



**MG CAR CLUB**  
South Cape Centre  
Established February 2007  
P.O. Box 732, Knysna, 6570  
[www.mgcarclubsc.co.za](http://www.mgcarclubsc.co.za)  
Affiliated to the MG CAR CLUB Ltd. (UK).

## NEWSLETTER NO 03:12 MARCH 2012

### COMMITTEE MEMBERS

Chairman	Bruce Henderson	082 568 7976	brucejhenderson@gmail.com
Vice –Chairman	Ricky Cooper	082 822 2146	ccbkmweb.co.za
Secretary	Tony Lyons-Lewis	083 419 6566	lionsden@netactive.co.za
Treasurer	Duncan Paton	082 078 1392	dingles@telkomsa.net
Editor	Ray Mackey	082 922 6106	brmprojects@telkomsa.net
Events Organiser	Fred Mullany	082 321 4700	go.knysna@afrihost.co.za
Interclub Liaison	Ross Lawson	082 550 6473	antart@mweb.co.za
Regalia	Ron Hollis	082 859 8771	rphollis@gmail.com
MG Registrar for S. Cape	Keith Burton	083 733 7749	keiella@telkomsa.net
Member	Geoff Mangan	084 812 6593	mangang@telkomsa.net

### FROM THE HIGH CHAIR

Two big happenings have occurred since last month. The AGM took place at the Angling Club on February 28<sup>th</sup>. The meeting was relatively short and uncontroversial. Brian Davidson was not available for re-election to the committee due to his travel arrangements this year; he was thanked for his contribution to the committee and his hard work as events' organiser during the past two years, and congratulated on his success. The remainder of the committee, including Fred Mullany who had been co-opted to replace Brian, stood for re-election and we were delighted when Geoff Mangan agreed to join. The members present and their partners then enjoyed the braai on the deck.

Brian's finale as events' organiser was to arrange this year's tour which we have just completed. Our overnight stops were at Calitzdorp, McGregor, Montagu and Swellendam. This meant that distances travelled were comfortable even in the heat and for those of us in open cars. The catering was unsurpassed and the accommodation in the various establishments was excellent. Superlatives abound; suffice it to say that the tour was superlative. Our very sincere thanks go to Brian for the effort he put into the arrangements, for the balance he achieved with regard to driving and rest time, and for his attention to the smallest detail. Our classic cars bring us together but it is firstly the organisation and then all the people involved that make the tours work, and this one worked fantastically. It will be a hard act to follow!

On a personal note, what a pleasure it was to really enjoy my recently acquired MGA on the tour. I know one has to be at least a bit 'nuts' to drive those distances in that weather with the hood down. However, following a false alarm about heavy rain ahead and the concern of sitting at a 'stop – go' in the rain, I

capitulated and put the hood up. The following 1½ hours were the hottest of the trip! This may have been the last time the hood goes up!

2014 Indaba meetings continue at pace. We are negotiating with hotels in Knysna and with tent and catering equipment hire companies. It seems at present that for us to occupy hotels within Knysna and hire a marquee for catering is the way to go.

You are again reminded to diarise Wednesday, April 18<sup>th</sup> as the day the local MGs will take on the country's Austin Healeys visiting this area for their national gathering. Organiser Lionel Hewitt assures me that this will be an enjoyable, relaxed, fun event ending at Enrico's for lunch. Please make an effort to join us. Details will be supplied nearer the time.

We have been supplied with the draft minutes of the October meeting of "THE VEHICLE TECHNICAL COMMITTEE", an official decision making body, at which the following resolution was passed:

**"Resolution: Vintage vehicles will not be tested and will not be considered for periodic vehicle testing."**

By SAVVA's definition, 'Vintage' implies manufactured before the end of 1930. I am not aware of any such cars in our club other than in Rudi Greyvensteyn's collection but this information may be of use to some.

*Bruce*

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## EDITORIAL

The contributors to this newsletter are trying to get it together in between club events which seem to be coming thick and fast now, not unexpectedly of course. We have recently had a breakfast at Old Nicks, the George Old Car show and our AGM during February. Future events are many and varied and covered under the relevant section of this edition.

