



King of the Road

October 2025

The marque of friendship



MG Car Club Port Elizabeth Centre

Founded in 1976

Affiliated to the MG Car Club England



Safety Fast

"King of the Road"

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

Website: www.mgccpe.co.za

Facebook page:

Meeting Venue: EPVCC CLUBHOUSE, Conyngham Street, PE

HONARARY LIFE MEMBER

Ron Doubell

COMMITTEE

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

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.

Chairman's Chirp October 2025

Greetings and Salutations to my MG Family.

After two hectically busy months, October has been the quietest month that MGCCPE has ever experienced as far as events are concerned.

Due to unforeseen circumstances our midweek Greek evening had to be cancelled and due to inclement weather our monthly run to Thornhill was also cancelled. So what do I write about? I'll try something.

At least we had an October Noggin in the form of a Bring and Braai. It was well attended as our Noggins usually are and much natter took place.

The Reebeins have returned from their holiday in Greece and by all reports, they had a great time re-connecting with their friends. Welcome back.

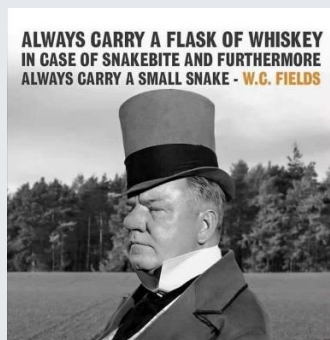
The Putters had two sojourns into the Karoo. Not one in the MG as it was mostly off-road stuff. The first one was to Baviaans Kloof on some proper off-road tracks. This is a gem on our doorstep and well worth visiting. Our second sojourn was to a Country Music festival on a Karoo farm, **Bhejane**, between Willowmore and Steytlerville. Mostly country music with a bit of opera thrown in. Also a worthwhile event to go to.

We look forward to November and have our usual three events already organised. At the Noggin, the Hanekoms will be entertaining us with Prego rolls. If last year's Prego rolls is anything to go by, I'm looking forward to this year's.

Our midweek is to an old favorite, Barnacles, which serves very nice seafood. It will be a nice short run for our cars. The monthly run will be a little longer to Thornhill which was cancelled in October as mentioned above. This is our annual Kimber run where we invite the Morris, Triumph and Jeffries clubs to join us.

The silly season is upon us and we are in the process of arranging our year-end Christmas lunch. An invitation has been sent out to all members and we trust that we will have a good attendance. This year is a little different to our normal lunch at a restaurant venue. It is going to be done at the Putters' residence in the Kragga Kamma Game Park. I just hope that we will have some animals visit us on the day.

Octagonally yours until next time.





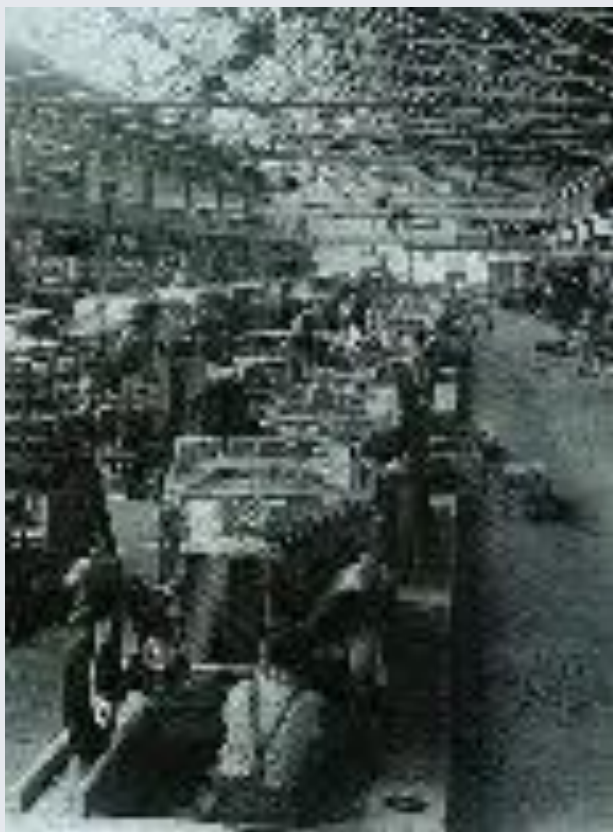
MIDGETS GALORE

By far the most successful MGs in the late 1940's was the TC Midgets introduced to America as an affordable British sports car. With 10,000 examples produced in four years it also entered Abingdon into mass production. More than half of these cars were for export.

