



NEWSLETTER NO. 8/2020 AUGUST

FIFTH LOCK – DOWN EDITION

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Find us on Facebook: <https://www.facebook.com/MgCarClubSC/>

Check our Webpage : www.mgcarclubsc.co.za

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FROM THE HIGH CHAIR August 2020:

Dear Members

After the freezing temperatures, the wind, and the rain of the past ten days, it does not get much better than a beautiful, sunny, spring morning walking our dog on the Buffels Bay beach! The only slight down-wind, downside of the experience was the odour, albeit localised, from the decaying carcass of the unfortunate whale beached above the rocks below the first car park. Spring must be upon us!

With that must be considered the potential for the MG Car Club's cautious return soon to some form of activity following the easing of the Covid lockdown restrictions to Level 2. Having spent some time studying what Mr Google has available regarding the present position, although Level 2 regulations are listed as per early in the crisis, updated information about the recent easing seems not yet to have been published. While few of the instruction are explicit, the wearing of masks, social distancing, and

the limit to numbers participating in activities is firmly dictated. Individuals are free to patronise restaurants within these parameters; I am not sure whether social groups are. What is stated repeatedly is that organisers are responsible for following protocols as laid down by the relevant minister. What are those protocols???

That is the legal side. What about the 'social' side? The reported daily new case incidence rate in this country has varied between ± 2500 and 6500 cases in the past week and the daily death rate is around 150. **This remains a prevalent and dangerous condition and our membership consists predominantly of somewhat high risk individuals.** Furthermore, as examples, the incidence in the UK is rising towards the need for further, at least social, lockdown measures. Having been Covid "free" for many weeks, New Zealand has had to re-introduce restrictions, and 'the curve' is again rising in some US states.

While I think we all want to start the recovery process, this needs to be tempered by the need not to put our members at risk. The committee plans to resume its monthly meetings in September where we will discuss and monitor all the information available and hopefully start limited activities during the month. To whet your appetite, a picnic at Ricky's caravan park at Glentana is high on the agenda. In the meantime, should members wish to meet on an informal basis and undertake some form of MG activity, they are welcome to do so.

The committee will need to consider whether the club could be held liable in any way for attendees at events becoming infected and what warnings and indemnities would need to be implemented.

I think the following quotes are pertinent:

"Gatherings of up to 50 are allowed but discouraged unless necessary. Getting buried is necessary but eating out is not!"

*"Just because you **may** do something doesn't mean you are **obliged** to do it."*

*"If you don't **need** to do something that involves unnecessary risk, don't do it."*

It was of interest to me that in the Northern Centre's newsletter this month, it was reported that their membership has increased by 17 since January this year. For a few years, it seemed that our club was the only growing centre in the country but our membership has been reasonably stable for a while. Several of the new Northern's members had owned their MGs for some time before joining. Perhaps this is a benefit of having nothing to do during restrictions but complete a rebuild and join the club? Well done to the Northern's guys for attracting this many new members against the trend and in these trying times.

Also of interest was that the "Federation of British Historic Vehicle Clubs" undertook an extensive National Historic Vehicle Survey in 2016 which showed that the movement was worth £5.5 billion to the economy each year and directly supports employment for over 34,000 people. Old cars are clearly of economic importance besides being a great hobby and a good investment.

We look forward to meeting with you again as soon as regulations allow.

Keep well, safe and warm.

Best MG wishes to all,

Bruce

EDITORIAL

Rather gloomily the committee confirmed cancellation all events in August and in concert with the cancellation of the MG Indaba, expected to have to cancel all local events in September as well. To everybody's joy, mid-August saw an unexpected move to Alert level 2 with some welcome easing of restriction on the sale of alcohol and cigarettes for those who were gasping, as well as a further relaxation of measures designed to keep people apart. Our Garden Route Motor Club friends were quick off the mark with a Spring Day run to Plettenberg Bay organised for Tuesday 1st September, but our committee decided to adopt a more cautious approach because of the mature average age of our membership. Forward planning for possible events will rather be discussed in depth at its regular September meeting, by looking afresh at the originally planned events for the rest of the year and looking with renewed enthusiasm at plans for 2021.

