



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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EDITOR'S CORNER

So you forgot to book a table at 'her' favourite restaurant on Valentines Day *again!* Relax, don't stress ~ pack a picnic basket, a chilled bottle of 'bubbly' and come along to join in the fun on the Chairman's Run. (pg.4)

Read all about the wash-out we experienced at the Classic Car & Bike Show on (pg. 6). Heard through the grapevine that a few members are resorting to drip-dry clothing.

Some very interesting Technical Talk plus handy tips can be found on (pgs. 7-9).

You will find all the relevant documents pertaining to the forthcoming Annual General Meeting, on (pgs. 11-14).

Please be sure to send in your articles and reports by 23rd February for the March newsletter.

Happy Valentine's Day!

Fran



Front page photos taken by Philip Roux

Top: MGB Roadster owners: Philip Roux & Brian Aslett
Middle: MGB GT owners: Rita Flloyd & Jon Craig
Bottom: MGA owner: Stuart Leach

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FROM THE CHAIR

We have all heard of *Writer's Block* which is an affliction that attacks me every month when putting pen to paper for my contribution to this newsletter. Verbal offerings would be so much easier!

Those who attended the recent Timour Hall Classic Car & Bike Show are a particular breed of nutty enthusiasts ready to trudge around in persistent rain, viewing classic cars and bikes. The inclement weather certainly brought out the humorous side of the MG contingent, huddled under the MG gazebo. Especially so when certain individuals came into extreme contact with water cascading from the gazebo top. Fortunately a mouthful of sandwich helped stifle giggling sniggers while displaying a sympathetic facial expression. A big thank you to club members who did not let the weather discourage them from exhibiting their cars.

Reading MG magazines, it appears the MG marque enjoys a large following in Europe, especially so in Switzerland. Of course the Swiss recognise style and beauty even if the mechanicals do not always run like clockwork. After having Swiss visitors at our December Show Day we were delighted to welcome another Swiss couple to our braai Natter in January. Kim Lamming and his charming partner Laura came along to sample and enjoy our club's hospitality. They live in St. Gallen, Switzerland and Kim is the youngest member in their MG club and owns an attractive MGB roadster. Having been so impressed with Cape Town, we may, hopefully see them holidaying here again in the future.

Committee news: Please diarise Saturday, 14th March at 3pm when we will be having the Annual General Meeting at the Crankhandle Clubhouse. Members are encouraged to attend, offer comment, constructive criticism and vote accordingly.

Regalia: Please be reminded Club regalia can be ordered and obtained at reasonable cost from Colin Cromhout. It would be encouraging to see more of the members displaying the club's logo at events.

After all the hearty lunches consumed during the past year on our MG outings one observation comes to mind. When standing on the bathroom scale, sucking in your 'belly' won't make you any lighter – although it may allow you to see the scale reading!

As a result of all the above I now have *Writer's Cramp!*

Mike

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| <p>2020 MG INDABA OUDTSHOORN 3rd to 6th September 2020 Indaba accommodation is now fully booked. We will gladly add your name to a waiting list - please email us at indaba2020@gmail.com Alternatively, should you wish to make your own B&B arrangements in Oudtshoorn, please check with us first as we can only accept a few more entries. View the latest Indaba accommodation status on our website www.mgcc-ct.co.za</p> | <p>OUDTSHOORN</p>  <p>2020 INDABA CAPE TOWN CENTRE</p> |
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OUT AND ABOUT

FEBRUARY

| | | |
|----------|------|--|
| Tuesday | 11th | Natter & Noggin at Crankhandle Clubhouse, Riebeek Str. Wynberg (7.30pm) |
| Sunday | 16th | Chairman's Run - <i>details below</i> |
| Thursday | 27th | Veterans' Run to Toeka Stoor, Windmeul/Paarl organised by Ronnie & Craig Browne - <i>details to follow</i> |

MARCH

| | | |
|----------|------|--|
| Saturday | 14th | AGM at Crankhandle Clubhouse, Riebeek Str. Wynberg (3.00pm) followed by snacks and refreshments |
| Sunday | ???? | Club Run - <i>to be advised</i> |
| Thursday | 26th | Veterans' Run - <i>to be advised</i> |

Chairman's Run to Old Nectar Gardens, Jonkershoek

Sunday - 16th February

Now and again we hear from MG members about '*the good old days*' when they used to pack a picnic basket, load up the kids and head out into the country for a picnic and most enjoyable day. We now have an opportunity to do just that!

Old Nectar Gardens are owned by MG member, Peter van der Spuy. www.oldnectar.com

Please bring along your picnic lunch & refreshments, umbrellas and chairs.

We will be allowed to park our MGs on the lawns next to our picnic site.

