



Incorporating the
MG Sports Car Register

The BREED

MG Car Club, Cape Town Centre, Suite 276, Private Bag x16 Constantia 7848

www.mgcc-ct.co.za



Affiliated to the
MG Car Club - England

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Judging by the photos on the front page as well as the ones on pgs 6/7 you will not be surprised when you realise where my heart lies.

Yes indeed, the T-type is a rather stunning MG with very impressive lines. Enough ~ or there will be a backlash of note from the MGA, MGB and modern TF owners.

There's still plenty of time to add to the grandchildren's Christmas wish list - if you are in a quandary have a look at pg 5. It doesn't get better than that, although it will mean a big dent in your bank balance.

An interesting story of a famous 'gung-ho' MG racing driver can be found on pgs 8/9.

Norman Ewing entertains once again with fond MG memories on pgs 10/11.

Please send in your articles and photos for the November newsletter by 23rd October.

*'Don't wait for the perfect moment.
Take the moment and make
it perfect.'*

Fran

Front page photos:

Top: 1955 MG TF - Fred Phillips

Bottom: 1954 MG TF - Rod Green

Our bank details:

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FROM THE CHAIR

Once again it is difficult to avoid commenting about 'the you know what' that has wreaked havoc around the world these past 6 months. Certainly the restrictions imposed have been for our own health and protection but have nevertheless had an irritatingly negative impact on many economic and social activities. Let us hope that easing of the lockdown impositions will not see a 2nd or even 3rd wave as is happening in many other countries. Regardless, we should not allow complacency to overshadow our common sense as this virus is closer to home than we fail to realise. One advantage in these modern times we can be grateful for, is the vast array of electronic communication systems that allow us to remain in contact. A mere phone call or email keeps us informed and up to date with one another. Contact has been made with quite a few of our more isolated but regular members, to enquire after their health and well-being during this uncertain time.

Our regular Natter & Noggin' participants will be wondering when social activities will resume. The Clubhouse (managed by the Crankhandle Club) is still closed to large gatherings, however the situation is under constant review for the resumption of activities which will be under strict compliance with the lockdown protocol.

Members will be pleased to know that the Crankhandle Club has awarded The John White Trophy to our MG Centre, in recognition of our generous donation to the clubhouse kitchen renovation fund last year.

Dave and Janet Lyons have once again this year, very kindly offered to host our annual Show Day picnic at their premises in Hout Bay. The dates are yet to be confirmed and further notice will be sent out by the Events & Social Secretary, Geoff Ballantyne, in due course. Naturally, all COVID-19 protocols and rules will need to be observed.

Committee news: The Committee will be having their first face-to-face (albeit with masks) meeting in late October - many issues have been held in abeyance these past 6 months which need to be discussed. Again, we must ask members to submit their opinions, complaints or suggestions regarding club matters, in particular the resumption of club social activities.

Stay alert and safe,

Mike



Importers of Classic and Modern Car Parts

	Peter Flowers	
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	Email: info@cbparts.co.za www.classically-british.com	

SOCIAL NEWS

OUT & ABOUT

December (Sunday - date still to be finalised)

MG Show Day picnic at Dave and Janet Lyons home in Hout Bay.

INVITATION

Cape Multi-Motor Club Secretariate announces a new event this year to replace the Killarney Car Show, in the same vein as the Gauteng based Angela's Picnic. All CMMCS Clubs are invited to hold a picnic on the centre circle area (where the Alfa, Porsche and Jaguar Club's plots are) on *Saturday, 5th December*.

There will be a race on that day, but we are not spectators, just picnickers with our respective clubs.

Only CMMCS members and affiliates are invited so there will be virtually none of the normal Killarney Motor Show activity. Many clubs have asked specifically for such a day in the past - let's give this a try.

So far most CMMCS member clubs have indicated acceptance of the idea.

Entrance Fee will be R50 per car ~ 50% of the entrance fees will be donated to the Sunshine Foundation.

Entrance on the day procedures will be worked out later.