These past 6 months of lock-down and fluctuating restrictions under the "guidance" of the National Command Council have placed a huge burden of anxiety on us all. The threat will still be with us for many months so your club must continue to be cautious. South Africans have had to put up with a lot these past months (nowhere else have the comforts of booze and twack been denied) but our remarkably low death toll and the quicker than expected flattening of our curves is a tribute to the way in which most of us have responded. May we be rewarded with a continued improvement so that this August issue of our MG newsletter can be the last Lock-Down Edition. **D.J.**

THANK YOU LETTERS RECEIVED By Club Secretary):

1. Tony & I just want to thank you for remembering us on your newsletter distribution list. We enjoy reading what is going on in all the Centres and appreciate all the hard work you and your committee are doing under these extreme circumstances to keep the MG flag flying high in your centre.
Tony & Annette Craddock (National Chairman)

(The Craddocks had planned to visit Knysna after the, now cancelled, Oudtshoorn Indaba in September.)

2. Hullo again Bruce and members of the MG Car Club. You have hearts of gold ! THANK YOU so much indeed for yet another generous donation towards our Covid-19 food relief project R 45 000 dated 22 July 2020.

Donations to date have enabled us to assist **9198** needy local households with digital food vouchers/food parcels. Several licensed and vetted soup kitchens have also received help. All much appreciated in these challenging times.

Here's the link to a Rotary District Covid-19 video clip which also features our Knysna Rotarians in action: <https://drive.google.com/file/d/1H5NhMpe84-FeiGga3n103rgm0j933QYe/view> (Big thanks to Watershed for allowing us to use their fabulous music !)

President Andrew Finn and the Knysna Rotarians thank you for your ongoing caringtogether we can make a difference.

Kind regards and have a wonderful day,

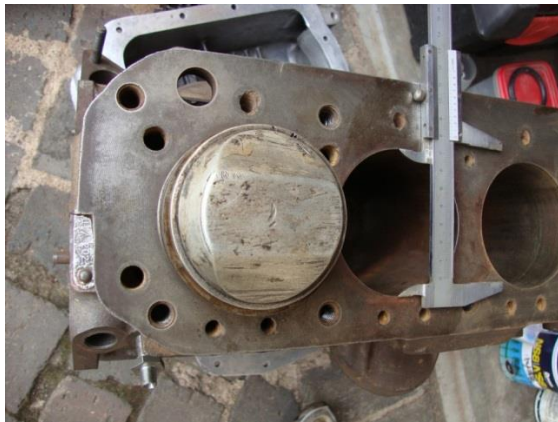
The Rotary Covid-19 Committee , acting on behalf of the Rotary Club of Knysna.



MGA TWIN CAM STORIES - Chapter 4 - 9hr Twin Cams.

(Second instalment of “Discovery and restoration of a 1959 Twin Cam Roadster”)

The bodywork requires extensive repair, but the intention is to return YDH5 1480 to full racing specification – red with a white glass fibre hardtop as raced in the 1961 Kyalami 9hr.



The original YDH5 1480 Vin and ID plates.



The 1961 Kyalami 9 hr.(ref Sun on the Grid page 153)

During 1999, I received a call from Brian Tyler informing me that he had sold an extremely original Twin Cam roadster restoration project to Andre Meyer, who was unable to proceed with the project. I called Andre Mayer and we concluded a sale. The car was YD2 2387, old English white with red trim and fitted with an antiroll bar and oil cooler, Abingdon built in 1959 and exported to Rhodesia / Zimbabwe. The first owner was Anthony Bailey, who used the car competitively, racing at Marborough and Beira in Mozambique. He then painted the car metallic bronze and fitted it with a factory Universal Laminations hardtop. YD2 2387 was sold to Bunnie Mentz in about 1965, then to Gary Kirk, and finally back to Anthony Bayley, who gave it to Heritage Cars in Johannesburg to sell in 1995 as a non-runner..



