



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

NEWSLETTER NO. 04:13 APRIL 2013

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EDITORIAL

OK you enthusiasts, this is it, the Knysna Car Show is virtually upon us, get the polishing rags out and get the car(s) registered for the event. At the time of writing this, only 20 MGs were registered and as the biggest one make presence at the show we clearly need to at least triple that. This is the GRMC event of the year and their major source of revenue for deserving charities – it needs your presence. The 4th of May is the big day and should you be prepared to assist with marshalling please get in touch with Tony Lyons-Lewis.

So you think your MGA twin cam or MGPA is rare – have a look at *Maintaining the Breed* later in this edition. I have listed the MG production numbers and models during the vintage years. You might be surprised at how few survive.

Fred Mullany has updated the events schedule for the remaining events to the end of June, please check the detail to avoid surprises.

You may recall from a recent newsletter that the “National For Sale and Wanted” list would no longer be forthcoming from Rod Paxton. But all is not lost, for those of you wanting to buy or sell cars or parts, a classified section has been added to the website www.mgcc.co.za . Please make use of it, or alternatively give your fellow local members first shout in this newsletter before advertising nationally.

Keep the revs up,

Ray

FROM THE HIGH CHAIR

Probably not too many of us had heard of a company called “Classic Events”. This organisation arranges long distance rallies for classic cars around the world and in mid-March, their ‘Safari Rally’ passed through Knysna. Our interest was raised because included in the group were Stephen and Janice Williams from the UK in their unmodified (except for a guard for the fuel tank, an electric fan and some additional filters) 1969 MGB roadster. The rally had started in Cape Town and they had travelled north, usually on secondary and often gravel roads, through Namibia and across the Caprivi Strip. They then turned back south through Botswana (including a detour to the Victoria Falls), and came via Joh’burg and Port Elizabeth and finally over Prince Alfred’s Pass to Knysna. The journey included time trials and regularity sections throughout the 8,300km distance so there was no dawdling and limited time for sight-seeing although Etosha seems to have been one of the highlights.

The B required some attention on the journey. Somehow the organisers managed to find a river crossing in Namibia and the knee-deep water was the first cause of trouble, ‘washing’ all the blades of the electric fan off the hub and ‘drowning’ the starter motor permanently. Replacements for these were found but by the time they reached Knysna, there was a crack in the exhaust manifold and a broken engine mounting, both of which were repaired by ‘Speedy’. With the help of Tony’s carburettor balancer, the car was re-assembled and retuned for the final lap of the rally back to Cape Town.

A rest day here allowed me to have a pleasant dinner with them and fellow competitors who had done a similar event round New Zealand in their TD but were doing it the easy way this time in a Toyota 4x4. Of the 5 classics in the event, the B was in 3rd place behind a much modified and suspension-elevated 1970’s 280SLK Mercedes and a Citroen with its own suspension elevating advantages. The other Classics were a late 50’s 220S Merc and a NSU.

Having travelled these roads by 4X4, I can only admire the courage of these couples to take up the challenge in a B but once again, the MG



family is brought to the fore. At a cost of ±R280.000, the three week rally is probably beyond the means of most of us! The Williams had applied to join Roy Locock on his trip down Africa in their B but he turned them down on the grounds that his trip was a commemoration of 50 years of the Midget and he wanted Midgets only. They finally got to see Knysna and the strong spirit of MG lives on!

The massive influence that China is beginning to exert on this planet has not escaped the MG scene. I believe that the China Centre of the MGCC is newer even than ours although I was unable to confirm this despite an intensive internet search. What is certain is that they are financially in a more sound position than the South Cape Centre! In December 2012, the MGCC China opened its ‘headquarters’, a 400 square metre building plus an MG ‘park and exhibition’, all on 3,3 acres within Shanghai. This must be extensively supported by the SAIC Motor factory just outside Shanghai which is producing 400 MGs and Roewes (they used to be Rovers!) daily, feeding China’s 190 MG dealers and sales outlets in more than 40 countries world-wide. In the UK, official sales figures show that MG is the fastest growing British-produced make (ignore that MG is owned by the Chinese!) with sales in 2012 exceeding 2010 and 2011 combined. It is

anticipated that the launch of the small MG3 will further boost sales. So it seems that around the world, there are good prospects that the marque will prosper and with luck, a return to the heritage of a small, affordable, open sports car will be considered by the powers now controlling design and production.

Regalia arrangements: Please note that the arrangements for the sales of regalia have changed – see later in this edition for details.