Bob Corbett (Cape Multi-car Club) email: capemail2@gmail.com

New Member

#1376 Warren Kirkland, Fish Hoek (no MG at present) 072 222 5147 email : warren@5d.co.za

New residential address for following members:

#1067 David Jack - 59 Constantia Place, Southern Cross Drive, Constantia 082 770 3737

#1012 Ian Glass - 27 Constantia Place, Southern Cross Drive, Constantia 072 545 1887 email: glass.ian@gmail.com

New Email address:

#1307 Liz Greenwood - email: lizgreenwood123@gmail.com

OCTOBER BIRTHDAYS

- 1 - Mary Buxton-Forman
- 2 - David Wesson, Fiona Toop
- 4 - Angela Manton, Tony Frew, Basil Landau
- 10 - Bruce Eastman
- 11 - Sabine Kohler
- 14 - Grenville Wilkinson
- 15 - Dieter Reck
- 16 - Godfrey Castle
- 18 - Neil Beck, Ray Heinze
- 20 - Theo van der Hoek
- 21 - Johann Marais
- 23 - Patrick Coyne
- 25 - Hildegard Rich, Sue Jones
- 26 - Andre le Roux, Douglas Peiser
- 28 - Victoria Dickerson
- 29 - Rita Heinze, Heather James
- 31 - Dot Jack




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WILL THIS FIT IN YOUR PLAYROOM ?

For budding young James Bonds and children of all ages who want to emulate their hero in a baby Aston Martin, engineers have created a scaled down, fully working replica of 007's most iconic car from the 1960s.

It celebrates the original DB5 launched in 1963 but which gained worldwide fame and iconic status when a gadget-laden version first appeared on the big screen in the 1964 James Bond movie 'Goldfinger' with Sean Connery - the first in a string of 007 appearances up to and including the forthcoming 'No Time to Die' with Daniel Craig.

Two versions are available: the DB5 Junior costing from £42,000 and the more powerful DB5 Vantage Junior from £54,000. Incredibly, it means the toddler-friendly ride-on costs more than ten times the £4,175 price tag of the original DB5 in the '60s - though mint examples today sell for millions. A limited run of only 1,059 Junior vehicles are being built, exactly the same number as the full-size DB5 of the 1960s - and owners of original cars are being offered the first the opportunity to buy one, with a matching chassis number to their car.

At 3 metres long and 1.1 metres wide, the DB5 Junior is designed to accommodate an adult and a child side by side in supportive bucket seats so as 'to allow different generations to share the love of driving'.

The car is constructed from a lightweight but rigid aluminium honeycomb chassis and composite body which helps keep the total weight down to around 270kg. It is powered by a battery driven 6.7bhp 5kW electric motor driving the rear wheels up to a top speed on the standard DB5 Junior of 30mph, with a range of between 10 and 20 miles depending on how it is driven.



It has working headlights, brake lights, indicators and a horn. Power is regulated by aluminium accelerator and brake pedals. A perfect two-thirds scale steering wheel has a racing-style quick release to make entry and exit easier for the driver.

Like the original, the dashboard is filled with functional Smiths instruments, which have been cleverly updated for the 21st century; the fuel gauge has been converted into a battery meter and the oil temperature monitors the motor temperature. The same Smiths clock as seen in the original 1960s car sits proudly in front of the passenger seat.

The Little Car Company said:

Absolute authenticity was key throughout the development of the vehicle.

For example, the DB5 Junior sports the same iconic Aston Martin 'wings', 'shield' and DB5 badges as the original 1963 model.'

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Retreat
Section 3
Unit 10

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A photograph of a blue Volkswagen Beetle car, shown from a front-three-quarter view.