As for the George Car Show, it was we are told, bigger and better than ever. However, despite Ross and Bruce's efforts at staking out our reserved area the previous day, marked by the usual MG banners, we arrived at the venue in convoy to find Jaguars and Morgans occupying our pozzis. We were then left to find an unoccupied spot in the corner of the field, pretty poor by the organisers I thought and Fred Mullany suggests that he will tackle it differently with the organisers for next year. The MG tour organised brilliantly by Brian Davidson was a raging success. The five day event took in some varied cultural elements such as the organ recital in the church at Calitzdorp and Denzil the singing dog in the pub at McGregor. We took in some spectacular scenery, viewed from some equally spectacular roads including the Tradeaux pass. Apart from some minor niggles all of the cars behaved well and no towing or roadside fixes were necessary, all in all a great experience.

In this edition we focus on the MG Midget and Tony has been testing some dehumidifying equipment for those who want to keep the rust at bay.

*Ray*

## FORTHCOMING EVENTS

Members are referred to our website to access the full calendar for 2012.

Date	Event and venue	Details
<b>March</b>		<a href="#">Australian GP 15-18 Mar</a> <a href="#">Malaysian GP 23-25 March</a> <a href="#">DJ Run 11 to 13 March</a> <a href="#">Wed 21 March Human Rights Day</a>
Monday 5 to Friday 9 March	Tour – Fruits of the Klein Karoo	Open to both clubs, restricted to 36 participants
Tuesday 20 March	Pensioners' lunch run to Enrico's	Meet there at 12h00 or at the Quays at 11h00
Sunday 25 March	Breakfast run to Cafe Francois	Meet there or at the Quays at 09h00
<b>April</b>		<a href="#">China GP 13-15 April</a> <a href="#">Bahrain GP 20-22 April</a> <a href="#">6 -9 April Easter</a> <a href="#">Fri 27 April Freedom Day</a> <a href="#">Mon 30 April School Holiday</a>
<b>Sunday 1 April</b>	Bring and Braai (in lieu of Plett Car Show)	Brenton-on-Sea
Tuesday 10 April	Noggin at Sedgefield Arms	Meet there at 18h00
Wednesday 18 April	Fun run with the Healey National participants	Austin Healey Nationals 18 -23 April
Sunday 29 April	Breakfast run to Old Nicks	Meet there or at the Quays at 09h00
<b>May</b>		<a href="#">Triumph car club visit to Knysna</a> <a href="#">Spanish GP 11-13 May</a> <a href="#">Monaco GP 24-27 May</a> <a href="#">Tues 1 May Workers Day</a> <a href="#">Knysna Hill Climb/Festival of Speed 12 – 20 May</a> <a href="#">Milligan Rally</a>
Sunday 13 May	GRMC Knysna car show	<a href="#">Meet at the High School Grounds to be parked by 0930</a>
Friday 18 to Sunday 20 May	Knysna Hill Climb	
Tuesday 22 May	MGB 50 <sup>th</sup> anniversary event	TBA
Sunday 27 May	Breakfast run to Cafe Francois	Meet there or at the Quays at 09h00

## A FUTURE EVENT WITH A DIFFERENCE.

The following information from Lew Baker is self-explanatory and those members who are interested should contact Lew directly on [lhmbaker@hotmail.com](mailto:lhmbaker@hotmail.com) or cell number below.

*“There is a Man by the name of Barry Ashmole*

*He is a Star at forming metal into car panels and is one of the few that are prepared to pass on this knowledge, at a price of course!*

*He holds courses for students in Stellenbosch(3 days) however I have seduced him into coming to George and holding a course/s here at my home as I have the space and equipment.*

*Certain members of our club/s have expressed interest in attending, for example Ron, Dennis and Ricky and others.*

*He only takes on 4 students at a time so as to ensure a hands on situation and the cost for the 3 days is R4500.00*

*A lot of money but a lot of skill in a dying art to pass on*

*I am more than happy to let members come to my home to learn, the more the merrier. If any need further info they can call me on 0823319477”*

*Cheers*

*Lew”*

## SEDGEFIELD SLOW FESTIVAL

(5th-9th April)

We have been invited to show cars and to have cars in a parade. Unfortunately the club cannot participate due to “fixture congestion” but those members who wish to participate individually are asked to contact Geoff Mangan or Tina Booysen directly on [ttgt.booysen@gmail.com](mailto:ttgt.booysen@gmail.com)

## AUSTIN HEALEY NATIONALS

(18-23 April)

We have been invited to join with the Healeys on Wednesday 18<sup>th</sup> April for a “fun run”, the “fun” part will be highlighted if the MG's outnumber and out-perform them on the day and you are urged to participate if possible.

