



King of the Road

June 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.***

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Chairman's Chirp – June 2026

Greetings and salutations to my MG Family!

Well, winter has certainly made its presence felt, but thankfully it hasn't dampened the enthusiasm of our members. If anything, the colder weather seems to give us another excuse to get together, and June's three club events were all exceptionally well supported. Long may that continue!

Our monthly Noggin took the form of a relaxed "Bring and Braai" evening, providing the perfect opportunity to catch up the latest happenings in the Club. The Committee reported back on matters arising from its recent meeting, which prompted some spirited discussion, particularly regarding the points system for the Clubman and Clubwoman trophies. As expected, there were plenty of opinions, and we will provide further feedback at the July Noggin once the Committee has had an opportunity to consider everyone's valuable input.

The evening also wandered into one of those topics that classic car enthusiasts can debate for hours, the difference between Veteran, Vintage and Classic cars. As always, there were almost as many opinions as there were people in the room! Looking for an impartial referee, I turned to our ever-reliable AI assistant, ChatGPT, for its interpretation. It produced a comprehensive overview of the various classifications, which you will find later in this newsletter. While it certainly isn't the final word on the subject, it does provide an interesting perspective and may even settle a few friendly arguments... or perhaps start a few more!

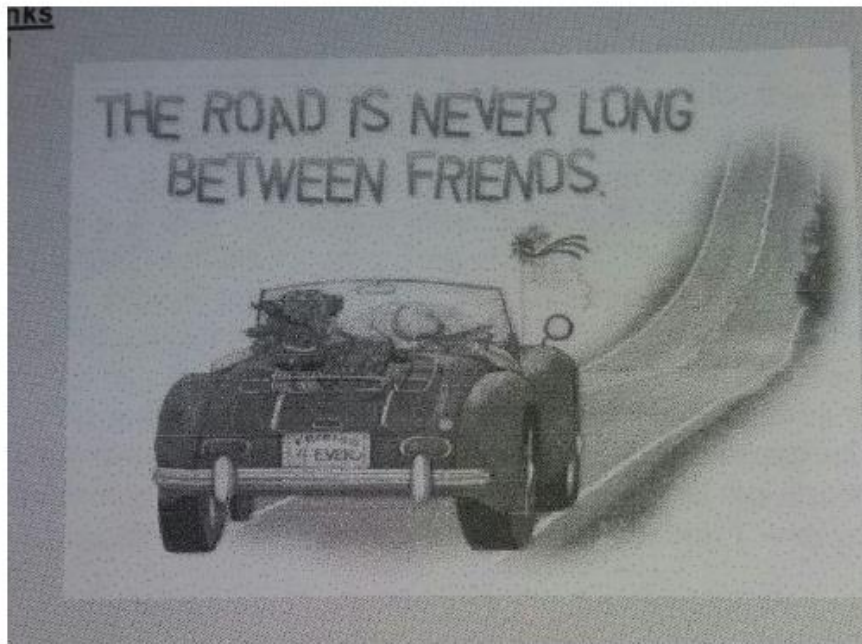
Our Midweek Run took us to Stefan's ever-popular Three-Legged Pig Restaurant in Colleen Glen. Once again, the venue did not disappoint. The portions were generous, the food was delicious, and the hospitality was first-class. It was also great to see a number of members arriving in their MGs despite the chilly weather, proof that these cars weren't built just for sunny Sundays!

MGCCPE were also invited by the Alfisti to participate in their Mystery Run on 14 June. It was a most enjoyable and fun event and the MG contingent did pretty well when it came to the final results. Tony and Denise came second, Dirk and Sharleen third, Marc and Magali fourth, James and Don fifth and Chris and Mientjie eighth. As you can see, we were well represented and, in the end, we beat the Alfas in numbers participating and probably also in the final results tally. Well done to all. After the formalities, we all enjoyed a braai as well as the normal banter between MG and Alfa (all in good spirit).

We rounded off the month with a wonderful run to Jeffreys Bay for lunch at Tappas Restaurant. Once again, we enjoyed an excellent turnout, a leisurely drive, delicious food, a glass or two of good wine, and, as always, outstanding company. Best of all, our MGs were finally given a proper outing of around 150 kilometres. Judging by how smoothly they ran afterwards, I suspect a fair amount of dust, and perhaps a few cobwebs, were thoroughly blown out!

As we head into July, we have another great programme of events lined up, and I have no doubt they will be just as well supported. Details of all the upcoming activities can be found elsewhere in this newsletter.

Until next time, keep warm, keep smiling, and above all, keep those MGs on the road!



Happy motoring!

Past Events

Wednesday 17th June Midweek Run to the Three Legged Pig

There are two ways to reach the Three legged Pig. One can try the obstacle course along the Kragga Kamma Road which has been ravaged by recent rains especially by the entrance to the Game Park or there is the less scenic but quicker and safer along the freeway. Perhaps take both routes and see for yourself!