Make	MG	History
Year	1959	Rare twin cam version one of very few imported to Southern Africa. Owned by Anthony Bayley - Photos show car in standard and racing trim. Later fitted with a black vinyl removable hardtop. Raced in the Beira round the houses race around 1970, finished 5th out of 18, which is attributed to the engine rebuilt supervised by Isaac Codron.
Model	MGA twin cam	
Chassis No.		
Engine No.		
Coachbuilder		
Body Style	Roadster	
Colours	White , later metallic bronze	
Registration Numbers	RS-8507/SRH	References
		Anthony Bayley





Marlborough track in about 1961

When I acquired YD2 2387 from Andre Meyer in 1998, it was partly dismantled, but very original and unrestored. The bronze paint was faded and peeling but there was no rust and no damage to any of the body panels. The engine had been newly overhauled with new, high compression pistons and the indicated mileage was 60k miles. The radiator, grille and hood frame were missing, but the original factory hardtop was still present. I started collecting all the necessary parts for a full restoration, but because it was such an easy restoration, I started tackling a long series of more challenging projects and only completed the restoration in 2019/20, before moving the car to Knysna. The colour was returned to the original old English white, with the panels painted separately by Colin Osborn in Johannesburg.



Rolling Chassis, Fourways July 2019



Fourways October 2019



In Knysna, December 2019

Bo Giersing

Stories in preparation of other Resurrected Twin Cam Projects as listed below.

(To follow in further Newsletters as space allows – Ed.)

MGA Twin Cam Stories – Chapter 5 – Resurrected projects

YDH5 1940 – (Roger Pearce, Nick Parrott, Koen Bender)

YMH5 2189 – (D Jenkins, Bob Baylis)

YD2 2136 – (Trevor Morris)

YDH5 2014 – (D Jenkins, Bob Baylis)

YMH5 2411 – (Tertius Coetzee)

Bo Giersing

TECHNICAL CORNER: (Comment invited)

An interesting article in another Centre's newsletter recently about the chokes fitted to all our classic MG's and the danger they pose of diluting sump oil if used incorrectly, has set me thinking.

As explained in the article, the standard choke is a two stage affair. If pulled partially out it steps up the idle speed only (very useful), but if pulled fully out it also enriches the fuel mixture by pulling down the mixture jet assemblies on our standard SU carburettors. This enrichment is important for a cold start.

The article stresses the danger of allowing the engine to run for any period of time at all with a fully enriched fuel mixture as this allows unburned fuel to enter the cylinders, to wash vital lubricating oil of the cylinder walls and to end up in the sump thereby diluting the engine oil. According to the article, frequent incorrect use of the choke will result in the oil getting thinner each time with catastrophic results to the engine. Immediately the engine fires, the choke **must** be returned at least to the idle setting.

While it is clearly inadvisable to drive around with a choke fully engaged I have always understood that this only results in poor performance and excessive fuel consumption. Is it really possible for fuel in a running engine, with all spark plugs firing, to remain unburned and to find its way into the sump ? And if it does, is there really a likelihood of it remaining dissolved in the engine oil at operating temperature ?

Dave Jones daveandfay@gmail.com

PAST EVENTS

Nothing to report - all events in April , May, June, July & August were cancelled as the Covid 19 lock-down continued.

FUTURE EVENTS

While there have been a welcome relaxing of restrictions as we moved to Covid-19 Risk Level 2, the club takes its responsibility to the membership seriously and therefore no decision on events will be made until the committee has met and discussed the matter fully. Any events will be advised by email.

Peter Morse - Events Co-ordinator

MG PROGRAMME 2020

Date/Day	Event	Quays Start	Host - Invited
September			
1 Tues	Spring Run – Fat Fish lunch in Plett.	11h30	GRMC
6 Thu-Sun	MG Indaba, Oudtshoorn -Cancelled - refunds made		
20 Sun	Plett Wine Route and lunch - Cancelled		GRMC – ALL
27 Sun	Breakfast Run, Moss & Maple, Plett . –under review	09h00	MG – ALL
October			
11 Sun	Treasure Hunt + Bring ‘n Braai		MG – ALL
14-17 Wed-Sat	Technical Tour PE, + Bloeiisel Fees, Joubertina (17)		GRMC – ALL
25 Sun	Breakfast Run, Zucchini’s, Timberlake	09h00	MG – ALL
November			
1 Sun	Century Charity Run		GRMC – ALL
14 Sat	Park It At The Market – MG Display at Mosaic Market (tbc)		MG – ONLY
29 Sun	Breakfast Run, Moss & Maple, Plett	09h00	MG – ALL
December			
4 Fri	Prawn Braai, Knysna Angling Club	18h00	MG – ONLY
11 Fri	Gasoline Alley Braai	16h30	MG/GRMC