## TRIUMPH NATIONALS

(26 April – 1 May)

The Triumph Nationals will take place in Plett from April 26<sup>th</sup> to May 1<sup>st</sup> and includes their National Concours event to be held at Old Nicks on Saturday 28<sup>th</sup>. Although we have a breakfast planned for the Sunday members may wish to spectate on the Saturday

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## MAINTAINING THE BREED

### OUTENIQUA RUST

*(NOT THE ONE THAT AFFECTS OUR HEADS, THE ONE THAT AFFECTS OUR VEHICLES!)*

**by Tony Lyons-Lewis**

I have been conducting trials in my garage with a desiccant dehumidifier.

The garage area is 64m<sup>2</sup> with two single garage doors and a large window. This is where my cars and motorcycles are housed and worked on and all my tools are stored. Since moving to Knysna I have found traces of surface rust on my tools - something that never happened in Johannesburg! This prompted me to investigate ways of keeping the humidity out of my garage.

A Meaco model DD8L Dehumidifier was provided by Ron Hollis for the trial and was set up on the sink in the garage, with the outlet of the unit placed in a graduated plastic container. I also moved our Barostar barometer from the house into the garage as it has an integral gauge reading % relative humidity.

The dehumidifier was only switched on overnight as I have the doors open during the day whilst working in there. Relative humidity readings were noted evening and morning and the volume of water extracted from the air measured and noted. This was done over a 2 week period.

At the start of the trial, the relative humidity was measured at 64% and the room temperature 23°C. The unit was switched on at 17h00. The following morning the temperature was still 23°C but the relative humidity had dropped to 58%. There was 1.750 litres of water in the container. Over the next two weeks the humidity dropped to no more than 50%, at least two litres of water was extracted from the air every night and, as part of the trial, I cleaned some tools and left them, unprotected, on the bench. There was no sign of any surface rust at all!

The unit consumes between 30 and 330 Watts - it monitors the humidity and switches on and off, automatically maintaining 50% humidity, so it's running costs are relatively low.

In my opinion the machine is highly effective and I would not hesitate to recommend it to anybody who has a need to protect valuable items from the ravages of humidity and rust!



## THE MG MIDGET

The **MG Midget** produced by the MG division of the British Motor Corporation from 1961 to 1979. It revived a famous name used on earlier models such as the MG M-type, MG D-type; MG J-type and MG T-type

- **MG MIDGET MKI (1961–1964)**

The first version was essentially a slightly more expensive badge-engineered version of the Austin-Healey Sprite MKII and retained the quarter-elliptic sprung rear axle from the original Sprite. The engine was a 948 cc A-series with twin SU carburettors producing 46 hp (34 kW) at 5500 rpm and 53 lbf·ft (72 Nm) at 3000 rpm. Brakes were 7 in (178 mm) drums all round. A hard top, heater, radio and luggage rack were available as factory fitted extras.

In October 1962 the engine was increased to 1098 cc, raising the output to 56 hp (42 kW) at 5500 rpm and 62 lbf·ft (84 Nm) at 3250 rpm and disc brakes replaced the drums at the front. Wire-spoked wheels became available.

The doors had no external handles or locks and the windows were sliding Perspex side-screens. A heater was an optional extra. Production was 16,080 of the small-engined version and 9601 of the 1098.

A car with the 948 cc engine was tested by the British magazine *The Motor* in 1962 and had a top speed of 87.9 mph (141.5 km/h) and could accelerate from 0-60 mph (97 km/h) in 18.3 seconds. A fuel consumption of 40.2 miles per imperial gallon (7.03 L/100 km; 33.5 mpg<sub>US</sub>) was recorded. The test car cost £689 including taxes on the UK market.