The T-type and Prominent People



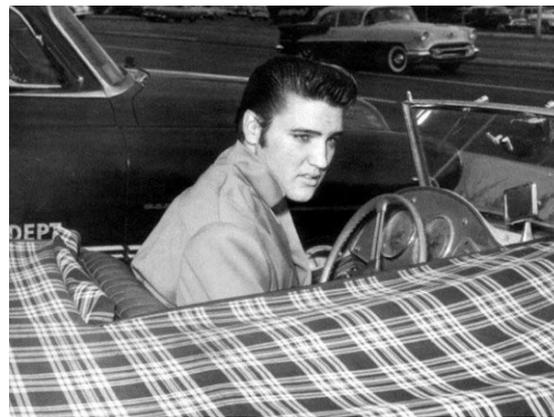
The Duchess of Cornwall & Prince Charles



Romy Schneider & Alain Delon



Sir Douglas Bader



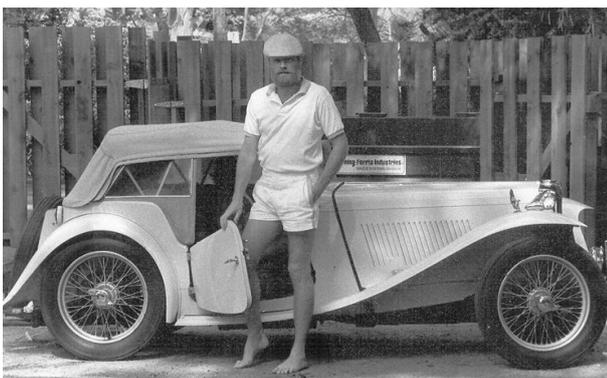
Elvis Presley



Gerald Carr - Skylab Astronaut



Jacques Bergerac and Mitzi Gaynor



Mike Love - Beach Boys



Santa Claus

The T-type in the Movies



Margot Robbie - 'Once upon a time in Hollywood'



Audrey Hepburn & Albert Finney - 'Two for the Road'



Ali Macgraw & Ryan O'Neal - 'Love Story'



Marilyn Monroe & Cary Grant - 'Monkey Business'



Christopher Plummer - 'The Battle of Britain'



Matt Smith - 'The Crown'



and.....Cape Town Centre's very own
Martin Davies & Mike Johnson - 'The Crown'

HUGH 'HAMMY' HAMILTON

A racing driver with bags of talent and a gung-ho style. Words: Martyn Wise

Hugh 'Hammy' Hamilton was one of that rare breed of drivers who captured the public's imagination with levels of skill and bravery which rightly places him amongst the elite racers in the history of British motor sport.

Hamilton was born in Northern Ireland but moved to England in 1922 when his widowed mother remarried. His initiation into the world of motor sport came with an apprenticeship at the Talbot factory in the days when Segrave represented the company driving Sunbeam Talbots. The teenager was smitten with the idea of racing and, as a salesman with University Motors, got the opportunity to drive their entry in the 1931 Double Twelve race at Brooklands.

Regarded as one of the greatest one-make triumphs in the history of racing, C-type MGs took the first five places. But Hamilton's success in coming third overall was all the more remarkable for the fact that, of the 13 C-types that ran, all but his were formed into three-car teams with factory mechanics and a pair of drivers while Hamilton not only prepared his own car, but also drove it single-handedly through the entire 2 day race.

His natural ability combined with a fearless attitude was quickly recognised. Back at Brooklands the following year his gung-ho style attracted further attention and he was invited to share Earl Howe's Type 54 Bugatti in the 1932 French Grand Prix at Reims – Hamilton's first foray onto foreign soil. Never a good car and beset by mechanical problems, the pair finished well behind the winner Nuvolari. Impressed with the Ulsterman's talent, Howe invited Hamilton to join his team of K3 Midgets for the 1933 Mille Miglia. Sharing the drive with Howe himself, 'Hammy' helped push the ailing K3 to second in class behind the Eyston / Lurani car and with it the coveted Team Prize.

The introduction of MG's out-and-out racing J4 ideally suited Hamilton's temperament and he took delivery of the first car built, having it delivered to Cologne by train. From here he drove it completely unregistered and with fake licence plates to the Nurburgring where he proceeded to win the 800cc class in the 1933 race. Such was his dominance that he beat the second placed Austin driven by the emerging Bobby Kohlrausch by over 25 minutes!

Returning to the UK, Hamilton set a new class record driving a borrowed K3 on that year's Mannin Beg on the Isle of Man. Rear axle weakness though – an Achilles Heel on the K3 – forced him to retire after leading the race. Hamilton had still to win a race outright but had high hopes for his rapid J4 in the 1933 Ulster TT on a course he knew well.