SEPTEMBER BIRTHDAYS

Congratulations to: Sarah Hartzenberg 1st; Lew Baker 2nd; Jenny Parker 3rd; Ray Cooper 9th ; Merle Friedman 12th; Norman Frost 13th; Fay Jones 17th; Garth Miller & Roger Fisher 19th ; Glen Cleland 20th; Lyn Madeley & Merceda Woodgate 27th

ON A LIGHTER NOTE:

A Covid-19 Bring-and-Braai Invitation:

Under the lock-down regulations we are still unable to have many guests at our homes but fortunately we are able to have gardeners and domestic helpers. It so happens that I have work at my home that will need a number of outside helpers and their inside-helper partners this coming Saturday at 6 p.m. Bring what is necessary. We will start on the outside braai area.

The importance of regular servicing:

There was a young lady who never went to church but was always promising her Pastor to mend her ways. Then the Pastor noticed that she started attending Sunday Services and very regularly. Intrigued, he asked her what had brought about this happy change.

“It is this new car I have bought”, she explained. “The Salesman warned me that its warranty will lapse if I miss even one service.”



Not what it seems !

The Catholic priest was concerned when one after another the gentlemen in his flock asked for forgiveness in the confessional for sinning with Fannie Green – a newcomer in the parish. Then, one morning as Mass was in progress a gorgeous, tall young woman in a stunningly short green dress and shining matching shoes sashayed up the aisle to take her seat in a vacant front pew.

The priest and his altar boy were stunned as she sat down with legs provocatively spread slightly apart.

“Is that Fannie Green ?”, the priest whispered to his altar boy.

“I don’t think so Father, I think it is just reflection from her shoes”.

(Thanks to our Chairman and to Bruce Hall of the Border Centre for these contributions)

Attendance Register Members name	Partner	YTD Mar. 2020 TOTAL
Baker Lew	Heather	2
Battison Dave		0
Bechlars Philipp	Martina	0
Betton Dave	Astrid	1
Bickley Fred	Cheryl	7
Bowers Geoff	Norma	3
Bruce Brian	Gwendolyn	3
Burton Keith	Ella	8
Bush Marion	Gavin	0
Cairns David	Susie	0
Clary George	Carole	2
Cleland Jim	Glen	1
Clough Pat	Ali	2
Cool Wilhelm	Joeleen	2
Cooper Ray	Pat	0
Cooper Ricky	Tersia	6
Cox Stuart	Dottie	0
Craig John	Tracy	0
Cross Graham	Joan	0
Davey George	Margie	6
Davidson Brian	Jose	4
Davidson II Brian	Bernie	9
Davies John	Babs	0
Day John	Margaret	2
Etridge Derek	Jil	0
Fisher Roger	Alva	5
Friedman Frank	Merle	3
Frost Norman	Jennie	0
Giersing Bo	Donna	4
Gough Dave		0
Gregory Mike	Jan	2
Hamilton Allan	Brenda	0
Hardcastle Stephen	Jeanette	0
Hartzenberg Louw	Sarah	0
Henderson Bruce	Dianne	8
Hewitt Lionel	Rose	3
Hirschberg	Ken	3
Hodgson David	Kathy	1
Holliday Clive	Charlotte	1
Hollis Peter		0
Hollis Ron	Dee	4
Holt Dave	Heather	3
Horak Leish	Ingrid	0
Houseman Marilyn	Dennis	4
Jeuschenak Hermann		2
Jeuschenak Hermann	Nicola	0
Jones Dave	Fay	6
Jones Ian	Gay	2
Jones Keith	Elmarie	0

