of aircraft in the fleet which in turn indicated **how many employees in the airline are employed PER AIRCRAFT in the fleet.**

It must be noted that my research was not conducted in depth and some of the numbers below reflect from 2010 – 2012.

Interestingly enough, when attempting to download SAA's 2010 Annual Report, when clicking on it, nothing happens!

Have a look at my 'shock and horror' below:

- 1) QANTAS (Australian) 32 500 employees with a total of 252 aircraft = **129 employees per aircraft**
- 2) American Airlines 87 897 employees with a total of 618 aircraft = **142 employees per aircraft**
- 3) Delta Airlines 106 216 employees with a total of 722 aircraft = **147 employees per aircraft**

- 4) British Airways 36 832 employees with a total of 238 aircraft = **154 employees per aircraft**
- 5) United Airlines 115 149 employees with a total of 710 aircraft = **162 employees per aircraft**
- 6) South African Airways 55 500 employees with a total of 58 aircraft = **957 employees per aircraft**

Numbers above are subject to change depending on latest figures.

It is my opinion that no amount of 'turn around' strategy will sort SAA out! They simply need to get rid of unnecessary people and trim their business! Maybe 1 Time?

THE CLUB CAR REGISTER

Would new members please let Keith Burton have their car's details asap. We wish to keep the club car register up to date and the information is passed on to the relevant model registers. Please send details to Keith (keiella1@telkomsa.net or P.O. Box 1154, Sedgfield, 6573).

WEBSITES WORTH VISITING:

- www.mgcarclubsc.co.za
- <http://gallery.mac.com/djwardell> (website for MG 80 gallery)
- www.mgcarclub.co.uk
- www.mgcc-north.co.za
- www.motorheads.co.za
- www.motorheadsdiary.com (for motorsport/Historic racing diary)
- <http://www.myclassics.co.za/clubs.aspx>

REGALIA

NEWS FLASH: SOUTHERN CAPE REGALIA NOW AVAILABLE

- **Windbreaker Jackets** (Navy with toweling liner) Sizes S to XL R 310.00; XXL R 320.00; XXXL R 330.00.
- **Golf Shirts** (Cotton-rich, Blue/navy trim) Sizes S to XL R 200.00; XXL R 210.00; XXXL R 220.00.
- **Caps** (Blue/navy trim) R 75.00
- The Club logo is embroidered on all of these items

Please e-mail inquiries and orders to Ron Hollis (ron@bodge.co.za).

For Sale: T type goodies

1. Graduated, laser-engraved, MG dipstick. This item is made from quality rosewood and supplied in a neat green felt pocket. It is a copy of an original American T Type dipstick and is graduated in US gallons. It is suitable for TC,TD and TF types. A litre conversion is engraved on the sticks as well. These are quality items and add to the “look” of one’s T Type. Further, they are very practical items to have. The price, including the pocket, is R130.00. The felt and wood has been sponsored, failing which the price would be much higher. There are only 9 items left and more will not be produced. Twenty one have been sold to date from the thirty that were originally made.
2. Radcap loosener. This is a very handy and practical radiator cap loosener which will save a driver from burning his hands or being scalded when he attempts to loosen a hot cap. It is engraved with the MG logo. These sell for **R100.00** each. Once again, there are only seventeen of these items left and more will not be made due to the cost factor.
3. Knee protectors for TC drivers. These are black felt, knee protectors made with a dense-foam pad to protect one’s right knee when driving over long distances in the TC type. This item is easily fastened around the right knee with a felt/velcro strap and is a very practical item to have. They were rather popular at the Clarence Indaba. These sell for **R100.00** per item and there are twelve left.
4. Spinner Spanners. These items are essentially neat, practical “levers” made from a Central African hard wood (IROCA), and are engraved with the MG logo and instructions for use. These “levers/spanners” are designed to fit over wire wheel spinners to enable a driver to remove a spinner easily and without damaging the chrome. This is an essential item for a T Type owner who wishes to preserve the appearance of his car’s spinners. The cost of each item is **R300.00**. Only seven items have been produced due to the high cost of manufacture and all of these items have already been sold locally. Once again, the wood has been generously sponsored. These items will in future only be sold on confirmed order.

For any of the above, contact Trevor Beddy on 0824650167 or 012 3488982

For Sale: For used MGA and MG Magnette spares, contact Ricky Cooper on 0828222146 or rcooper@cyberperk.co.za

Wanted: Ricky Cooper is looking to purchase scrap MG's and other sports cars for spares. Please contact him on 0828222346 or rcooper@cyberperk.co.za

Wanted: For 1968 MGB Roadster - Centre console and radio speaker grille; MG badge for front grille; correct cranked overdrive switch; “Tudor” plastic windscreen washer bottle; set of 4 two eared wire wheel spinners that have not been hammered to death, (can swop good set of octagonal spinners); Please contact Ray Mackey on 0829226106*

Wanted: Pair of D shaped headrests for a rubber bumper MGB, in any condition, contact Heinz Konckie 0796250240

National for sale and wanted list: This list includes MGs countrywide, spares and books. For further information, contact Bruce Henderson on 044 382 1989 or brucejhenderson@gmail.com .