Proving Hamilton's finest hour; the race-long battle between him and his own well-used J4 and Tazio Nuvolari in a spare factory K3 he drove for the first time hours before the event, is now part of legendary MG folklore. Both drivers broke their own class lap records over and over again in front of a wildly enthusiastic crowd estimated at more than half-a-million people. In the end the race was effectively decided by Hamilton's seven-minute pit stop which saw Nuvolari claim outright victory by just 40 seconds after some 6 hours racing.

Venturing back onto the continental circuit with his trusty J4, Hamilton was lying third overall in the 1933 Czech Grand Prix having outpaced larger engine Bugattis and Maseratis in appallingly wet conditions when the waterproof cape he was wearing, blew and jammed the steering, trapping the helpless Hamilton in the car as it crashed into a concrete post before rolling three times. He was seriously injured, but bravely returned to racing the following season, signing up with wealthy American, Whitney Straight who was forming a team to contest the 1934 European Grand Prix with MG K3s and Maseratis.

As the season progressed Hamilton learnt more and more about the craft of a professional driver and the challenges of competing in one or two races almost every weekend. Back in mainland Europe, Hamilton returned to his K3, smashing the 1100cc class record at the Klausen hillclimb before taking his car to Italy for the Coppa Acerbo Junior race. Furious with stalling on the start line, 'Hammy' was said to have driven like a madman to catch the pack and claim third place before the end of the first 16-mile lap. On lap three he took first place having been clocked at over 122mph over the flying kilometre. Once in the lead he pulled further away to win his maiden race, beating Maserati on their own soil.

From Italy it was over the Alps to Switzerland for another two-race programme. Retiring from the morning's race with a misbehaving K3, Hamilton took to Whitney Straight's Maserati for the prestigious 1934 Swiss GP. Faced with a rain-strewn track, Hamilton was driving a sensible race and comfortably holding seventh place when the car inexplicably veered off the circuit and crashed heavily into a tree at speed, apparently killing the Ulsterman.

A post mortem however revealed 'Hammy' had sustained a fatal heart attack at the wheel, tragically ending the life and career of one of the most promising, racing drivers.

Editor's note: *This article was sourced from **MG Enthusiast Magazine** with kind permission of Karen Drury (Kelsey Media & Publishing)*
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www.mgenthusiast.com



Chris Champion viewing the wild flowers, enjoying our first race in 6 months at Killarney and testing his rebuilt 'Growler'. Chris has laboured long and hard, but it was it seems, all worth it as the car was on the button!
- Fred Phillips

Many years ago when I lived with my folks in a flat in Yeoville, (the scene of the first ever Johannesburg Centre committee meeting) I dreamed of owning a house of my own one day - maybe overlooking the sea. I would call it *Seacroft*, as the description of a small Scottish home appealed. Years later, before we were married I bought a little cottage in Norwood, Johannesburg far, far from the sea.

On our trek in 1970 we drove extensively around England and Derbyshire in particular and I fell in love with a place called *Ingleby Toft*. The name appealed and I changed it to *Ingleby Croft* as our first home's name. However, as the girls grew we looked around for a bigger house but nothing appealed, so it was decided to alter and make bigger what we had. The girls took great delight in telling George and Susan Tuck what their dad had been up to.



How I had searched for an octagonal door handle in London, until Gordon Cobban gave me one. Everything was octagonal - the floor tiles, windows, hand basins and even the fish pond, as well as a stained glass window of an MG on the stoep. George laughed and said that it sounded just like the *Boundary House*, Cecil Kimber's original home in Abingdon.

So that is what we decided - we would change our address!



Lester Braun had a wonderful brass plate made from my artwork and as the highlight of the opening party of the '86 Indaba, in the presence of Phil and Alma Hill, Henry and Winnie Stone and two hundred others crammed into our tiny abode, George and Susan unveiled and named our 'new' home. In a way, the two *Boundary Houses* would have a similar history in the years that followed.