		YTD Mar. 2020 TOTAL
Koncki Heinz	Paula	1
Konig Harold	Andree	0
Krahe Alexander	Andrea	6
Kruger Johan	Ilse	1
Lawson Ross	Antoinette	1
Le Feuvre Tim	Sheila	2
Lyons-Lewis Tony	Lorna	4
Mackey Ray	Angela	6
Madeley Brian	Lyn	3
Malan	Niel	0
Marsden Susan	Kevin	0
Marucci Oscar		0
McGee James	Gene	2
McMahon Tony	Vicky	2
Mentz Bunny	Jan	3
Metelkamp Neil	Norma	7
Miller Garth	Shirley	6
Miller Tom	Jenny	3
Milton Podge	Merrill	7
Monk Roy	Elizabeth	1
Morse Peter	Jill	10
Mullany Fred	Jo	7
Orsmond Ret	Julie	0
Parfett Ed	Jennie	4
Parker Wilf	Jenny	2
Posniak Peter	Patti	0
Pretorius Peter		3
Putter Willie	Linnea	0
Reitz Fritz	Madene	1
Reitz Karl	Tilly	3
Rist Beth	Chris	1
Rosser Phillip	Amanda	0
Slade Keith	Yvonne	5
Smart Laurie	Kate	2
Spencer Mike	Jill	0
Stead Heyns	Ann	1
Stockdale Brian	Dawn	0
Tops Paul	Barbie	8
Vadas Peter	Vivian	4
Vadas Robert	Annabel	0
von Zeil Margie		6
Warne Alan	Jill	0
Waterston Allan	Pam	7
Wessels Jane	John	0
Whisken Doug	Irene	4
Whitehead Neville	Enid	0
Williams Denny	Pat	2
Winter George	Liesel	3
Woodgate Geoff	Merceda	2

			Attendance	
			(For events not cancelled)	
No.	Event	Date	Mbrs.	Non Mbrs
1	Sundowner Picnic	2020/01/14	24	2
2	Moss & Maple B'fast	2020/01/26	28	7
3	Braai. Lakes Yacht Club	2020/02/02	22	6
4	George Car Show	2020/02/08	26	8
5	Zucchini's B'fast	2020/02/23	37	12
6	AGM	2020/03/05	26	
7	Moss & Maple B'fast	2020/03/29	Cancelled	
8	Forever Young games	2020/04/05	Cancelled	
9	Zucchini's B'fast	2020/04/26	Cancelled	
10	Knysna Motor Show	2020/05/03	Cancelled	
11	Knysna Hill Climb	7-10/5/2020	Postponed	
12	Lunch, Pomodoro's	2020/05/20	Cancelled	
13	Moss & Maple B'fast	2020/05/31	Cancelled	
14	Sop 'n Dop, Pembrey's	2020/06/04	Cancelled	
15	Eastern Cape Tour	11-14/6/2020	Postponed	
16	Zucchini's B'fast	2020/06/28	Cancelled	
17	Xmas Lunch Peppermill	2020/07/09	Cancelled	
18	Moss & Maple B'fast	2020/07/26	Cancelled	
19	Lunch, Skotteljon's	2020/08/12	Cancelled	
20	Zucchini's B'fast	2020/08/30	Cancelled	
21	MG Indaba	3-6/9/2020	Cancelled	
22	Moss & Maple B'fast	2020/09/27		
23	Treasure Hunt & braai	2020/10/11		
24	Zucchini's B'fast	2020/10/25		
25	MG Display, Mosaic Mkt	2020/11/14		
26	Moss & Maple B'fast	2020/11/29		
27	Prawn Braai	2020/12/04		

REGALIA

A sample view of what is on offer to MGCC S. Cape Members:



(All garments carry the MGSCCC badge and approved wording where applicable.)

Item	Price
Fleece Beanie – blue (see above)	R 65.00
Golf Shirts – navy/white (see above)	R 250.00
Caps with peak - navy/white	R 75.00
Embroidery of badge on own clothing (see below)	R 50.00
(Please note that the above regalia pricing includes the embroidery of one logo only)	

Special orders can be arranged to have the approved badge embroidered on any garment of your choice.
Contact Liesel Winter - 073 721 8922

Club accessories (bumper badges, key rings, special orders, name tags etc.) via Ross Lawson.

(Examples of the sort of hard-badges, available.)

