



King of the Road

July 2026

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

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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 – July 2026

Greetings and salutations to my MG Family!

Following a very cold and rainy June, July treated us to some unusually pleasant winter weather, almost summer-like at times, while still blessing us with a few welcome showers. When "Die Baai" shows its true colours with weather like this in the middle of winter, it reminds us why it is such a wonderful place to call home. In fact, the glorious conditions even allowed for a few more outdoor braais than one would normally expect at this time of year.

Unfortunately, yours truly was unable to attend the July Natter & Noggin. From all the feedback I have received, Andre did a sterling job of stepping into the breach. Thank you, Andre, for keeping the flag flying. The absence of the Putters meant that our planned Soup and Sherry evening had to be postponed, but it will now take place at the August Noggin. By all accounts, the evening was well attended, and the braai, as always, was a relaxed and enjoyable social occasion.

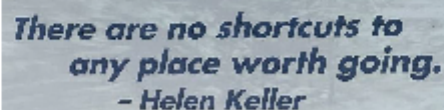
I would also like to take this opportunity to express my heartfelt and sincere thanks to each and every one of you who supported me during a difficult period in June. Your messages of encouragement, kind words and prayers were greatly appreciated and will remain with me for a very long time. Thankfully, the outcome was positive, for which I am truly grateful.

Our Midweek event required a last-minute change of venue, moving from Richmond Hill Brewery in Lorraine to Fernando's at Sunridge Park due to problems with the brewery's billing system. Ironically, Fernando's experienced billing issues of their own, making the event a little more challenging than anticipated. We will certainly take this into consideration when selecting future venues.

Our Monthly Run took us to the ever-popular British Classic Car Display at the EPVCC on Sunday, 26 July. The club proudly displayed twelve MGs on the day, the largest representation of any single marque. It was fantastic to see such a strong turnout from our members, who enjoyed a wonderful day catching up with fellow enthusiasts from the many other clubs and marques in attendance. There was an impressive variety of vehicles on display, and as always, plenty of "natter" took place between owners, members and visitors. A sincere thank you to the EPVCC for once again hosting such a well-organised and thoroughly enjoyable event.

As we move into August, another exciting programme of events awaits us, and I have no doubt they will be just as well supported. Details of all our upcoming activities can be found elsewhere in this newsletter.

Happy motoring!



***There are no shortcuts to
any place worth going.
- Helen Keller***

Past Events

British Classics Showday Sunday 26th July

A sunny day greeted us for this annual event. A wonderful collection of British cars is combined with lots to eat and drink (and ice cream) together with of course plenty of petrol heads to chat to. The Club probably had the largest representation of vehicles apart from the EPVCC.



Our cousins, the Austins, were to be seen as well as a goodly collection of Morris of different vintage. With the Rolls Royce in the background the picture is entitled the 'Bold and the Beautiful,' the reader can decide which is which!



Pictured left is our resident scribe, Deon Roussouw and the Reebins enjoying the culinary delights on offer.

Forthcoming Events

MGCCPE

Sunday 16th August	Driving Skills at SAAF Museum
Wednesday 26th August	Midweek Run Frankies Meet 12.00 BUCO Walker Drive
Wednesday 2nd September	Noggin Boerie Rolls
Wednesday 16th September	Visit to VW Museum and Plant
Sunday 27th September	Distinguished Gentleman's Drive Don't forget to enter on line
12th or 13th December	Christmas Lunch

EPVCC and Other Events

Saturday 29th August	Alles op Wiele Concept Crew Uitenhage
23rd – 27th September	Porsche Club Parade
26th September	Port Alfred Car Show
1st November	EPVCC European Classics Show Day - Modern Sports Cars 1970 to present

National Events

2026 Indaba Johannesburg	Tony Greenwood to represent MGCCPE on National Committee
2027 Cape Centres	MGCCPE to host?? Hogsback ?? To be decided
2028 MCC National Indaba	Mossel Bay

If you see someone
wearing camouflage,
make sure to walk right
into them so they know
it's working

MGA TWO OF A KIND



When MGA arrived in 1955 it must have come as quite a shock to MG enthusiasts who had become used to the pre-war look of the Abingdon sports cars. Even the revamped TF left nothing to doubt about the 1930's style design. But the MGA was a complete departure in styling for MG. It's beautiful, streamlined two-seater body was right up to the minute in terms of appearance, and it was powered by a much more modern B-series engine.

The streamlined shape of the body had a drastic effect on the performance of the car, which was basically standard TD underneath, producing a top speed approaching 120 mph. George Philips was able to lap the Le Mans circuit in the new MGA fitted with a lightweight body exceeding 120mph.

The prototype was eventually modified by installing the much newer 1489cc four-cylinder B series engine and its four-speed transmission from the Magnette sedan.



A year after its launch in 1955 the MGA coupe version was announced in 1956. The coupe version had a curved roofline and a larger windshield than the soft top version. The doors were fitted with wind-up windows and opening, hinged quarter-lights making it a very civilized sports car. Being a closed coupe however, the interior was extremely tiny and a bit claustrophobic with the windows wind up. Due to the spare tyre situated in the boot, there was hardly space for a towel and toothbrush and perhaps night clothes.





In 1959 the MGA Twin Cam appeared on the market. Unfortunately, this model was not a great success. It was a highly-strung thoroughbred engine that could easily be damaged through misuse by less skilled drivers. As a result, it gained a bad reputation and was discontinued in early 1960. A year later in 1961 the MGA 1600 Mark Two appeared with its 1622cc version of the standard pushrod engine. Although the MGA Mark Two was a very good car, after 100,000 cars were produced it was dropped from the range in 1962.

Today MGAs are very sought after classics as they are extremely reliable and easy to maintain whether in Coupe, Twin Cam or standard 1600 Mark Two format.

Deon Rousseau.

Reference:

Penberthy, I. Dream Machines MG. Bison Books Ltd 1991.

Again thank you, Deon, for contributing this interesting article.

Tracking Modern MG History (Wikipedia)

1. British Leyland (BL) shut Abingdon Production in October 1980 (that had started in 1929)
2. 1982 to 1991 – Austin Rover Group used the MG name on:

MG Metro
MG Maestro
MG Montego
3. 1992 to 2000 - MG sports cars returned under the Rover Group (owned by BMW):

MG RV8 – 1992-1993 (with Rovers V8 engine)
MG F – from 1995
4. 2000 to 2005 – after BMW sold Rover, the MG brand passed to the MG Rover Group. The range was expanded with:

MG F (continued with new model MG TF)
MG ZR
MG ZS
MG ZT

The MG Rover Group collapsed (Longbridge) in 2005.
5. 2005 – Onward. The MG marque and assets were acquired by Nanjing Automobile (China), which was later absorbed into SAIC Motor (Shanghai Automotive Industrial Corporation).
MG became a global mainstream brand with new models that include:

MG6 1st Gen. 2009 - 2016, 2nd Gen. 2017 – 2021.
MG3 (and EV) 2008 - 11 -, 3rd Gen. + Hybrid 2024 -
MG4 EV 2022-
MG ZS Pro (and EV) 2017 -, Hybrid 2018 -
MG Cyberster 2024 -
6. United Kingdom (UK) engineering input exists today for testing, validation and market-specific tuning. Vehicle specifications were set until recently and are still influenced by UK engineers.

E&OE June, 2026

Thanks to John Ryan for this interesting contribution

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'brg	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