ATTENDANCE REGISTER

MEMBERS NAME	PARTNER	THIS MONTH	ACCUM	TOTAL
Albisser Tony	Elsbeth			12
Baker Lew	Heather			6
Battison Dave				
Bechlars Philip	Martina			
Bickley Fred	Cheryl	2	2	19
Bruce Brian				
Burton Keith	Ella	2,2.	4	22
Bush Marion	Gavin			
Cleland Jim	Glen			18
Clough Pat	Ali	2,1.	3	23
Cooper Ricky	Colleen	2,2.	4	49
Dabner Len	Sonia			1
Davey George	Margie	2	2	20
Davidson Brian	Jose	1,1.	2	16
Day John	Margaret	1	1	5
Doig Pete	Anne			
Douglas Murray	Anne	2	2	19
Dunlop Denis	Gill			6
Esterhuizen Tom	Jeanette	2	2	11
Fisher Roger	Alva			13
Frost Norman	Jennie			3
Giggins Barry	Joan			5
Gilbert Greg	Rae			
Gregory Mike	Jan			5
Grevensteyn Rudolph	Sharon	1	1	9
Hamilton Allan	Brenda			
Henderson Bruce		2,2.	4	42
Henderson Mike				
Hewitt Lionel	Rose	2	2	17
Holliday Clive				
Hollis Peter				3
Hollis Ron	Dee	2,2.	4	25
Houseman Marilyn	Dennis	2	2	9
Hunt Bob	Lindsey			1
Jones Dave	Fay			6
Koch John	Jillian			1
Koncki Heinz	Paula	2	2	16
Krahe Alexander				4
Langman Frostie	Sue	2,2.	4	20
Lawson Ross	Antoinette			5
Le Feuvre Tim	Sheila			2
Lodder Hugo				4
Lyons-Lewis Tony	Lorna	1,2.	3	40
Mackey Ray	Angela	1,1.	2	29
Madeley Brian	Lyn			14
Mangan Geoff		2	2	17
McCallum John	Louise			
Metelerkamp Neil	Norma	2	2	5
Mentz Bunny	Jan	2	2	11
Mulder Chris	Ludy			
Mullany Fred	Jo	2,2.	4	42
Orsmond Ret	Julie			
Parfett Ed	Jennie			14

Parker Wilf	Jenny	2	2	19
Paton Duncan	Lesley	2,2.	4	27
Putter Willie	Linnea			3
Reitz Fritz	Madene			1
Rolf Anthony	Corrine			
Rosser Phillip	Amanda			
Scanlen Errol	Iorr			
Scheepers Bert	Renate			
Slade Keith	Yvonne			4
Stead Heyns	Anne			
Stockdale Brian	Dawn			
Tops Paul	Barbie			
van den Bor Frans	Ellen			3
van der Hoven Hugo	Kath			2
Vadas Peter	Vivian			13
Vadas Robert	Annabel			
Warne Alan	Jillian			
Wessels John	Jane			7
Williams Denny	Pat	2	2	16
Wilsher Martin	kim			
Winter George	Liesel	1	1	14
Witemann Otto	Rosy			2
Woodgate Geoff	Merceda			7
Yendall Graham	Sylvia	2,2.	4	21
Zerwick Rick	Dolla			3
Zerwick Karel				2
Albisser Tony	Elsbeth			12

CLASSIC - DASH

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Address.	22 Uil Street, Knysna Industria



EVENT No.	EVENT	DATE	ATTENDANCE	
			MEM	NON MEM
1	Sundowner Picnic	17 Jan	22	1
2	Cafe Francois	29 Jan	21	5
3	George Car Show	11 Feb	19	1
4	Old Nicks	26 Feb	19	6
5	AGM	28 Feb	26	0
6	Klein Karoo tour	5-9 Mar	14	5
7	Pensioners to Enrico's	20 Mar	12	4
8	Cafe Francois	25 Mar	12	5
9	Brenton Braai	1 Apr	18	3
10	Sedgefield Arms	10 Apr	16	1
11	Old Nicks	29 Apr	14	6
12	Knysna Car Show	13 May	44	0
14	Cafe Francois	27 May	15	5
13	Hillclimb Helpers	18-20 May	31	0
14	Cafe Francois	27 May	15	5
15	Belvidere Quiz Night	12 Jun	9	4
16	Old Nicks	24 Jun	9	8
17	Woodmill beer tasting	6 Jul	15	0
18	Elephant Park Brunch	8 Jul	12	6
19	Christmas in July	21 Ju	19	8
20	Old Nicks	29 Jul	15	6
21	Mad Dog Curry	7 Aug	10	1
22	Tsitsikama Run	18 Aug	9	1
23	Old Nicks	26 Aug	10	1
24	Indaba 2012	21-24 Sept	9	0
25	Cafe Francois	30 Sept	15	6
26	Glentana Braai	14 Oct	19	3
27	Old Nicks	28 Oct	14	6



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FAX: 044 382 4160



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THE SPORTS CAR CENTRE
New parts for MG & Mini and other British cars

Contact person: For friendly service phone Alan or Denise
Postal address: 11 Westmeath Rd, Parkview, Johannesburg
Telephone number: (011)486-0021 or (011)646-1631
Email address: sportscar@mweb.co.za

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T: 044 535 9818 Main Beach, Keurboomstrand
F: 044 535 9816 E: enricoplett@telkomsa.net

FOR ANY CLUB RUNS:

Meeting place: **KNYSNA** – The Quays at the Waterfront end of Grey St.

SEDGEFIELD – Engen One-Stop.

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.

FROST BROTHERS
CLASSIC & VINTAGE CARS
 Norman & Jennie Frost

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