I shall be deep in the Richtersveld when you receive this having done an 'Eco Trail' in Kgalagadi, but fortunately my MGs will be in their garages.

Enjoy your MGs and drive safely.

Bruce

NEW MEMBERS

A warm welcome to several new members, they being Oscar Marucci, Garth Miller, Neville Whitehead, Mirka Urbanc and Susan Marsden. We hope to see you all at future events

FUTURE EVENTS

| 2013 MGCC EVENTS CALENDAR (Revised) | | | | | |
|--|------|-----------|--|-------------|--------------|
| When possible runs will be on the second Sunday and Noggins on the second Tuesday of the month | | | | | |
| Regular breakfast runs on last Sunday of the month | | | | | |
| Please see under "Forthcoming Events" in the current newsletter for details: | | | | | |
| MGCC members are invited to participate in GRMC events shown below in BLUE | | | | | |
| Meeting places: Knysna – The Quays at Waterfront Drive end of Grey Street | | | | | |
| Sedgefield – Engen One Stop | | | | | |
| Date | Day | Host Club | EVENT | Quays Start | GRMC Invited |
| Apr | | | | | |
| 8 to 11 | Tues | GRMC | Grand Tour – enquiries Peter/June 044 5330843 | 08h30 | |
| 24 | Wed | MG | MG Pensioner Brunch – Enrico's | 10h30 | YES |
| 28 | Sun | MG | Old Nick's @ Plett | 09h00 | YES |
| May | | | | | |
| 4 | Sat | GRMC | Knysna Car Show | TBA | |
| 19 | Sun | MG | Little-woods, walk in the garden bring & braai * | 11h00 | NO |
| 26 | Sun | MG | Breakfast, the Bistro, Lake Pleasant, Sedgefield | 09h00 | YES |
| June | | | | | |
| 1 | Sat | GRMC | Proms in PE | TBA | |
| 9 | Sun | MG | Run to Glentana Caravan Park, bring & braai | 10h30 | YES |
| 18 | Tues | MG | Quizz nite. - Soup n'roll + light supper. The Bell R65 + tip | 18h00 | YES |
| 30 | Sun | MG | Old Nicks @ Plett | 09h00 | YES |
| Canadian GP 9 th June | | | | | |
| * limited to 22 MG cars | | | | | |

| | Date | Race |
|----|--------|--------------------------|
| 1 | Mar 17 | Australian Grand Prix |
| 2 | Mar 24 | Malaysia Grand Prix |
| 3 | Apr 14 | Chinese Grand Prix |
| 4 | Apr 21 | Bahrain Grand Prix |
| 5 | May 12 | Spanish Grand Prix |
| 6 | May 26 | Monaco Grand Prix |
| 7 | Jun 9 | Canadian Grand Prix |
| 8 | Jun 30 | British Grand Prix |
| 9 | Jul 7 | German Grand Prix |
| 10 | Jul 28 | Hungarian Grand Prix |
| 11 | Aug 25 | Belgian Grand Prix |
| 12 | Sep 8 | Italian Grand Prix |
| 13 | Sep 22 | Singapore Grand Prix |
| 14 | Oct 6 | Korean Grand Prix |
| 15 | Oct 13 | Japanese Grand Prix |
| 16 | Oct 27 | Indian Grand Prix |
| 17 | Nov 3 | Abu Dhabi Grand Prix |
| 18 | Nov 17 | United States Grand Prix |
| 19 | Nov 24 | Brazilian Grand Prix |

MAINTAINING THE BREED

MG – THE VINTAGE MODELS

The first M.G.s were Morris motorcars modified by Cecil Kimber at Morris Garages in Oxford, unfortunately none of these early motorcars, often referred to as Raworth Chummies, are known to exist. The first known use of the stylised octagonal M.G. badge was in The Oxford Times, March 2nd 1923. The history of M.G. and the early cars are well documented elsewhere in books such as John Thornley's *Maintaining the Breed*, the various books by Wilson McComb and Phil Jennings' *Early M.G. and Oxford to Abingdon* the book he co-wrote with Robin Barraclough. The following information has been gleaned from some of the above books and other sources.

We list the Vintage models.

Raworth 'Chummy' Mid 1923 - late 1924 (6 were produced and none are known to exist)

This was the first car to be advertised as an M.G. Super Sports Morris, it was an 11.9 Morris Cowley fitted with a 2-seater body supplied by Charles Raworth & Sons of Oxford. It had a 1548cc straight four side valve engine and is believed to have had one horizontal SU carburettor. A wet cork clutch and a three speed crash gearbox, 1/2 elliptic front springs 3/4 elliptic front springs (shackled), bolt on artillery wheels and brakes with 9" drums to the rear only. The wheelbase was 8' 6" and the track 4' 0". It was only available as a 2-seater.

