

# *King of the Road*

**"The Marque of Friendship"**



**MG CAR CLUB  
PORT ELIZABETH  
CENTRE**



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Port Elizabeth  
Centre



# "King of the Road"

## OFFICIAL NEWSLETTER OF THE M.G. CAR CLUB - PORT ELIZABETH CENTRE

Founded 1976

Affiliated to the MG Car Club Limited, Abingdon on Thames, England

Website: [www.mgccpe.co.za](http://www.mgccpe.co.za)

Meetings: EPVCC CLUBHOUSE, Conyngham Street, PE

**HON. LIFE PRESIDENT** Ron Doubell 073 250 6374 ron.doubell@gmail.com

### COMMITTEE

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### BANK DETAILS

**Bank:** FNB, Walmer

**Branch Code:** 211217

**Account No:** 5459 1143 994

*Please identify any deposits with your name.*

**Legal Disclaimer:** Every effort is made to ensure that all information contained in this Newsletter is correct. The Club however does not accept any responsibility for the accuracy of articles and readers are required to verify all information before undertaking any operations that may have safety and legal implications.

**Monthly Meetings** are held on the **1st Wednesday of each and every month** at the EPVCC CLUBHOUSE, Conyngham Street, PE from 18.30H onwards.

**Informal Meetings** each **Friday** from 17.00H onwards also at the EPVCC CLUBHOUSE.

Excellent meals are available.



# King of the Road

July 2023

## Chairman's Chirp June 2023

Greetings and Salutations to my MG Family.

I trust that the winter fires are still burning furiously in the fireplaces to keep us nice and warm and that the glass of red also helps. The cold fronts seem to be relentless to remind us that we are properly in the winter season.

It has come to our attention that our esteemed MGCCPE centre turns 50 years old in this time. The exact year of the foundation of the club is however unclear and this is where we need to rely on our longer serving members to dig deep into their memory banks to assist us with establishing the year of inauguration. Research shows that it could be anything between 1973 and 1976 according to Newsletters and other documents. If you have any information in this regard, please contact a committee member to share your information. Speaking to Norman Ewing, our National President, he is of the opinion that our first get-together in PE was in 1973, but at that stage we were possibly a satellite branch of the Cape Town Centre. He added that whatever the actual foundation date is, it will not be inappropriate to celebrate our foundation during this year.

Speaking of celebrations, as many of you are aware MG celebrates its centenary this year. As we mentioned in the May Newsletter and discussed at the May Noggin, we are planning to celebrate this auspicious occasion at the EPVCC British Car day on 23 July at the EPVCC Clubhouse. This will also double as our annual Showday. More information in this regard will be communicated to the members in due course.

We do however wish to request that we have as many MGs as possible to show off at this event. We would like to create a timeline of our MGs through the decades and for this we respectfully ask for a commitment from our members who are willing to participate. If you are able to display your car in the timeline, please let us know as we want to display an information placard of each car, the contents of which will be communicated to you soon.

Our June events were most enjoyable and well attended. The monthly Noggin took on a different guise where Sharleen and I prepared soups, which together with bread and some sherry was served to the members at no cost. The club carried the cost for this meal. Our monthly run was to Tolbos in Patensie. For this event we combined with the Alfa club and made many new like-minded friends. Due to inclement weather we had to change the venue for our midweek from the Richmond Hill brewery to the German Club. A more detailed article on the events appears elsewhere in the newsletter.

The July program will as usual consist of three events. The Noggin will take place on Wednesday 5 July and will be in the form of a "bring and braai". This occasion will inaugurate the new EPVCC braai facility which is now semi-indoors. As mentioned above, our monthly run will take place at EPVCC on Sunday 23 July. More communication in this regard to follow. The Midweek event will be discussed at the Noggin where a decision for a venue will be made.

We will formally communicate the details of the July events on our social media platforms.

It seems like the registration for the 2024 Indaba is fully taken up, but that does not prevent you from putting your name on a waiting list. We have six cars registered from MGCCPE.

Octagonally yours, until next time.