Kimber would host great record breakers and drivers of the period like George Eyston, Sir Malcolm Campbell, Tazio Nuvolari, Goldie Gardner and Bobby Kohlrusch as well as people like the Tucks and Jean Kimber who was also to visit us. Andy Green and Phil Hill were to come again and the likes of Gordon and Elsie Cobban, Dick Knudson, Rita Woodhouse, John Blakemore, Innes Ireland, Les Miller, Gianni Zagato, Henry and Winnie Stone, Don and Mary Hayter, Bob Vitrikas, Paddy Wilmer, Paddy and Jenny Hopkirk, Tom and Lilly Swallow, Peter and Beverly Thornley, Ron and Valery Gammons, Mike and Anne Allison, Bill and June Wallis, aviation artist Jim Dietz and his wife Patti and even Bob Goldman of Moss fame have all been entertained, so by now the house had some history,

In 2001 I was invited to the MG Odessey in Minnesota, taking Nic Parrot with me. Meeting up at Silverstone I encouraged him to accompany me afterwards to Abingdon for dinner at the *Boundary House* as I did every year with Don Hayter kindly setting it up as always. The Bryces, Moylans, Callaghans, Winnie Stone and the Watts duly arrived and a really great evening was made even better when the Bryce's son, Ian (who was the chef) brought the publican out to meet us.

He asked if I was the gentleman who had called his house in South Africa, the *Boundary House*. I replied that I was not really a gentleman, but yes, I had so called my house. He then asked if I would like a sign for my house. Thinking that he was referring to the lovely colourful ceramic Morlands signs built into pub walls around town I said: "Yes please". I was asked to follow him out to a store at the back of the car park, where he opened the door and drew out an enormous, twelve foot long word BOUNDARY. I looked on in dismay, explaining that as much as I really wanted it, I had arrived on a Jumbo! Don had followed us out and just said "We can cut it up!" walking over to his car and getting a hacksaw. Don then proceeded to cut the word in 3 pieces as well as Morlands, and all the bits were then put into Nic's BGT V8.

Off he went to his dad in London and his Shippers and I went to my daughter Sarah, in Richmond before heading off with some difficulty to Heathrow two days later. Nic's face was a picture as I clambered aboard. A huge accident at Hatton's Cross ensured that I was the last passenger onboard before pull-back and Nic did not know where he was going, who we were staying with or how to make contact with anyone!

Weeks later after a glorious time in the USA with Gary and Perri Hite, the phone rang and I was informed that my sign had arrived, no commercial value and nothing to pay. So, dear friend Nic had brought home a piece of MG history for me, thanks to Don Hayter and the kindness of a Publican - and I don't even drink!

It was my intention to send a picture to Don Hayter, (who had been an inspiration and supplier of brake parts for the J2) in front of the sign that he had been responsible for, so I made sure that I sent it off to Mary on the day Don was moved to Whitney.

*Octagonally,
Norman*

HOMECOMING OF THE 'EWING J2 SPECIAL'

The J2 coming home! After 44 years -Thursday 17/09/2020 really was a VERY exciting day and Bob Wilmot had produced a little gem. Robin Clarke towed and then drove it home, truly a fantastic arrival at full speed down Ivy Road.

*Octagonally,
Norman*



FOR SALE

2003 - MG TF 135 Colour: green
Mileage: 75 000 miles / 120 000 km
Price: R49 000
Contact: Angus Thring 071 713 4449



Black hardtop roof, complete with heated glass rear window for 2003/4 MG TF 1.6
Roof is in good condition and all clips work fine. No leakages.
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- 1 x front axle beam
- 1 x Bulkhead
- 2 x full bonnets
- 3 x right rear mudguards
- 1 x left rear mudguard
- 2 x right front mudguards
- 3 x orig oil filters, new
- 7 x running boards
- 5 x left-hand doors
- 1 x brake light switch

Lots of small pcs of stuff, did not bother to identify.

Collect in Durban. R10 000

Please no offers, can send some images.

Contact: Trevor Burnett email: trevor@safxmarine.co.za

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