Big plate of food, big glass of beer and good company. A great way to spend lunchtime.





Sunday 28th June Monthly Run to Tapas Jeffreys Bay

Our cars need a run now and again and one to Jeffreys Bay certainly does that. Nice venue and meals reasonably priced.



THE CLASSIFICATION OF VETERAN, VINTAGE AND CLASSIC CARS

The terms **Veteran**, **Vintage**, and **Classic** are often used interchangeably by the public, but in the historic motoring world they have specific meanings based primarily on the vehicle's age and period of manufacture. Different organizations may apply slightly different criteria, but the following classifications are widely accepted.

Veteran Cars

A **Veteran Car** is generally any motor vehicle manufactured **before 31 December 1904**.

Characteristics

- Early pioneering motor vehicles.
- Often featured single- or twin-cylinder engines.
- Primitive ignition, braking, and suspension systems.
- Usually lacked modern controls and safety features.
- Top speeds were typically between 20 and 50 km/h.

Examples

- Benz Velo
- De Dion-Bouton Vis-à-Vis
- Oldsmobile Curved Dash

Edwardian Cars

Many clubs also recognize an **Edwardian** category.

Period

- **1905–1918**

Characteristics

- More refined engineering than Veteran vehicles.
- Multi-cylinder engines became common.
- Improved reliability and comfort.
- Chain and shaft drive systems widely used.

Examples

- Rolls-Royce Silver Ghost
- Ford Model T

Vintage Cars

A **Vintage Car** is generally defined as a vehicle manufactured between **1 January 1919 and 31 December 1930**.

Characteristics

- Significant advances in engineering and reliability.
- Mechanical brakes on all wheels became common.
- Electric starters widely adopted.
- Distinctive upright styling and separate mudguards.

Examples

- Bentley 4½ Litre
- Austin Seven
- MG M-Type Midget

Post-Vintage Thoroughbred (PVT)

A category commonly recognized by historic motoring organizations.

Period

- **1931–1945**

Characteristics

- Streamlined styling began appearing.
- Improved suspension, braking, and electrical systems.
- Vehicles became more practical for everyday use.

Examples

- MG TA
- Jaguar SS100
- Ford V8

Classic Cars

There is no single worldwide definition, but most motoring organizations regard a vehicle as **Classic** when it is:

- At least **25–30 years old**, and
- Maintained in substantially original condition, and
- Of historical, engineering, or collector significance.

Common South African Practice

Many South African clubs and insurers regard vehicles older than **30 years** as classic or veteran/vintage eligible, depending on age.

Characteristics

- Preserved or restored to original specification.
- Limited annual mileage is often encouraged.
- May qualify for special club, insurance, or licensing arrangements.

Examples

- MG B
- Jaguar E-Type
- Ford Mustang
- Mercedes-Benz 280SL

Quick Reference Table

Classification

Period

Veteran	Up to 31 Dec 1904
Edwardian	1905 – 1918
Vintage	1919 – 1930
Post-Vintage Thoroughbred (PVT)	1931 – 1945
Classic	Generally, 25–30+ years old and historically significant
Modern Classic	Typically, 20–40 years old and gaining collector status

South African Historic Registration

For vehicles seeking recognition through historic vehicle clubs affiliated with organizations such as the South African Veteran and Vintage Association, requirements typically include:

- Vehicle generally older than 30 years.
- Roadworthy condition.
- Ownership documentation in order.
- Club membership.
- Preservation of original specifications where reasonably possible.
- Participation in recognized historic motoring activities.

For an MG Club publication, a useful summary would be:

Veteran (pre-1905), **Edwardian** (1905–1918), **Vintage** (1919–1930), **Post-Vintage Thoroughbred** (1931–1945), and **Classic** (generally 30 years or older, preserved in original or period-correct condition). While age determines the

category, originality, historical significance, and preservation standards are what truly distinguish a classic motor car from merely an old one.

Modifications

This is a topic that often generates lively debate around club tables!

The short answer is that **a modification does not usually change the age-based classification of a vehicle**, but it can affect its **authenticity, judging eligibility, collectability, insurance classification, and historical significance**.

Using your example of a **1957 MGA fitted with a five-speed gearbox**:

Does it stop being a classic?

No.

The car remains a 1957 MGA and is still a classic vehicle by virtue of its age and historical identity. It does not suddenly become a "modern" car because of the gearbox conversion.

Does it affect originality?

Yes.

The five-speed gearbox is considered a **non-original modification** because the car was not supplied with that transmission when new. The vehicle would no longer be considered "factory original."

Does it affect value?

That depends on the buyer.

There are generally three schools of thought:

1. The Purists

These enthusiasts prefer vehicles exactly as they left the factory.