Dirk

## *Biggest single marque club in the world*

# **MG: AN AMAZING TALE OF HOW A NICHE SPORT CARS BRAND HAS BECOME A MAJOR WORLD PLAYER**

**By Roger Houghton**

MG is an intriguing, niche car model which was spun off from the mainstream Morris Oxford by a dealership, Morris Garage, in 1923, and has now become a high-volume global seller. This brand has attracted the attention of motoring enthusiasts since its inception and today there are more than 55 000 affiliated members of the MG Car Club, which makes it the biggest single marque car club in the world.

The centenary of the MG marque is being celebrated worldwide this year and the festivities in South Africa kicked off with the Cape Centres putting on a successful four-day event in Prince Albert from May 23-26. Almost 100 people and 55 MGs participated in the celebration organised by the South Cape Centre. Activities included using 49 cars to make a large figure 100 on a school rugby field. What made it special is that the two zeroes were, in fact, each an octagon, which is the background of the distinctive MG badge.

There are seven centres of the MG Car Club in South Africa, and all will celebrate the MG centenary in one way or another during the remainder of 2023. Worldwide there are 16 national clubs in Europe and 14 in other countries in the world. Many of them have several centres inside each country so the global spread of MG enthusiasts is vast.

What is amazing is how the magic of MG continues to be a drawcard for fans and club members after a century, particularly considering the convoluted ownership trail the brand has undergone during this time. The enthusiasm for MG has not only survived for many years but has still flourished as it floundered through periods when the cars were relatively bad and built down to a budget when compared to the the opposition.

The good news is that MG is now thriving under Chinese ownership and making many more new fans all over the world.

The first five MGs were built in Oxford by Cecil Kimber's Morris Garage in 1923. They were two-seater sports models using Morris Oxford chassis and running gear with the bodies made by Charles Haworth and Son. The "bull nose" Morris Oxford on which the first MG was based had an engine of 1 802 cc and four-wheel brakes were a welcome part of this car's standard specification!

The Morris car company were impressed with these "specials" and agreed these significantly modified cars could be badged as MGs as a reference to the initials of Morris Garage. The badges on these cars actually carried the name MG Super Sports. Later models were fitted with more attractive bodies made by Carbodies in Coventry. Unfortunately, none of the original cars survive.

Cecil Kimber originally adapted his Morris Oxford to be competitive in trials driving, so motorsport was in the MG's genes from the beginning. This involvement has continued over the years in rallying, circuit racing and record breaking after kicking off in 1930 when William Morris gave his support to a factory-backed motorsport programme, which was very much aligned to the early MG slogan of Safety Fast.

What is astounding is that support for the brand from enthusiasts has not waned over the years as the MG brand was bounced around from owner to owner. The first person to own the brand was William Morris, who sold it to his company, Morris Motors, in 1935 which became part of the Nuffield Organisation in 1939.

The iconic MG brand was subsequently owned by another eight entities before it was snapped up in 2005 by the growing Chinese automotive industry in the form of Nanjing Motors.

Let's follow the path from 1923 to 2023.

Several different models were made by the Abington-based MG Car Company before its owner, William Morris, sold the company to Morris Motors in 1935. Once under the control of Morris Motors the first new MG to be made was the Midget TA, which appeared in 1936 and was the first of the so-called T-cars. However, when World War II broke out in 1939 Morris Motors and its subsidiaries, MG, Riley, Wolseley, and SU Carburettors were all part of the Nuffield Organisation. MG founder Kimber left the company during the war and lost his life in a train crash in 1945.

The first MG to appear after the war was the iconic, TC, a two-seater sports car that found a ready market that also saw this model being sold in the USA. Then Morris Motors merged with the Austin Motor Company to form the British Motor Corporation (BMC), with the TC having been superseded by the TD and later TF models. The range also included the MG ZA saloon powered by a 1 500 cc BMC engine. Then came a big breakthrough in 1956 with the introduction of the stylish 1 600 cc MGA., of which more than 100 000 were made in an eight-year production run. This was followed, in 1962, by the introduction of the MGB with a 1 800 cc BMC power unit.

Meanwhile the attractive ZB Magnette saloon had been replaced by a badge-engineered, boxy-looking, Farina-styled Mk 3 Magnette and at this time the unitary construction Midget appeared under the MG banner.