M.G. Super Sports 14/28 (a bullnose motorcar) Late 1924 - late 1926 (Approx 400 were made, approx 10 exist)

These cars have a 1802cc four cylinder side valve engine and had a single carburettor, which could be a Smith, SU or Solex. A wet cork clutch and a three speed manual crash gearbox, 1/2 elliptic front springs and 3/4 elliptic rear springs, in 1924/5 bolt on artillery wheels with Ace discs and in 1925/6 bolt on wire spoke wheels, 12" drum brakes, the wheel base was 8' - 6" and later 9' - 0", the track was 4' - 0".

M.G. Super Sports 14/28 (flat radiator motorcar) (approx 10 exist)

M.G. 14/40 Mk 1V (approx 22 exist)

About 900 flat rad 14/28 and 14/40 were made between late 1926 and late 1929. Both the 14/28 and the 14/40 had a 1802cc four cylinder side valve engine with a single horizontal Solex carburettor, a wet cork clutch and three speed manual crash gearbox, 1/2 elliptic springs front and rear, bolt on wire wheels and 12" drum brakes. The wheel base was 8' - 10 1/2" and the track 4' - 0".

18/80 M.G. Six Mk1 - late 1928 - mid 1931 (500 were built, approx 32 exist)

These motorcars were built firstly at Edmund Road, Oxford until M.G. moved to Abingdon in September 1929. They have a 2468cc, straight six overhead camshaft engine, with two horizontal SU carburettors with a single float chamber, a wet cork clutch, a manual 3 speed 'crash' gearbox, torque tube to the rear axle, shackled 1/2 elliptic springs front and rear, 12" finned drum brakes. Early models had rod brakes with Perrot shafts to the front and later models had cable brakes, they have 19" Rudge Whitworth centre lock wirewheels a wheelbase of 9' - 6" and a track of 4' - 0".

18/80 M.G. Six Mk 11 - 1930 - late 1932 (236 were built, approx 25 exist)

These motorcars were all built at Abingdon and were similar to the Mk1 but had a wider track of 4' - 4", a beefed up chassis, a four speed gearbox, a different rear axle, different brakes with 14" drums, different headlamp mountings (the easiest way to tell the difference from a Mk1), the twin SU carburettors had two float chambers and there were several other minor changes.

18/100 M.G. Six Mk 111 (known as the Tigress) (5 were built, 2 exist)

The basis of the 18/100 was the new Mk 11 chassis into which was fitted an 18/80 power unit incorporating a new crankshaft and pistons, a new camshaft, dry-sump lubrication, a cross flow head with twin sparking plugs, new unique carburettors and a host of other improvements including a higher second gear. The chassis had a modified steering box mounting, additional shock absorbers at the rear and a larger fuel tank. The Mk 11 brakes were modified only slightly. The body was similar to the speed models but had cycle wings and conformed to the racing requirements of the day. This motorcar was catalogued as the M.G. Six Sports Road Racing Model. There are a few 'lookalike' Tigresses, built from Mk11 cars.

All the models, except the Raworths and Tigresses, came with a variety of bodies, 2 seaters with dicky seats, 4 seater tourers, saloons, salonettes and some coachbuilt bodies. The 18/80 also had wide bodied and narrow bodied speed models. The Tigresses had a special body similar to the speed model

SAVVA TECHNICAL TIP 71 – FAN BELTS

If you see a car stranded on the side of the road it's invariably because it's overheating or has electrical problems. As far as the overheating is concerned it's usually because a hose has burst or a fan belt has disappeared.

Let's look at fan belts. Recently I purchased a new belt at the local spares shop and was very concerned at how hard it was and because of the method of packing it was egg shape and not round. Once fitted, I had to over-tighten it to make it run without a vibration. This you must appreciate is a no, no, with early water pumps. Eventually, I replaced it with a Fenner belt which was much softer and was round. The difference was more that noticeable. If you have an early car with water pump that you don't want to put too much strain on, we suggest you go to a belt supplier and not the shop down the road.