**Midget Mk I**



**Midget Mk II**



- **MG MIDGET MKII (1964–1966)**

Externally the main changes were to the doors, which gained wind-up windows, swivelling quarter lights, external handles and separate locks. The windscreen also gained a (slight) curvature and was retained in a more substantial frame. The hood (US – top), though modified, continued to have a removable frame that had to be erected before the cover was put on. The rear springs were replaced by more conventional semi-elliptic types which gave a better ride. The engine block was strengthened and larger main bearings were fitted, increasing the power to 59 hp (44 kW) at 5750 rpm and torque to 65 lbf·ft (88 Nm) at 3500 rpm.

A total of 26,601 were made.

- **MG MIDGET MK III (1966–1974)**

The engine now grew to 1275 cc using the development seen on the Mini-Cooper 'S'. Enthusiasts were disappointed that this was a de-tuned version of the 75 bhp @ 5800 rpm Cooper 'S' engine, giving only 65 hp (48 kW) at 6000 rpm and 72 lbf-ft (98 Nm) at 3000 rpm. A reduced compression ratio of 8.8:1 was used instead of the 9.75:1 employed on the Cooper S engine. The Midget used the 12G940 cylinder head casting that was common to other BMC 1300 cars, whereas the Cooper 'S' had a special head with extra-large valves: however, these valves caused many 'S' heads to fail through cracking between the valve seats. The detuned engine was used for reasons of model range placement - with the Cooper 'S' spec engine the Midget would have been faster than the more expensive MGB. The hydraulic system gained a separate master cylinder for the clutch. The hood was now permanently attached to the car, with an improved mechanism making it much easier to use. There were minor facelift changes to the body in 1969, with the sills painted black and a revised recessed black grille. Robery Owen "Rostyle" wheels were standardised but wire-spoked ones remained an option. US-spec cars received several safety additions: a padded fascia (dashboard) with smaller main gauges; collapsible steering column, scissor-type hood hinges, a third windshield wiper, additional side marker lights, and anti-burst door latches. The rear axle gear ratio was increased in 1968 to 3.9:1, giving 16.5 mph for every 1000 RPM. The increased gear ratio gave the 1275 model slightly better fuel economy than the 1098 model.

In August 1971 the compression ratio on North American engines was reduced to 8.0:1. Engine power output fell to 54.5 bhp @ 5500 RPM and 67 lb-ft of torque @ 3250 RPM.

The square-shaped rear wheel arches became rounded in January 1972. Also in this year, a Triumph steering rack was fitted, giving a gearing that was somewhat lower than earlier Midgets. A second exhaust silencer was also added in 1972. Alternators were fitted instead of dynamos from 1973 onwards. For 1974 model year, rubber bumper extensions were added to the chrome bumpers to meet the first US bumper impact regulations.

Many consider the round-arch Midgets with chrome bumpers produced for model years 1972 and 1973 to be the most desirable. These round-arch cars started leaving the Abingdon factory in late 1971.

Between 1966 and the 1969 face lift 22,415 were made, and a further 77,831 up to 1974.

**Midget Mk 3**



**Midget 1500**



- **MG MIDGET 1500 (1974–1980)**

To meet US federal regulations, large black plastic bumpers (usually called rubber bumpers, despite not actually being rubber) were added to the front and rear and the ride height was increased. The increased

ride height impacted handling, and an anti-roll bar was added to help with higher center of gravity. The A-Series engine was replaced by the 1493 cc unit from the Triumph Spitfire and a modified Morris Marina gearbox with synchromesh on all four gears. The increased displacement of the new engine was better able to cope with the increasing emission regulations. Although the horsepower ratings were similar (65 bhp - home market) the 1493 CC engine produced more torque. The increased output combined with taller gear ratios resulted in faster acceleration, (12 seconds 0-60 compared to 13 for the 1275cc version) and top speed of just over 100 mph. In the US market British Leyland struggled to keep engine power at acceptable levels, as the engines were loaded with air pumps, EGR valves and catalytic converters to keep up with new US and California exhaust emission control regulations. The home market's dual SU HS4 carbs were swapped for a single Zenith-Stromberg 150 CD4 unit, and the power fell to 50 bhp at 5000 RPM and 67 lb-ft of torque at 2500 RPM. The round rear-wheel arches were now square again, to increase the body strength. The last car was made on December 7, 1979, after 73,899 of the last version had been made. The last 500 cars were painted black. There was no Austin-Healey Sprite equivalent. A limited number of MG Midgets were titled in 1980, and appear as 1980 models.