BMC was renamed British Motor Holdings (BMH) in 1966 following the merger of BMC and Jaguar cars. The owner of MG changed again in 1968 when BMH was merged with Leyland Motor Corporation and the new entity was named British Leyland Motor Corporation (BLMC).

This move resulted in the MG Car Company being consigned to the history books as no new MGs were introduced during the 1970s. The Midget went out of production in 1979 and the plug was pulled on the successful MGB a year later, after a production run of 18 years in which more than 500 000 cars were made, with two thirds of them being roadsters. The famous Abington factory was disposed of at this time too.

BL created the Austin Rover Group in 1982 and the MG name was revised with the introduction of the MG Metro, a three-door hatchback, which later got a performance boost with the addition of a turbocharger. This was followed by the introduction of the MG Maestro and Montego to further boost MG's revived image.

But it all changed in 1986 when the volume car production arm of BL was rebranded Rover Group PLC and then renamed the Rover Group soon after, before it was sold to British Aerospace in 1988.

The MG-badged Metro was withdrawn from production in 1990, while the MG Maestro and Montego continued to be made until the following year. A Rover V8-engined MGB RV8 harked back to MG's glory day but had a short life as British Aerospace offloaded the Rover Group to BMW in 1994.

Fortunately, German cash enabled MG to finalise development of the mid-engine MGF powered by a 1 800 cc Rover K-Series engine and used Metro subframes front and rear. The MGF was the first car since the MGB of 1962 to be designed from the start to be an MG. Production under BMW lasted from 1995 to 2000 and the car proved a sales success as well as reviving the MG brand as a sporty marque.

But ownership of the brand was to change yet again as BMW sold the Rover Group's car engine manufacturing assets to the Phoenix Consortium in 2000 and the company was renamed MG Rover. It continued to make and sell the MGF as well as several MG saloons, based on Rover models. The MGF was substantially updated in 2002. However, Phoenix's MG Rover soon ran short of cash with MG and Rover production at Longbridge coming to a halt on 7 April 2005.

MG Rover entered administration in 2005, resulting in the production of the MG TF model ceasing. The remains of the MG Rover business were sold to the Nanjing Automobile Company and the MG TF resumed production under the Nanjing owned MG Motor in 2007. The model, by then heavily outdated, was not a sales success and production ceased for a second and final time in 2011, with production having been moved gradually to China. British production of the MGF and TF totalled almost 40 000 units.

Nanjing then sold out to another Chinese motor company, Shanghai Automotive Industry Corporation (SAIC) in 2007, with British production ending in 2009. SAIC, which has been the largest car producer in China for the past 17 consecutive years and made 5.3-million cars in 2022, is working wonders for the MG brand.

The path from 1923 to 2023 has certainly been a winding one besides going up and down hills as ownership changed and MG's fortunes rose and waned over the past 100 years.

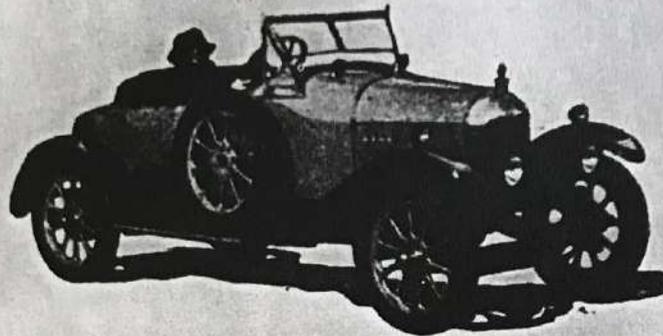
An expanding range of value-priced electric and internal combustion engine powered vehicles are now making MG one of the fastest growing brands in Europe. In 2022 it was the second fastest grower after Tesla, outselling well-established brands such as Jeep and Honda.!

What is really exciting is that there is now a sports car coming to the 2023 model line-up, albeit a "battery-electric vehicle" or BEV, to mark MG's centenary. The newcomer will be based on the sensational Cyberster concept that has been shown at motor shows this year.