(should the weather be adverse, Peter has assured us of an undercover area in their wine cellar)

Entrance fee: R50 p.p. (no charge for under 18's)

Meet at the N1 Engen, Winelands 1-Stop at 10h30 for departure at 11h00 to Old Nectar Gardens in Jonkershoek. Route directions will be handed out before the start of the run.

If you would like to join us on the run please contact: **Mike Johnson 021 554 1097 / 082 733 7258**
email: franjohnson35@hotmail.com

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CLASSIC CAR & BIKE SHOW 2020

Sunday, 19th January arrived and 16 MGs comprising of: PA, TC, TD, MGA, Twin Cam, Magnette, Midget, MGB roadster, MGBGT and a modern TF lined up at our usual area at Timour Hall in all their splendour after being washed and polished by their beloved owners. It is pertinent to mention Viv James brought along five of his classic collection, 2 of them being his magnificent PA and MGA Twin Cam, which added to the display. This exemplifies the true meaning of an enthusiast and lover of classic and vintage motor vehicles.

The MG Car Club gazebo and feathers were erected and umbrellas hammered into the ground at strategic spots. Camping chairs and tables were set up under the gazebo and everyone settled to a prospective day of enjoyment commencing with light picnic-style refreshments. Our weather forecasters promised 40% rain during the day, we were not to be disappointed, it certainly arrived as 100% rain. This did not dampen anyone's spirits even though their pride and joy were taking the brunt of the weather. Joan Parker's TD in particular, was shielded with a full tonneau cover, a medium size umbrella then topped off with a full size umbrella. Mike Johnson's TD was protected in similar manner with hood up and clear, plastic side-screening held in place by pegs.



photo: Mike Johnson



photos: Viv James



The rain fell most of the day and as many as possible huddled beneath the gazebo whilst others huddled under assorted umbrellas. It was soon discovered the gazebo is not designed the same way as an umbrella, where water flows off easily. In the case of the gazebo, rain water collected in the shallow areas of the cover. It was at my expense, when full, an avalanche of water aimed itself directly at my neck and cascaded down inside my clothing. Laughter sounded loud and clear from some who witnessed this, others made poor attempts to stifle their guffaws. In general it lightened the atmosphere and caused good bantering from all concerned. This was amplified when I arose from my wet chair, leaned over to retrieve a towel and exposed a round, wet patch near my nether regions. The guffaws became louder due to Fran's eagle eye and exclamation! This brings to mind the well-known song, 'Never mind the weather, as long as we're together we're off to see the Wild West Show'.

In spite of the weather a good turnout of classic cars and motorcycles were on display, unfortunately the same could not be said of the general public. Only the die-hard enthusiasts braved the chilly, wet weather to admire classics that they, themselves would love to own.

- Martin Davies

TECHNICAL TALK

SOUND PROOFING FOR MGB ENGINE BONNET

My 1969 MGB's under-bonnet, sound proofing recently came loose after 50 years of sticking under the engine bonnet. I was afraid it might tear off completely and fall on the engine bay which may cause a fire, while driving. In trying to keep the car as original as possible I started hunting for a replacement around town. After a search at various motor trimmers i.e. Bay Way motor trimmers, Nels' body shop, Belting, Speed Equip. ~ I almost gave up! Then I came across a company called Geneses (on my doorstep in Walmer), who specialize in acoustics and thermal insulation. Via the Internet I was able to locate them in 134 Villiers Avenue.

My next move was to take the car to their shop and show them exactly what I needed. They suggested I try a Thermal Barrier mat which is flame retardant, non-combustible, can sustain temperatures between -60 deg. up to 200 deg.C and is suitable for under the bonnet cover. It would shield the cabin from heat caused by the engine and exhaust tunnel, as well as noise from the engine.

Sticking the material to the underneath body is quite simple. Obviously you need to clean the body surface thoroughly so that it is dust free, before applying the thermal barrier mats. First you have to make a templet of the area you want to cover with the thermal barrier mats. Thereafter, you apply a layer of G-Damp anti-vibration mat followed by the G-Thermal barrier mat. Each mat is covered with a paper backing which can easily be torn off before sticking the mats to the body. Both mats can be stuck together, one above the other to the body surface. The tool kit comes with a roller which is used to apply pressure and roll flat.

The whole package is quite expensive, R1040 for a 1x1MT material. However, taking into consideration a similar set imported from England will set you back £ 27 (freight and tax excluded), it is not a bad purchase.