Many moons ago I was working as a slave in a large factory which had monstrous electric motors. Most of these motors had two or more drive belts and when replacing them it was imperative that we replace them with "matched sets". As a reminder of the necessity to fit matched sets I once purchased a Rolls that had been standing for years and in my enthusiasm to get it going I bought new belts from the down the road spares shop. Two for the power steering and aircon and two for the alternator and water pump. All went well for week or two until one belt must have had a wobbly and took the others with it. You cannot believe the mess under that bonnet – four belts tangled up with all the workings – lesson learned.

If you have a car that has dual belts, especially the long variety, may we suggest that when next replacing them you go to a specialist belt supplier and ask for matched belts. Belts of the same type manufactured some time apart may not tighten to the same degree.

TRUE STORIES

COMMUNICATION IS THE ANSWER

The mother-in-law, comes home and finds her son-in-law furious and packing his suitcase. "What happened?"

"What happened? I'll tell you what happened! I sent an email to my wife saying that I was coming home early from my trip today. I got home and guess what I found? My wife, yes my Jean, with a naked guy in our marital bed! This is the end of our marriage, I will leave forever!"

"Calm down!" says mother-in-law. "There is something odd about this story. Jean would never do such a thing!"

Wait a minute while I check what happened."

Moments later, mother-in-law comes back with a big smile. "You see, I said there must be a simple explanation,

"Jean didn't receive your email."

SODDS LAW

Law 1. Experience is something you don't get until just after you need it.

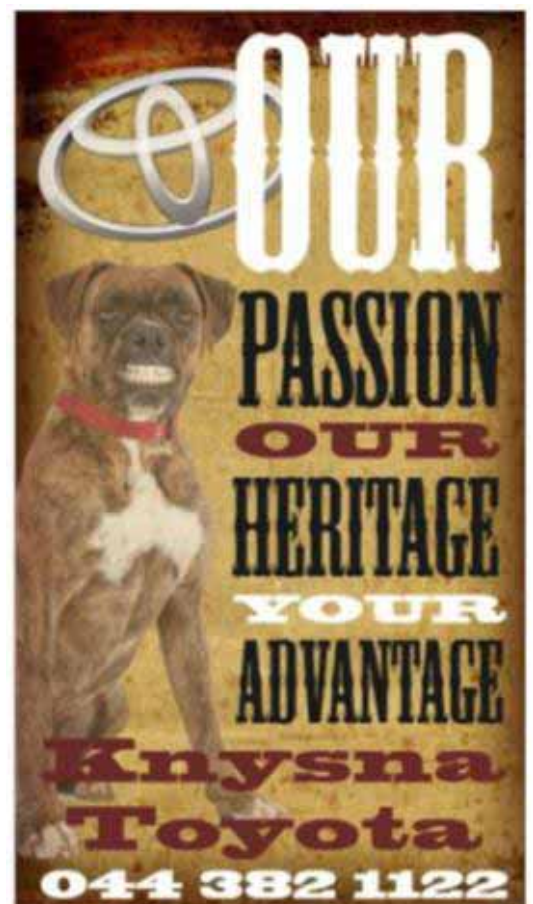
Law 2. The hardness of the butter is proportional to the softness of the bread.

Law 3. The sooner you fall behind, the more time you'll have to catch up.

Law 4. The early bird may get the worm, but the second mouse gets the cheese.

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 (keiella1@telkomsa.net or P.O. Box 1154, Sedgfield, 6573).



WEBSITES WORTH VISITING:

www.mgcarclubsc.co.za

<http://gallery.mac.com/djwardell> (website for MG 80 gallery)

www.mgcarclub.co.uk

www.mgcc-north.co.za

www.motorheads.co.za

www.motorheadsdiary.com (for motorsport/Historic racing diary)

<http://www.myclassics.co.za/clubs.aspx>

REGALIA

REGALIA NEWS FLASH

For all regalia items please order directly from Ron Hollis (e-mail ron@bodge.co.za).



South Cape Golf Shirt



South Cape Wind Cheater



South Cape Cap



MG Key Rings and License Disk Stickers



South Cape Bumper Badges, License Disk Holder, License Disk Sticker, Sticker, Lapel Badges