For them:

- Original gearbox preferred.
- Original engine preferred.
- Original colour and trim preferred.
- Modifications may reduce desirability and value.

2. The Practical Classic Owner

This is probably where many MGA owners fall.

They accept modifications that:

- Improve reliability.
- Improve safety.
- Enhance drivability.
- Can be reversed later.

A five-speed gearbox is often viewed favourably because:

- Lower cruising RPM.
- Reduced engine wear.
- Improved fuel consumption.
- More relaxed long-distance touring.

3. The Restomod Enthusiast

These owners actively modernise classics.

Examples include:

- Five-speed gearboxes.
- Electronic ignition.
- Disc brake conversions.
- Alternators.
- Fuel injection.
- Modern suspension.

Such vehicles are often described as **modified classics** or **restomods**, but they remain classics.

The Importance of Reversibility

Many clubs and judges are more accepting of modifications that can be easily reversed.

For example:

Generally Accepted

- Five-speed gearbox conversion.
- Electronic ignition hidden in the distributor.
- Alternator conversion.
- Radial tyres.
- Improved cooling systems.

More Controversial

- Engine swaps from unrelated manufacturers.
- Major body modifications.
- Chassis alterations.
- Modern dashboard redesigns.
- Wheel arch flares.

A five-speed conversion in an MGA is usually regarded as a sympathetic modification because the car retains its original appearance and character.

Concours and Judging

In concours events, originality often carries significant weight.

A 1957 MGA with:

- Original engine,
- Original gearbox,
- Correct carburettors,
- Correct trim,

will generally score higher than an otherwise identical car fitted with a modern gearbox.

Many events therefore have separate categories such as:

- Original
- Restored
- Modified
- Touring

to accommodate different philosophies of ownership.

Historic Registration and Club Eligibility

In most cases, a five-speed gearbox would **not affect eligibility** for:

- Historic registration,
- Classic car insurance,
- Club membership,
- Participation in classic motoring events.

The vehicle's age remains unchanged.

However, a heavily modified vehicle could potentially fall outside the spirit of some historic or concours events.

A Good Rule of Thumb

For many historic motoring organizations, the distinction is:

Age determines whether a vehicle is a classic; originality determines how authentic it is.

A 1957 MGA fitted with a five-speed gearbox is still a classic MG. It is simply a **modified classic** rather than a completely original example. In fact, among MG enthusiasts, a well-executed five-speed conversion is often regarded as a sensible touring upgrade rather than a radical modification, provided the original gearbox is retained and the conversion can be reversed in the future.

Forthcoming Events

Wednesday 8th July Monthly Noggin Bring and Braai

Wednesday 15th July Midweek Lunch at Fernando's Sundridge Park

Sunday 26th July Monthly Event British Classics at EPVCC Entry approx. 8.30
Hot food on sale

Wednesday 5th August Noggin Soup and Sherry

Wednesday 19th August Midweek Run Visit VW museum

Sunday 27 August Distinguished Gentlemen's Drive



Classic MGs on Display at Dealership

The club has been requested to display our MGs in chronological order at the MG Dealership on the William Moffett Highway.



Here is the first one
A 1948 TC

Having seen the beautiful wood flooring,
the owner supplied a drip tray.

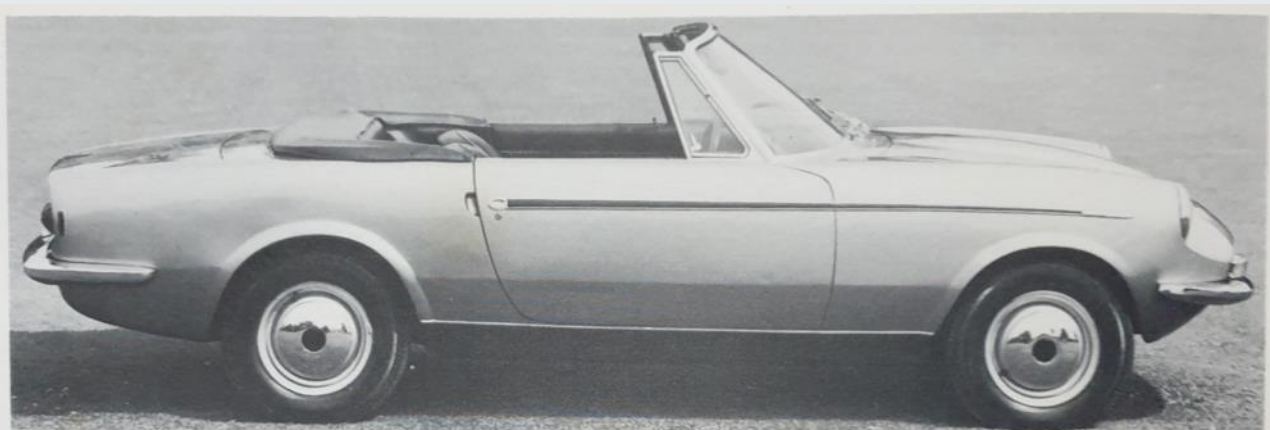
A necessary addition I am afraid!