- MINI-BASED CONCEPT.

ADO34 was the name of a project active between 1960 and 1964 that aimed to develop a Mini-based roadster to replace the MG Midget and Austin-Healey Sprite. It was not proceeded with.

- TODAY

Originally designed by Donald Healey and his team, the car may have started life as an Austin-Healey Sprite, but was always manufactured by the MG Car Company at its factory in Abingdon, Berkshire. MG developed and improved the Sprite to the point where they felt it was fit to be known as the first post-war MG Midget.

Over the years, the two models came to be given the joint soubriquet 'Spridget', and from their inception, Spridgets became popular cars to use in 'grass roots' motor sport events all over the world, because of their predictable and entertaining handling characteristics and the ready availability of tuning parts, both from the manufacturer BMC and from independent tuning concerns – particularly Alexander Engineering and Speedwell Performance Conversions.

The UK still has a race series dedicated to the MG Midget which is run by the MG Car Club. The MG Midget Challenge is a national race series for MG Midgets and Austin Healey Sprites (built 1956–1979). The championship is run at all major UK circuits, with the occasional visit to Spa-Francorchamps in Belgium, and has been running since 1977.

Spridgets are also still highly popular in the US and elsewhere for vintage racing. All Sprites and earlier model Midgets are powered by the very common A-Series engine which is very tunable for higher output.

Today MG Midgets are increasingly being restored to a high standard, helped by the excellent availability of re-manufactured parts. This made easier because many of the components used are common to other Austin and Morris models, and many body fittings on the later cars are common to the MGB. British Motor Heritage, which owns many of the original press tools, makes body panels and complete body shells, and is backed up by a small army of suppliers of parts, both new and used.

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## DRIVING IN RAIN

### SAFE-DRIVING TIPS WHEN IT IS RAINING - GOOD VISION IN A DOWNPOUR

How to achieve good vision while driving during a heavy downpour? We are not sure why it is so effective; just try this method when it rains heavily. This method was told by a police friend who had experienced and confirmed it. It is useful, even while driving at night.

Most of the motorists would turn their wipers on HIGH or FASTEST SPEED during a heavy downpour, yet visibility in front of the windshield is still bad. In the event you face such a situation, just put on your SUNGLASSES (any make will do), and miracles! All of a sudden the visibility in front of your windshield is perfectly clear, as if there is no rain.

Make sure you always have a pair of SUNGLASSES in your car. You are not only helping yourself to drive safely with good vision, but also might save your friend's life by passing on this advice. Try it yourself and share it with your friends!!!!

Amazingly you still see the drops on the windshield, but not the sheet of rain falling. You can even see where the rain bounces off the road. It works to eliminate the "blindness" from passing cars or the "kickup" if you are following a car in the rain.

They ought to teach this little tip in driver training because it really does work. This is a good warning. I wonder how many people knew about this?

### ANOTHER GOOD TIP:

A 36 year old female had an accident several weeks ago. It was raining, though not excessively, when her car suddenly began to hydro-plane and literally flew through the air. She was fortunately not seriously injured but very stunned at the sudden occurrence! When she explained to the police officer what had happened, he told her something that every driver should know - NEVER DRIVE IN THE RAIN WITH YOUR CRUISE CONTROL ON.

She thought she was being cautious by setting the cruise control and maintaining a safe consistent speed in the rain, but the police officer told her that if the cruise control is on your car will begin to hydro-plane when the tyres lose contact with the road, and your car will accelerate to a higher rate of speed making you take off like an aeroplane. She told the officer that was exactly what had occurred. The officer said this warning should be listed, on the driver's seat sunvisor, along with the airbag warning - NEVER USE THE CRUISE CONTROL WHEN THE ROAD IS WET OR ICY. We tell our teenagers to set the cruise control and drive at a safe speed - but we don't tell them to use the cruise control only when the road is dry

The only person the accident victim found who knew this, (besides the officer), was a man who'd had a similar accident, totalled his car and sustained severe injuries.

**NOTE:** Some vehicles (like the Toyota Sierra Limited XLE) will not allow you to set the cruise control when the wind windshield wipers are on.

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## CHUCKLES

### CHELTENHAM RACES

A group of primary school infants, accompanied by two female teachers, went on a field trip to Cheltenham races to see and learn about thoroughbred horses.