Official Club Bumper badge



Club Key Ring



Special Order Bumper Badge



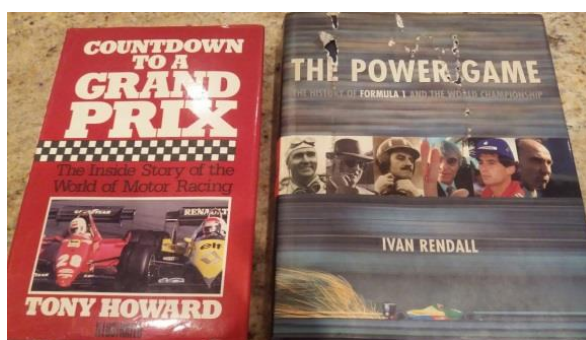
MEMBERS' ADVERTS:

(Would members please contact the Editor if they have any MG cars or spares for sale. No charge for this service. Adverts can run for three issues, but please update if sold or if a change is needed.)

For Free: Moss Motors, the amazing UK firm supplying MG and other classic car parts, is still receiving and processing orders but warn that delivery may be delayed under lock-down. However, they are able to deliver immediately, free of charge, digital versions of all classic sports car models including MG's.

Go to news.and.offers@mailshot.moss-europe.co.uk to order the car of your dreams in paper cut-out form. The free offer will appear at the head of their web site. (Thanks to the Northern Centre for this useful tip.)

On Loan: Peter Morse has two interesting books on Grand Prix Racing that he is prepared to lend to any cabin-fevered MG Club member, but would like them back when lock-down is over.



If interested, contact **Peter by email** (petermorse101@hotmail.co.uk) to make a delivery plan.

FOR SALE :

For used **MG /MG Magnette** spares and repairs. **Contact Ricky Cooper 082 822 2146**
rickycooper111@yahoo.com

MG TC (Cape Town)

Registered January 1948. A nice example with the recommended upgrade to its steering box, new stub axles and all rubbers replaced. Asking price is R 470 000. **Feliciano Martins 082 443 9433**.



MGA (local)

1958 Model. Owned by Willie Putter and purchased nearly new as her second owner. Still in immaculate condition. Contact

Linnea Putter,

083 262 5849

lwputter@lantic.net

POA



SERVICE PROVIDERS:

(If members are aware of other reputable service providers, please let me know. Ed)

Hydraulic/Oil Pipes:

Servillite, 3 Waenhout St., Knysna Industria. 044 382 4801

Car Care Products:

For all your **Autoglym** requirements contact Sylvia at : 082 958 2498

email: sylvia.vintagerose@gmail.com

Mechanical Repairs and Servicing

Bodge Engineering, Ron Hollis 0828598771

Classic Car Storage:

Ricky Cooper 082 822 2146 rickycooper111@yahoo.com

Radiators and Fuel Tank repairs

Silverton Radiators, Knysna Industria

MG Spares

Sports Car Centre Alan or Denise 011 4860021

Teds Spares, Knysna (parts/consumables for older cars) Oscar 044 3821335

Panel beating, Spray painting.

Tino 0782543643 Sedgefield/Karatara area – (including full restorations)

Spotless Knysna Industria Hein 0824706213/0793807337 (including valet service)

Rubber seals/sections

Rubberman 61 Albert St., George 044 8732502 sales@rubberman.co.za

Ash framing, dashboards, door cappings, veneer repairs & refinishing etc.

Classic-Dash Ray Mackey 0829226106 brmprojects@telkomsa.net

Chrome plating

African Electroplating Peter Posniak 0825535032

Supreme Bumpers Glen Brits 011 6262304/5/6 or 0834503745

Chromeworks Peter Rist 041 4841533 / 0828558628 or chromeworkspe@yahoo.co.za

Exhausts, brakes, suspension, steering etc

De Graaf Undercar, Knysna Industria, Johan/Doreen 0820993164 / 044 3820806

Windscreens and Glass

Classic Car Windscreens - Contact julien@classiccarwindscreens.co.za

Rubber Extrusions for Old Cars

Proauto Rubber, in George. Kobus Swart 084 900 666 044-873 2211 george@proautorubber.co.za

Disclaimer: The above list of service providers is included in good faith and no responsibility will be accepted for inferior workmanship or poor service. Members availing themselves of these services do so entirely at their own risk.

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