- Deon Rousseau

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ARTICLES OF TECHNICAL INTEREST FOUND ON THE INTERNET

MG TC Instruments – Why green is green

<http://ttypes.org/ttt2/mg-tc-instruments-why-green-is-green>

Restoring an original rev-counter reduction gearbox

<http://ttypes.org/ttt2/restoring-an-original-rev-counter-reduction-gearbox>

How to fill a temperature gauge with ether:

<http://www.avi-plus.com/repair-tips-forum/mechanics/tips-related-to-mechanics/diy-repair-of-a-mechanical-temperature-gauge.html>

- Gordon Chunnnet

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SU CARBURETTOR TUNING

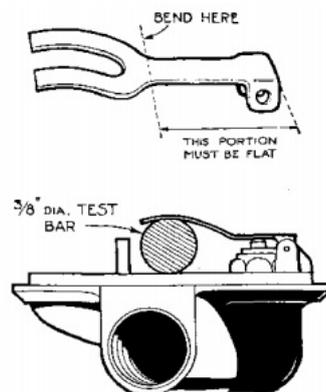
Recently I read a very interesting article published in the *Totally T-Type* magazine. The article, written by David Braun <https://www.dbraun99.com> detailed how to set up and tune your carburetors. The detail that caught my eye was how to go about checking the float levels by reference to the depth of fuel in the jet assembly, the fuel level as measured from the bridge of the venturi with the jet lowered to a set depth. The goal being that the depth of the fuel in the jet should be at measurable level. The figure quoted being 0.160 ± 0.040 inch, 4 mm give or take. This was the first time I had read such detail, I have always relied on the rod method as per the workshop manuals, to set the float and therefore the fuel level.

I think my TD goes pretty well but I have always had an issue when pulling off, especially if the car has been driven a little harder than many would think wise. I put it down to fuel vapourisation or some such thing.



Not my engine, too many grommets and odd pipes

The TD as you read previously, was getting some mechanical attention so I set about doing a carburettor balance check and whilst about it, have a look down the jets to see if they matched up the information read. The fuel level of the front carburettor was a little down, so I did the rod thing: using a $3/8$ " bar as per workshop manual apart from a minor tweak, the level suggested was achieved quite easily.



The rear carburettor was way out, no fuel to be found, only after filling the float bowl almost to the brim with fuel, was the level in the jet visible ~ so what was wrong? I did all sorts, even checking to ensure that the float bowl was in fact correct, it was not blocked and all the bits and pieces of it were correct. Then the penny dropped! I twisted the float bowl away from the engine, as I did so the fuel level in the jet immediately responded. With the float set at $3/8$ " only minor adjustment was required so that the fuel level matched that of the front carburettor. The angle of dangle change was not a lot ~ lesson learnt.

Hours had passed so I did not do any more work fiddling with the mixture adjustments, but so far so good, the issue I shared earlier when pulling away, seems to have gone.

On the Web there are quite a few discussions about setting fuel levels, even some discussing all sorts of ways to modify floats, lids and even increasing height of the float bowl in order to get a fuel level in the jet, up. As with any topic there are many with 'wisdom' to share. As far as the need for modifications are concerned I think all that is required is to keep it simple. If the fuel level in the jet cannot be achieved, check the relationship of the float bowl to the carburettor body. A bit of information which I consider worthy of note, is that the setting for our more modern fuels should be a little lower: 0.2 inch (5mm) ~ which is what I have adopted.



Left - level a little low



Right - spot on

Some tips to make the task easier:

You may need to repeat the exercise a number of times to ensure repeatability. Removing some fuel and then getting the fuel pump to top up the float bowl, instead of removing the float bowl lid each time, I used a length of plastic tubing and sucked a little bit of fuel out via the jets. Not a lot, just enough so the pump just needs to do a little top-up. Once you have sucked out any fuel, use an ear bud to mop up residue of fuel in the jet.

I found that if the float bowl is drained too much, the rush of fuel being pumped in causes a wave effect with fuel spurting up the jet, giving a false appreciation of the fuel level. Happy tinkering!

- Roger Lewis

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WANTED

MGB Roadster Windscreen Frame - for a car project. Any help would be appreciated.
Contact: Evan Douglas (*non-member*) 083 5355 650 / email: emsdouglas@gmail.com

FOR SALE

1973 MGB GT - dark blue. New, reconditioned engine. This is a Show car for Motor Shows only. Won 1st Prize as Best Car on Show at the Prince Alfred Hamlet Festival. Lack of garage space forces sale. Price: R130,000
Contact: Ronnie Grace (*member*) Langebaan 072 229 8859 / email: rongrace@mweb.co.za.



1970 MG Midget. Fair condition, complete with soft top & tonneau cover. Price: R85,000 or nearest close offer.
Contact: Roger Bagshaw 082 224 3909 (*member*)

1973 MGB (1800cc 4cyl) This car was owned by the late Bill ten Oever Price: R125,000
Contact: Geoff ten Oever 082 905 7148



MG TD spare parts:
Rear mud guards. (2 right and 1 left)
Contact: Doug Peiser (*member*) 083 270 7008

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