When it was time to take the children to the toilet, it was decided that the girls would go with one teacher and the boys would go with the other.

The teacher assigned to the boys was waiting outside the men's toilet when one of the boys came out and told her that none of them could reach the urinal.

Having no choice, she went inside, helped the boys with their pants, and began hoisting the boys up, one by one, holding their willies to direct the flow away from their clothes.

As she lifted one, she couldn't help but notice that he was unusually well endowed. Trying not to show that she was staring, the teacher said, 'You must be in year four.... in Miss Atkinson's class?'

'No, madam,' he replied. 'I'm riding Silver Arrow in the 2.15.'

#### MORE ON THE COSTA CONCORDIA

- How do they serve alcoholic drinks on Italian cruise ships? - On the rocks
- What vegetables do you get with dinner on Italian cruise ships? - Leeks
- What's the fastest way to get off an Italian cruise ship?- Follow the captain
- When the captain of the ill fated Costa Concordia was asked if he knew where he was going he replied "off course."
- So the captain of the Costa Concordia will soon be in the dock. That's more than can be said for his ship.
- The captain says he is not guilty of manslaughter. He has witnesses to prove he was nowhere near the passengers who died.
- I like my women how I like my Italian Cruises. Wrecked, and ready to go down.
- The Costa Concordia is probably the most expensive thing to go down in Italy since Berlusconi's last hooker.
- What's the difference between the Italian economy and the stricken cruise liner Costa Concordia? Nothing - The bottoms dropped out of both.



**34 Tapas & Oysters** NOW OPEN

The eating place where great food, good friends and sticky fingers meet, 34 Tapas & Oysters is all about Knysna's laid-back lifestyle: a water-side mixture of all the good things in life with a touch of the old Outeniqua Rust that makes living in the Garden Route so appealingly comfortable.

**THESEN ISLAND**  
Tel: 044 382 7196 info@34tapas.biz  
34 02°56.32'S 23 02°53.50'E

*The hottest spot in Knysna...*



**Supreme Bumpers &**  
Group of Companies  
Established since 1969

Specialists in:  
\*Electro plating\*  
Copper, Nickel, Chrome, Brass, Silver, Gold, Cadmium, Galvanizing  
\*Repair Plastic & Steel\*  
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\* Panel beating & Spray Painting\*  
Passenger vehicle, Trucks, Motor Bikes, Bakkies, Trailers & any other components

77/79 Wriggle Road, Heriotdale, Johannesburg, South Africa  
Tel: +27 11 -626-2304/5/6 Fax: +27 11-626-2214 Mobile: +27-083-450-3744/5  
E-mail: GLENCOL@CYBERTRADE.CO.ZA  
supremebumpers1@cybertrade.co.za

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## THE CLUB CAR REGISTER

Would new members please let Keith Burton have their car's details asap. We wish to keep the club car register up to date and the information is passed on to the relevant model registers. Please send details to Keith ([keiella@telkomsa.net](mailto:keiella@telkomsa.net) or P O Box 1154, Sedgefield, 6573).

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## WEBSITES WORTH VISITING:

[www.mgcarclubsc.co.za](http://www.mgcarclubsc.co.za)

<http://gallery.mac.com/djwardell> **Website for MG 80 gallery**

[www.mgcc.co.uk](http://www.mgcc.co.uk).

[www.motoring.co.za](http://www.motoring.co.za)

[www.mgcc-north.co.za](http://www.mgcc-north.co.za)

[www.motorheads.co.za](http://www.motorheads.co.za)

[www.motorheadsdiary.com](http://www.motorheadsdiary.com) (for motor sport / Historic racing diary)

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## REGALIA

For Club Regalia, please email your requests to Ron Hollis ([rphollis@gmail.com](mailto:rphollis@gmail.com)) for T shirts (Blue) and windbreaker jackets (Dark blue with tafetta lining), please give sizes – check with other club members that already have the item you want. Available items :- Key rings (Club logo; “MG” in a variety of colours), Club grille badges (2 hole flat type for badge bar mounting or with rear screws for grille mounting – please specify), Club Licence Stickers, Smaller Club Logo Stickers, Coasters, “MG” Zip pull-tags (various colours), Note that club jackets and T shirts usually need to be ordered – we keep little or no permanent stock of these items.