However, the American motoring press were not very impressed and referred to the car as a "coffin riding on four harps". "This petite bolide is in reality not an automobile, but a small coal-cart very cleverly disguised". Bearing in mind what American cars looked like during the late 1940 period (huge bulky and heavy street cruisers) one can understand such comments.

On the other hand, the usual bunch of MG fanatics made their disapproval perfectly clear, but if the TC had captured hearts with landslide success, the TD almost treble the TC's production figure. The MGTD was to dominate the affections of sporting motorists. By 1949 demand was rampant for something a little more up to date than the TC's wrinkling pre-war design. Abingdon's answer was simple, they just took the Y-type chassis, shortened it by five inches to the TC wheelbase and clothed it with an improved TC body. Thus, the TD Midget now had rack-and-pinion steering and independent front suspension plus, thanks to the independent front suspension bolt-on steel disk wheels. The 1250cc 54 bhp engine remained the same as in the original TC.

In 1950, the first full year of TD production Abingdon produced over 10,000 cars for the first time ever. Many of these were TDs and TD Mark IIs (with slightly more powerful engine for competition purposes). These cars were regarded by unbiased MG enthusiasts as the best of the MG Midget series. They also brought back to life, two old MG pastimes that had almost been forgotten since the war, factory sponsored circuit racing and coach-built derivatives.



FACTORY PRODUCTION



CIRCUIT RACING

References:

Filby, P. MG 1911 to 1978 Haynes Publishing, 1979.

Deon Rousseau

Thanks Deon for this interesting article



CLASSIC VEHICLES IN UK GAINING IN NUMBERS AND VALUE

By Roger Houghton (Member of the FBHVC)

Historic cars and motorcycles in the United Kingdom continue to grow in number and value, while providing a significant boost to the economy – estimated at £7.3 billion annually - and providing more than 34 000 skilled jobs. The survey reported that the average owner spent £4 567 a year on their vehicles, resulting in a total spend of £3.2 billion a year.

This is all detailed in the results of a recent national survey by the Federation of British Historic Vehicle Clubs (FBHVC). The organisation classifies cars and motorcycles 30 years and older as “Historic” while those aged between 20 and 30 years are given the new classification of “Youngtimers”. One third of the surveyed participants owned a Youngtimer.

The survey, which is conducted every five years, is reputedly the largest and most comprehensive of its kind in the world. This year it received input from 19 900 owners, enthusiasts, businesses, clubs, and members of the public with the FBHVC representing 500 member clubs, 51 museums and hundreds of individual members enthusiastic about older vehicles. (In the UK this includes buses, coaches, lorries, agricultural machinery, military, or steam vehicles).

Unfortunately, the motor clubs in South Africa do not have the resources to conduct a survey of this nature, but here we have a serious problem with a depleting number of historic vehicles as many are shipped out of the country for sale. Unfortunately, this includes many of particular significance and thereby highly valuable.

It is nevertheless interesting to learn about the growth being experienced by the historic vehicle movement in the UK.

According to the Driver and Vehicle Licencing Agency (DVLA) the number of historic vehicles registered in the UK currently stands at 1 934 178 (up from 683 967 in 2020), with 9.7 million people in the UK who would like to own an historic vehicle. It is interesting to note that 88% of the owners of these vehicles belong to a motor club, with 20% of club members attending 10 or more events in a year.

The estimated value of the historic vehicle “fleet” in the UK has risen from £25.8 billion in 2020 to £35.1 billion in 2025.

A total of 4.3 million people said they had attended an historic vehicle event in the past year – a 100% increase over the data in the 2020 survey.

The movement supports 2 700 specialist businesses, collectively employing 34 500 people, across maintenance, restoration, parts supply, museums, and events. Nearly half of these businesses now offer apprenticeship programmes to pass on vital heritage skills.

Despite their visibility, historic vehicles account for only 0,2% of all miles driven in the UK annually, with the average historic vehicle travelling just 837 miles a year.

TWIN POINT SPARK PLUGS

A few months ago at a noggin we were discussing twin spark plugs (in the old days it was rugby and girls)

Be that be as it may John Ryan has forwarded an article which explains everything- NOT rugby and girls!

"Twin spark" spark plugs - A Common Misunderstanding

It's a general point of confusion. Let's clear it up:

- Do NGK "Twin Spark" spark plugs really generate 2 sparks at the same time?

> No, NGK "Twin Tip" or "Twin Ground Electrode" spark plugs do not produce two sparks simultaneously!

°' What's Actually Happening in "Twin Spark" NGK Plugs?

Spark plug suppliers may use terms like "Twin Tip" or dual ground electrodes, which can be confused with "twin spark" ignition systems (like those used in Alfa Romeo or BMW motorcycles, that use two plugs per cylinder).