Last year MG sold 113 917 cars in Europe, twice as many as in 2021 and more than the 110 101 cars sold in its new home country, China. The MG 4, a BEV, was Britain's Car of the Year in 2022.

The pace is continuing in 2023 and it is the 23<sup>rd</sup> car brand in Europe, ahead of Porsche and Land Rover, besides Jeep and Honda. MG was also No 7 on the sales list in Australia last year. It was 12<sup>th</sup> in the UK, despite stock shortages, beating brands such as MINI, Renault and Skoda.





This  Super Sports Morris  
will climb the famous Porlock Hill  
at 25 miles per hour

THE gradient of this noted acclivity is one in five and the Treasury Rating of the car is only 11.9 h.p. It will be seen therefore that the inherent possibilities of the famous Morris engine can be brought out by those who know how.

The result is an exceptionally fast touring motor car, capable of 60 miles an hour on the flat, and wonderful acceleration. The modified steering and springing gives a glued-to-the-road effect producing finger-light steering at high road speeds.

Mounted on this out-of-the-ordinary chassis is the most delightful two-seater body imaginable. Beautifully comfortable, with adjustable seat and single dickey, the finish is of the highest class and the style irreproachable.

The 'tout ensemble' is one of the finest productions we have ever turned out from our famous Queen Street Showrooms. For a car of such distinction the price, £350, is extraordinarily modest.

May we send you further particulars?

# The Morris Garages

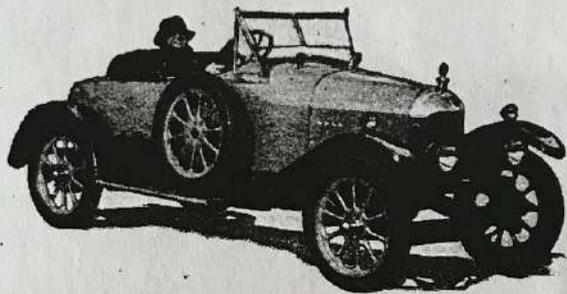
Head Office & Showrooms Queen Street

## Oxford

Phone 942

Wire "Auto"

## Special Bodies on the famous "Imshi" Chassis



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The above illustrates our **Super Sports Morris** an exceptionally smart and comfortable two-seater with adjustable driving seat, single dickey, all weather side-curtains, opening with the door, and very complete equipment. Real leather upholstery, and paintwork to choice. Mounted complete on a specially modified and super-tuned 11.9 Morris Chassis and designed throughout for fast touring. Price complete **£350.**

# The Morris Garages

Head Office & Showrooms

Queen Street

## Oxford

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## June Events

### Sunday 11<sup>th</sup> June Combined Event with the Alfa Romeo Club



It was the first occasion that the Club has held an event with the Alfa Romeo Club. We gathered at a location in Westering and proceeded along the N2 to Patensie. Alfas there were aplenty. However not one appeared of the era of our vehicles. I was told there are some in Port Elizabeth but are a little shy of long runs. Fearing for the worst as to the condition of the road via Hanky we took the long way round via Humansdorp and the road was reasonably free of potholes.



Our destination was Tolbos (meaning tumbling weed to us unenlightened) and a fine restaurant it turned out to be with excellent cuisine. I think everyone enjoyed their meals and the company excellent. For the journey home our chairman supplied us with an additive called "koeksister" which he assured us would speed us on the return.

We were assured that in fact the road on the shorter way home was now free of potholes and so off we went. This was in fact true except what had been done was to accumulate all the potholes on the entire road and make one enormous one on our exit from Patensie!

A good day with great company. We must do it again.

## Midweek Run 21<sup>st</sup> June



It turned out to be a rainy cold day so only a handful went to the German Club in Lorraine and I am told we missed out on a super meal at a very reasonable price.



The German Club also has a skittle alley which could be fun for a future event.

It would also make an excellent venue for our Christmas lunch.