South Cape Name Tags and Key Ring

| Item | Description | Size | Price |
|------|---|----------|----------|
| 1 | South Cape Windcheater | S to XL | R 300.00 |
| 2 | South Cape Windcheater | XXL | R 310.00 |
| 3 | South Cape Windcheater | XXXL | R 320.00 |
| 4 | South Cape Golf Shirt - short sleeve | S to XL | R 210.00 |
| 5 | South Cape Golf Shirt - short sleeve | XXL | R 220.00 |
| 6 | South Cape Golf Shirt - short sleeve | XXXL | R 230.00 |
| 7 | South Cape Cap | Fits all | R 70.00 |
| 8 | South Cape Cloth Badge (to sew onto personal clothing) | | R 20.00 |
| 9 | Club Name Tag (Please specify required name & surname) | | R 70.00 |
| 10 | Bumper Badge (Brass) Lower tongue for drilling/mounting | | R 150.00 |
| 11 | Bumper Badge (Brass) 2 rear studs for grille mounting | | R 150.00 |
| 12 | South Cape Licence Disc Holder (permanent type) | | R 30.00 |
| 13 | South Cape Licence Disc Stickers | | R 10.00 |
| 14 | South Cape Club Sticker (smaller size than licence disc stickers) | | R 8.00 |
| 15 | South Cape Lapel button (approx 12mm) | 12mm | R 20.00 |
| 16 | South Cape Lapel Badge (approx 25mm) | 25mm | R 40.00 |
| 17 | South Cape Club Key-ring | | R 80.00 |
| 18 | MG Key-ring (please state colour preferences) | | R 80.00 |

FOR SALE

For Sale - 1957 MG Magnette at cost-price R 85.000. Two tone paint Grey over Burgundy, new interior, leather seats. Extensive re-build 2010/2011, a comprehensive list of the work carried out available on request, as well as a great number of pictures documenting the restoration, all invoices. The car appeared in the Dec 2011/Jan2012 edition of Classic & Performance Car Africa. It has proven its reliability and comfort on the long journey to the 2012 Indaba to Clarence. Contact: Heinz Koncki, Email: h.koncki@gmail.com, Tel.: 079 6250240. *

For Sale - 2002 MG ZT 190 2.5 V6. Luxurious family sedan. Has radio/CD. Sunroof. New 18" tyres and mags. Needs a new clutch. It has approximately 160,000 km's on the clock and I am wanting R35,000 for an urgent sale. Contact Ann on 083 953 9377 or via email: ann.vonbrandis@wits.ac.za. (I have a picture of the car and can email it to anybody interested Ed.)**

For Sale - 1971/2 MGB GT in very original and good condition in Somerset West. History available having had three owners. 91,000 km total and only 5000 Km in past 8 years. Contact Anthony von Zeil on caratz@telkomsa.net or 021 855 0494 or cell 072 284 1658. R89,000 negotiable.***

For Sale - For used MGA and MG Magnette spares, contact Ricky Cooper on 0828222146 or rcooper@cyberperk.co.za

For Sale - MG TD rebuild project. Due to a change in circumstances R85000. 1950 TD, valid S licence, engine completely rebuilt, brakes rebuilt, carbs overhauled(R5000); Body metalwork in very good condition, no rust, excellent woodwork, seats recovered (leather). New tyres, floorboards. Easy rebuild. Needs steering rack, respray and odd fittings. Lots of imported parts, chrome etc. eg new bumpers, will build up into a superb example, photo's available, contact Brian Crawford 0827836921

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



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Contact person: For friendly service phone Alan or Denise
 Postal address: 11 Westmeath Rd, Parkview, Johannesburg
 Telephone number: (011)486-0021 or (011)646-1631
 Email address: sportscar@mweb.co.za

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KNYSNAQUAYSSS@TELKOMSA.NET

| EVENT No. | EVENT | DATE | ATTENDANCE | |
|-----------|------------------|-------------|------------|---------|
| | | | MEM | NON MEM |
| 1 | Sundowner picnic | 15 Jan 2013 | 29 | 6 |
| 2 | Bistro breakfast | 27 Jan 2013 | 32 | 12 |
| 3 | George Car Show | 9 Feb 2013 | 30 | 1 |
| 4 | Old Nicks | 24 Feb 2013 | 18 | 5 |
| 5 | AGM | 5 Mar 2013 | 20 | 1 |
| 6 | Bistro breakfast | 24 Mar 2013 | 15 | 5 |