For those without access to email, contact Ron on 0828598771 or visit him at Bodge Engineering opposite Frost Brothers.

*(When you visit Ron for your regalia, look also at the fine car covers that he has in stock and treat your car. Ed)*

The committee has agreed and arranged for members to have the Club badge and “Forever Young” embroidered on their personal “civvies” clothing. Please contact Linda after 16h30 (she is at work until then) on 044 3824025 or 0834619730 or [linda@inkfight.com](mailto:linda@inkfight.com) Bruce has several items already satisfactorily embroidered as a trial and will show them on request.

## FOR SALE

*This section of the Newsletter is sadly lacking in input from members, c'mon guys, where are all those spares or potential rebuilds you can no longer contemplate. Ed.*

**For Sale** 1970 MG Midget BRG, wires. Engine rebuilt. Contact Hugo Lodder on 0832777123

**For Sale** Accuspark Electronic Ignition kits for classic cars @R495. Also Sports Coils @ R295. Contact Steve on 0826460824 or [woodward@icon.co.za](mailto:woodward@icon.co.za)

**For Sale** For Sale. 2 X Lucas ignition/charge warning lights, chrome bezel red lens. Good condition. R120,00 ea. Tony 083 419 6566 \*\*\*

**For Sale** MG TD hood frame, new, bought from Moss, contact Jeff Levy 044 6202474 or [levy.jeff@ymail.com](mailto:levy.jeff@ymail.com) \*\*\*

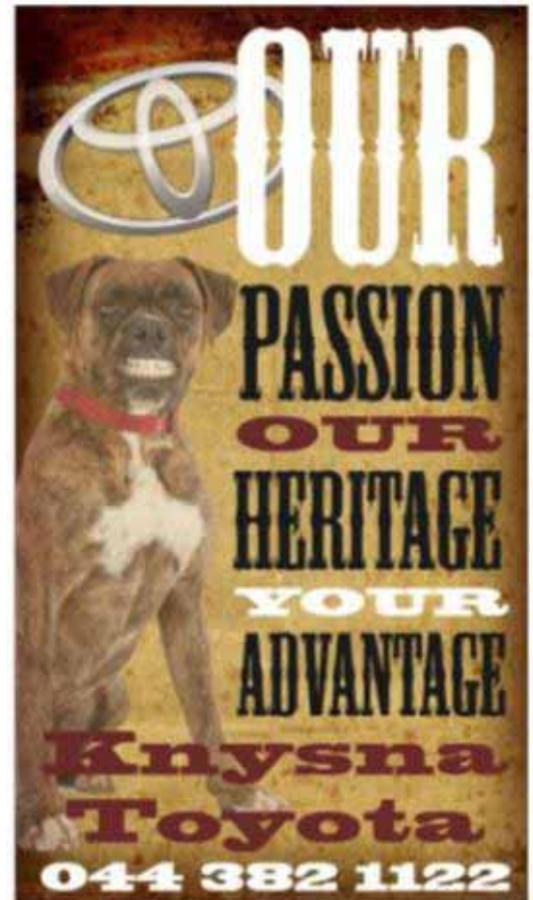
**For Sale** RH racing windscreen for 1946-49 MGTC. If anybody is interested, make a offer. Harry Booker [crazeeshop@gansbaai.za.org](mailto:crazeeshop@gansbaai.za.org)\*\*

**For Sale:** For used MGA and MG Magnette spares, contact Ricky Cooper on 0828222146 or [rcooper@cyberperk.co.za](mailto:rcooper@cyberperk.co.za)

**Wanted:** Ricky Cooper is looking to purchase scrap MG's and other sports cars for spares. Please contact him on 0828222346 or [rcooper@cyberperk.co.za](mailto:rcooper@cyberperk.co.za)

**Wanted:** MGB Roadster for restoration, contact Hugo Lodder on 0832777123

**National for sale and wanted list:** This list includes MGs countrywide, spares and books. For further information, contact Bruce Henderson on 044 382 1989 or [brucejhenderson@gmail.com](mailto:brucejhenderson@gmail.com).