### Future Events

#### **Wed 5<sup>th</sup> July**

Noggin at EPVCC. Bring and Braai

#### **Sunday 23<sup>rd</sup> July 9.00am to 1300pm**

Centenary event at EPVCC. Also 50<sup>th</sup> birthday of the MGBV8

**July Midweek Run** TBA at noggin

#### **Wednesday 2<sup>nd</sup> August**

Noggin Curry Evening

#### **Sunday 25<sup>th</sup> August**

Combined Driving Tests MGCC to organise.

## Service Providers

Service Provider and Address	Telephone	Email/Website	Type of Service
Ace Auto Electrical 3 Todd St North End P E	0414842640		Good diagnostics (Paul Allen)
Bearing Man 320 Kempston Road Holland Park P E	0414537330		
Cableman, 303 Kempston Rd Sidwell PE	0414536007	cablemanpe@telkomsa.net	Cables for speedos rev counters and Accelerator
Cape Parts Distributors 11 Paterson Rd North End PE	0414871471		Brake & Clutch Hydraulic Components
Chromeworks,(Peter Rist), 6A Sidwell Avenue Sidwell	0414841533 0828558628	chromeworkspe@yahoo.co.za	Chroming (PETSOC Member)
D N Atomotive, 25 King Edward Street Newton Park PE	0413641017	dnauto@lantic.net	Service and repairs on modern MG's(F & TF)Also Electronic diagnosis
East Cape Clutch and Brake	17 Rundle Street Sidwell	0414511669	clutch and brake components fitment
East Cape Mountings, 39 Rundlell St Sidwell PE	0414515968		Re- manufacture of engine mountings
Edwards (John), 20 Murrel Cresc. Framesby PE	0724444398		Retired autoelectrician Experience with classics
Etching Foundry, 1A Reith St Sidwell PE	0414532573	etchingfoundry@mweb.co.za www.etchingfoundry.co.za	Metal Badges
Generator House, 5 Goldsmith St North End PE	0414845867	<a href="http://www.theauto.co.za/generator-house">www.theauto.co.za/generator-house</a>	Aubrey Autoelectrical Repairs
Guscott's Engine Rebuilders 55 Kempston Road Sidwell.	0413747300		Specific engineering work on engines of classic cars by Jeff Guscott
Holden- Jones (Russell), MGCC Member	0832566927	russellholdenjones@gmail.com	Water pump and other components repair
Industrial Rubber, 15 Richard Street sidwell	0414534437/0837491876	peindrubber@telkomsa.net	wide selection of rubber profiles
Lokhose, (A & A Murphy), - MGCC Members, 18 Sutton Rd Sidwell PE	0414532974 0825683605		Hydraulics & Pneumatics
Motor Mod		Fettes Road N End P E	Mechanical Modifications
Nel's Motor Trimmers, 21 Hancock Street N End	041484222	nelmotorspe@gmail.com	Upholsterer (MGCC Member)
P E Hydraulics, 46 Sidwell Ave. , Sidwell P E	041451 4332	rakesh@pehydraulics.co.za	Hydraulics components
Powerflow, Frank Street Newton Park P E	0413655855	newtonpark@powerflowexhausts.com	Stainless steel exhausts and repairs
Pro Seals and Bearings, 2 Commercial Centre Commercial Rd PE	0414534678	sales@proseals.co.za	Good selection of seals & Bearings Take sample
Pro Tek Heads, 6 Hammond Street Sidwell	0414539765		aluminium welding ie. Thermostat housing
Ronnie Reed Clutch	75 Haupt Street Sidwell	041 4532227	brake and clutch
The Sports Car Centre, 11 Westmeath Rd Parkview Jo'brg	0116461631 0114860021	sportscar@mweb.co.za	MG Parts Alan & Denise Uzell
Tyler (George) 17 Gonubie St. Sherwood	0829617601		Upholsterer
Wheeltech, 31 Fettes Road N End P E	0413733052		bushes etc
Speedyquip 3 Prince Alfred Rd	0414841506	<a href="mailto:sales@speedyquip.co.za">sales@speedyquip.co.za</a> <a href="http://www.speedyquip.co.za">www.speedyquip.co.za</a>	Accessories
Pop's Auto Shop	0829012442 041 0040349	<a href="http://www.popsauto.co.za">www.popsauto.co.za</a>	Vehicle Repair and Maintenance