ATTENDANCE REGISTER

| MEMBERS NAME | PARTNER | THIS MONTH | ACCUM | TOTAL |
|---------------------|------------|------------|-------|-------|
| Albisser Tony | Elsbeth | 1 | 1 | 7 |
| Baker Lew | Heather | | | |
| Battison Dave | | | | |
| Bechlars Philip | Martina | | | |
| Bickley Fred | Cheryl | 2,2 | 4 | 10 |
| Bruce Brian | | | | 1 |
| Burton Keith | Ella | 2,2 | 4 | 10 |
| Bush Marion | Gavin | | | |
| Cleland Jim | Glen | 2 | 2 | 6 |
| Clough Pat | Ali | 1 | 1 | 4 |
| Cooper Ricky | Colleen | 1,2 | 3 | 10 |
| Dabner Len | Sonia | | | |
| Davey George | Margie | 1 | 1 | 3 |
| Davidson Brian | Jose | 1 | 1 | 5 |
| Day John | Margaret | | | 3 |
| Doig Pete | Anne | | | |
| Douglas Murray | Anne | 2 | 2 | 7 |
| Dunlop Denis | Gill | 1 | 1 | 3 |
| Esterhuizen Tom | Jeanette | | | 6 |
| Fisher Roger | Alva | 1 | 1 | 3 |
| Frost Norman | Jennie | | | 2 |
| Giggins Barry | Joan | | | 2 |
| Gilbert Greg | Rae | | | |
| Gregory Mike | Jan | | | |
| Grevensteyn Rudolph | Sharon | | | 5 |
| Hamilton Allan | Brenda | | | 2 |
| Henderson Bruce | | 2,2 | 4 | 12 |
| Henderson Mike | | | | |
| Hewitt Lionel | Rose | 1 | 1 | 5 |
| Hogg John | Gill | | | 6 |
| Holliday Clive | | 1 | 1 | 1 |
| Hollis Peter | | | | 2 |
| Hollis Ron | Dee | | | 7 |
| Houseman Marilyn | Dennis | | | 3 |
| Hunt Bob | Lindsey | 2 | 2 | 4 |
| Jones Dave | Fay | | | 4 |
| Koch John | Jillian | | | |
| Koncki Heinz | Paula | 2 | 2 | 4 |
| Krahe Alexander | | | | |
| Langman Frostie | Sue | 2 | 2 | 8 |
| Lawson Ross | Antoinette | 1 | 1 | 1 |
| Le Feuvre Tim | Sheila | 1 | 1 | 1 |
| Lodder Hugo | | | | 2 |

| | | | | |
|--------------------|---------|-----|---|----|
| Lyons-Lewis Tony | Lorna | 2 | 2 | 8 |
| Mackey Ray | Angela | 2 | 2 | 6 |
| Madeley Brian | Lyn | | | 6 |
| Mangan Geoff | | 1 | 1 | 6 |
| McCallum John | Louise | | | |
| Metelerkamp Neil | Norma | | | 2 |
| Mentz Bunny | Jan | | | 4 |
| Miller Garth | Shirley | | | 4 |
| Mulder Chris | Ludy | | | |
| Mullany Fred | Jo | 2,2 | 4 | 12 |
| Orsmond Ret | Julie | | | |
| Parfett Ed | Jennie | | | 4 |
| Parker Wilf | Jenny | | | |
| Paton Duncan | Lesley | 2,2 | 4 | 12 |
| Pretorius Peter | | 1 | 1 | 4 |
| Putter Willie | Linnea | | | 3 |
| Reitz Fritz | Madene | 1 | 1 | 1 |
| Rolf Anthony | Corrine | | | |
| Rosser Phillip | Amanda | | | |
| Scanlen Errol | Iorr | | | |
| Scheepers Bert | Renate | | | |
| Slade Keith | Yvonne | | | 6 |
| Smart Laurie | Kate | 2 | 2 | 2 |
| Stead Heyns | Anne | | | |
| Stockdale Brian | Dawn | | | |
| Thornborough Jim | Maxine | | | |
| Tops Paul | Barbie | | | 2 |
| van den Bor Frans | Ellen | | | |
| van der Hoven Hugo | Kath | | | |
| Vadas Peter | Vivian | 2 | 2 | 4 |
| Vadas Robert | Annabel | | | |
| von Zeil | Margie | 1 | 1 | 3 |
| Warne Alan | Jillian | | | 2 |
| Wessels John | Jane | | | |
| Williams Denny | Pat | | | 4 |
| Wilsher Martin | kim | | | |
| Winter George | Liesel | | | 2 |
| Witemann Otto | Rosy | | | |
| Woodgate Geoff | Merceda | | | 1 |
| Yendall Graham | Sylvia | | | 7 |
| Zerwick Rick | Dolla | | | |
| Zerwick Karel | | | | |
| Albisser Tony | Elsbeth | 1 | 1 | 7 |
| Baker Lew | Heather | | | |

FROST BROTHERS
CLASSIC & VINTAGE CARS
 Norman & Jennie Frost

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