# ATTENDANCE REGISTER

MEMBERS NAME	PARTNER	THIS MONTH	ACCUM	TOTAL
Albisser Tony	Elsbeth	2,2	4	6
Baker Lew	Heather			
Battison Dave				
Bechlars Philip	Martina			
Bickley Fred	Cheryl	2,1.	3	5
Burton Keith	Ella	2,2	4	8
Bush Marion	Gavin			
Cleland Jim	Glen	2,2.	4	6
Clough Pat	Ali	1,1.	2	4
Cooper Ricky	Colleen	2,2,2	6	10
Davey George	Margie	2	2	3
Davidson Brian	Jose	1	1	3
Doig Pete	Anne			
Douglas Murray	Anne	2,2.	4	6
Dunlop Denis	Gill	2	2	4
Esterhuizen Tom	Jeanette	2	2	2
Fisher Roger	Alva	2	2	6
Frost Norman	Jennie			
Giggins Barry	Joan	2	2	2
Gilbert Greg	Rae			
Gregory Mike	Jan			2
Grevensteyn Rudolph	Sharon			3
Hamilton Allan	Brenda			
Henderson Bruce		2,2.	4	8
Henderson Mike				
Hewitt Lionel	Rose	1,2	3	5
Holliday Clive				
Hollis Peter				
Hollis Ron	Dee	2,2,1	5	7
Houseman Marilyn	Dennis	2	2	2
Jones Dave	Fay			
Koch John	Jillian			
Koncki Heinz	Paula	2	2	3
Langman Frostie	Sue	2,1.	3	7
Lawson Ross	Antoinette	1,1.	2	3
Le Feuvre Tim	Sheila			
Lodder Hugo		2	2	2
Lyons-Lewis Tony	Lorna	2,1.	3	7
Mackey Ray	Angela	2,2,1	5	8
Mangan Geoff		2,1,1	4	4
McCallum John	Louise			
Metelerkamp Neil	Norma	1	1	1

Mentz Bunny	Jan	1,1	2	2
Mulder Chris	Ludy			
Mullany Fred	Jo	2,2,1.	5	9
Orsmond Ret	Julie			
Parfett Ed	Jennie			4
Parker Wilf	Jenny	2,2.	4	6
Paton Duncan	Lesley	2,2,2.	6	10
Putter Willie	Linnea			
Reitz Fritz	Madene	1	1	1
Rolf Anthony	Corrine			
Rosser Phillip	Amanda			
Scanlen Errol	Iorr			
Scheepers Bert	Renate			
Slade Keith	Yvonne			
Stead Heyns	Anne			
Stockdale Brian	Dawn			
Tops Paul	Barbie			
Underwood Colin				
van den Bor Frans	Ellen			
van der Hoven Hugo	Kath			
Vadas Peter	Vivian	2	2	4
Vadas Robert	Annabel			
Wessels John	Jane	2	2	2
Williams Denny	Pat	2,1.	3	4
Wilsher Martin	kim			
Winter George	Liesel	2	2	4
Woodgate Geoff	Merceda			2
Yendall Graham	Sylvia	1,1.	2	5
Zerwick Rick	Dolla	2	2	2
Zerwick Karel		1	1	1

EVENT No.	EVENT	DATE	ATTENDANCE	
			MEMBER	NON MEMBER
1	Sundowner Picnic	17 Jan	22	1
2	Cafe Francois	29 Jan	21	5
3	George Car Show	11 Feb	19	1
4	Old Nicks	26 Feb	19	6
5	AGM	28 Feb	26	0

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**FOR ANY CLUB RUNS:**

Meeting place: **KNYSNA** – The Quays at the Waterfront end of Grey St.

**SEDFIELD** – Engen One-Stop.

In view of the advancing years of many of us, there may be problems with print size, etc. Any CONSTRUCTIVE criticism of the Newsletter and how it can be improved will always be welcomed as will of course, your contributions.



**FROST BROTHERS**  
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Norman & Jennie Frost

E-mail: [norman@frostbrothers.co.za](mailto:norman@frostbrothers.co.za) Website: [www.frostbrothers.co.za](http://www.frostbrothers.co.za)

5 Uil Street  
Knysna Industria  
P.O. Box 3244  
Knysna 6570  
South Africa  
Tel: +27 044 382 6074  
Fax: +27 044 382 3517



Norman: 082 557 6470 Jennie: 076 195 4837

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