If it doesn't leak oil there is no oil in it. So
they say.

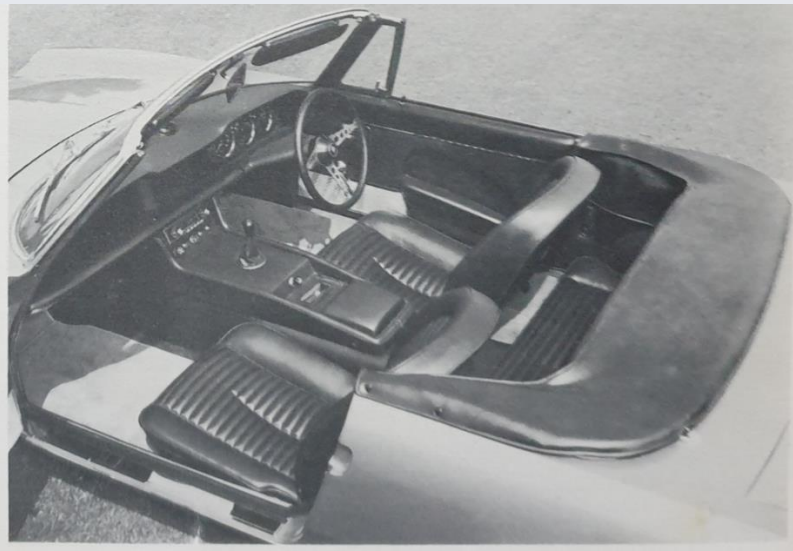
MG's You will never see on the road!

How would you like to buy one of those MG prototype sports cars designed in the 1960's? A monocoque 2 plus 2 model intended to replace both the MGB and the Midget, with alternative engines and all-independent suspension with Hydrolastic units? A rebodied MGA with coachwork finalized in Italy and an option of V4 or V6 engines! Of course you would! After all, they were not fantasies, and indeed there were other fascinating projects which never saw the light of day. All these sports cars ran on the road or were partly developed. They were all intended to be built in large numbers at Abingdon but never realized! Prototypes of several sports cars still exist today but are rarely seen on the road or shown to the public.

In fact, many under-cover MGs originated at Abingdon. The complex ownership situation and the often-changed business structure which affected MG's operations, meant that new MG projects sometimes failed at the BMC and British Leyland empires. However, with so many "masters" struggling to get their own designs approved, it is not surprising that many were shelved and never saw the light. Furthermore, there is also the business aspect that need to be considered in developing a new prototype MG for mass production. The capital layout and manufacturing cost could be enormous and may lead to disastrous consequences, should the product not succeed in meeting sales figures. The motoring press could also become a main risk, should "over critical" journalists don't approve of a new EX234, model. The car buying public are also often highly susceptible and influenced by comments of motoring journalists. All these circumstances may have influenced the cancellation of many prototype sports cars such as the EX234.



This beautifully shaped EX234 is an example of a prototype failure for a rationalized sports car with which MG wanted to replace the MGB at the end of 1960. This new prototype was styled by MG but constructed by Pininfarina in 1968



As conceived, it could have replaced both the MGB and the Midget. Designed to use either the 1275cc engine or the 1798cc power plant it was expected to be a huge success. It had an 87-inch wheelbase, all-independent suspension as well as hydrolastic suspension units and 13-inch wheels. The superbly finished interior provided a 2 plus 2 seating arrangement and the facia and tunnel-console layout were excellent for its time. It was designed to be built in large quantities. What would it have been called as both the MGB and MGC were still in production? Logically it would have become the MGD!



Another sensational MG project that never saw the light was the ADO 21 project, engineered by Abingdon in 1970. This car had a transverse mid-engined lay-out. It was proposed to have either a Maxi 1750cc or a E6 six-cylinder 2200cc engine with appropriate transmission. There was provision for a water-cooling radiator low down in the nose. The three quarter rear-view housed the mid-engine and was highly advanced for its time. A slot ahead of the rear wheel was to get cool air into the engine bay. Tragically, although constructed in pressed steel, it was shelved in 1971.



These prototype sports cars, although never produced in large quantities, paved the way for today's modern MG sports car designs. What a pity that they don't receive the recognition they deserve in MG's history analysis.

Deon Rousseau.

Reference:

Robson, G. The MGA, MGB and MGC. Motor Racing Publication 1982.

Many thanks again to our scribe, Deon Rousseau for his interesting article.

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 Rundell 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 Maintenance 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