Here's what's really going on:

1. Single Spark per Ignition Event

The spark will always jump the path of least resistance.

2 .Out of the two ground electrodes, only one gets the spark at a time.

Over time, the spark path may alternate based on erosion, carbon build-up, or changes in resistance.

3. Why Use Two Electrodes Then?

Increased durability: Two electrodes wear more slowly than one, extending plug life.

More consistent firing: With two paths, the plug is less likely to misfire if one side fouls.

Better flame kernel positioning in some designs.

Another Misunderstanding: NGK vs Twin Spark Systems :

NGK's dual-electrode spark plugs are used in Twin Spark engines.

Twin Spark engines (like some Alfa Romeos) have two separate spark plugs per cylinder, and both fire simultaneously

- This is true twin-spark combustion.---

◆ Summary:

Do NGK Twin Tip/ Dual Electrode Plug "Twin Spark" plugs fire simultaneously?

No, only one at a time.

4. Purpose:- Longevity, reliability, steady combustion, power.

Forthcoming Events

5 th November	Noggin at EPVCC Prego Rolls
12 th November	Midweek Run Barnacles
23 rd November	Kimber Run to Thornhill Meet Chequers Lorraine 11.00am
3 rd December	Noggin Bring and Braai
13 th December	Sunday Christmas lunch at the Putters Details to follow

EPVCC Events

9th November	European classic cars
14 th November	100years of the Chrysler Corporation
28 th November	Jaguar Display
5 th December	Modern Sports Cars Display 1970 – Present

National MG Events

2026	Indaba
2028	Indaba Mossel Bay

Other Events

14 th February	George Old Car Show	Pioneers of Motoring
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MGA FOR SALE

Mike Tweedie, our country member from Grahamstown has his MGA on the market.

The asking price is R400 00 and you can contact Mike on 082 371 6281.

E mail miketweedie@gmail.com



Technical information

Mechanics :

- 1800cc MGB engine
- Stage 2 head with steel valve seats
- Stage 2 Cam
- Carburettor needles and spring matched to Cam
- Exhaust manifold is a copy of MG motor sport manifold
- Stainless steel exhaust system
- 3 sincro, 4 speed gearbox with electric overdrive
- Remote oil filter for ease of service
- Brake booster
- Extra radiator fitted with 2 electric fans and radiator cowl for cooling
- MGB differential
- 14 inch wire wheels

- All oil seals and bearings replaced on suspension and suspension rubbers replaced with poly propylene bushes
- Engine overhauled and seals, O rings replaced in O/D unit
- New brake lines, cylinders, brake pads and brake shoes
- New brake rotors - Clubman racing items
- The speedometer is marked in MPH - double the reading to give the speed in KM/h (verified with GPS)

- Standard MGA resemblance with overdrive switch under the right hand side of the dashboard
- The "F" (Fog) switch is for the electric fuel pump and must be pulled out for fuel pressure
- All leather upholstery
- Soft top was locally made by an ex SAA trimmer
- All spares for the rebuild were sourced from Sports Car Centre - Allen and Denise Uzzel in Jhb

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 (PETSCC Member
D N Automotive, 25 King Edward Street Newton Park PE	0413641017 Dave Heckroodt	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
PE Paint Correction. Andre Meyer	067 3896 042	meyerlunen6@gmail.com	Paint reconditioning
Emgee Workshop Cameron or Paige	0828220175 071 938 8027		MG Spares
Generator House, 5 Goldsmith St North End PE	0414845867	www.theauto.co.za/generator-house	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	0414532974 0825683605		Hydraulics & Pneumatics
Motor Mod		Fettes Road N End P E	Mechanical Modifications
Nel's Motor Trimmers, 21 Hancock Street N End	041484222	nelsmotorspe@gmail.com	Upholsterer
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'burg	0116461631 0114860021	sportscar@mweb.co.za	MG Parts Alan & Denise Uzell
Adrian Conte Classic Car Lenses Knysna	083 702 0128		Classic Vehicle Light Lenses
Wheeltech, 31 Fettes Road N End P E	0413733052		Bushes etc
Classic Car Windscreens		julien@classiccarwindscreens.co.za	
Pop's Auto Shop	0829012442 041 0040349	www.popsauto.co.za	Vehicle Repair and Maintainance Club Member
Instrument Technician Richard Grover	011 8962627 082 650 2079	RichardGrover@me.com	MGCC Northerns Member Ex Aero Instr. Technician
A & B Differential & Gearbox	041 2050920 0823896936		Diff & Gearbox repairs
Ludick Trailers	0878222978	john@ludicktrailers.co.za 491 Cape Rd Westering	Car Trailers Reasonable rates