



NEWSLETTER NO. 03/2016

COMMITTEE MEMBERS

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Member	Gerry Page		

EDITOR: Charlotte Holliday 0794933353 hollidaycharlotte7@gmail.com

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FROM THE HIGH CHAIR,

What wonderful top down weather we are experiencing as the beginnings of autumn chill mingle with beautiful sunny days and the occasional drought-relieving wet ones. This note is of necessity brief and in haste as I prepare to depart for a visit to Cape Town.

I had an excellent response from our and the GRMC members to my appeal for assistants for the Hillclimb albeit from a small number of people many of whom have very kindly volunteered for several shifts. The available slots have all been filled and there is a small 'reserve list'. Thank you very much to all. Details will be forwarded to you soon.

The Club calendar for the second half of 2016 has been completed and approved by the committee and will be published in this newsletter. A balance of new and traditional events are planned and, I am sure, will be enjoyed. A short, relaxed tour to Addo is almost full as spaces are limited. A big thank you goes to Trevor for his hard work in putting all of this together for our entertainment.

The Cape Centres' gathering in May 2017 at the Wilderness is rapidly filling. To date, we have given the Cape Centres' members priority but we will shortly open the event to the other centres – please complete and return the registration form that you have received as soon as possible to ensure your place.

Note that the venue for the breakfast run at the end of April will not be Old Nick's as Sao Goncalo has moved. The details will be sent to you by email and SMS nearer the time.

Enjoy your MGs and drive safely,

Bruce

EDITORIAL:



Raindrop on roses this is my favourite thing.

PAST EVENTS

Pensioners Brunch at Enrico's



Photos: Fred Mullany

Photo: Brian Gibson

Breakfast at Timberlake:



Beauty and the Beast!!



Again a bumper turnout - good weather, good food and good company. _

BONNETS UP!!



Photos: by Fred Mullany

FUTURE EVENTS

Regular breakfast runs are held on the last Sunday of the month. Please see under forthcoming events in the current newsletter for more detail.

Meeting Places:

Knysna Quays: at the Waterfront end of Grey Street.

Sedgefield: Engen One-Stop

FM - Fred Mullany; go.knysna@afrihost.co.za 044 381 0306

TC - Trevor Cooper; trevcoops@gmail.com 044 382 3322

PP - Peter Pretorius; peterp@afrihost.co.za 044 533 5114

BH- Bruce Henderson; brucejhenderson@gmail.com 044 382 1989

MGCC Events Calendar 2016

April						
10th	Sun	MG	Peperboom Rest. Groot Brak River	10h00	GRMC	TC
13th	Wed	GRMC	Human Origins Gaves Pinnacle Point M/B		GRMC	PP
17 - 19th	Sun/Tues		Brian Davidson's T Type Tour		MG Only	BD
24th	Sun	MG	Breafast run to Sao Goncalo Plett	9h00	GRMC	TC
May						
1st	Sat	GRMC	Knysna Motor Show		MG incl	PP
6 - 8th	Fri - Sun	MG	Knysna Hill Climb @ Simola		GRMC	BH
14 - 15th	Sat - Sun	GRMC	Last night at the Proms	10h00	MGCC	PP
29th	Sun	MG	Breakfast Run Zucchini Rest. Timber Village	9h00	GRMC	TC
June						

5 - 10th	Sun - Fri		Austin Healey Tour Natal Midlands		Austin Healey	
12th	Sun	MG	Braai @ Jubilee Creek	9h00	GRMC	TC
26th	Sun	MG	Breakfast Run Sao Goncalo Plett	9h00	GRMC	TC

REGALIA

Current Regalia Prices

The following changes to regalia prices – due to new ranges now being supplied. All garments carry the MGSCCC badge and approved wording where applicable.

Item	Sizes	Price
Caps - two tone peak, navy/blue	-	R 90.00
Windbreaker - water shedding (roll-up hood in collar), navy	S, M,L	R 365.00
	2XL, 3XL	R 390.00
Golfer shirt - high quality, trophy-line navy-blue curved inset	S, M,L	R 280.00
	XL, 2XL, 3XL	R 295.00
Members can ask for a garment to be embroidered with club badge	-	R 80.00

Some stock is available, subject to prior sale, but allow 1 to 2 weeks for delivery please. All Regalia to be ordered via Marche Cooper – payment by EFT to Club a/c, send proof of payment please.

Normal club accessories (i.e. key rings, bumper badges, additional name tags etc.) via Ross Lawson direct or Ron at Bodge.

April Birthdays

2nd - Margaret Day

4th - Ali Clough

7th - Dave Jones

9th - Allan Waterston

15th - Poena le Grange

20th - Duncan Paton

21st - Johan van Loggerenberg

22nd - Angela Mackay

28th - Susan Marsden and Otto Witzmann

29th - Johan Kruger and Ed Parfett

FOR SALE & WANTED

(Would members please contact the Editor if they have any MG cars or spares for sale)

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

SERVICE PROVIDERS:

(If members are aware of other reputable service providers not mentioned here, please let me know, Ed)

Car Care Products:

For all your **Autoglym** requirements contact Sylvia at : 082 958 2498

email: sylvia.vintagerose@gmail.com

Mechanical Repairs and Servicing

Bodge Engineering, Ron Hollis 0828598771

Classic Car Storage:

Ricky Cooper, 082 822 2146

info@rickycooperstorage.co.za

Radiators and Fuel Tank repairs

Silverton Radiators, Knysna Industria

MG Spares

Sports Car Centre Alan or Denise 011 4860021

Teds Spares, Knysna (parts/consumables for older cars) Oscar 044 3821335

Panel beating, Spray painting.

Tino 0782543643 Sedgefield/Karatara area – (including full restorations)

Spotless Knysna Industria Hein 0824706213/0793807337 (including valet service)

Rubber seals/sections

ProAuto rubber 29 Hibernia St., George; 044 8740817

Rubberman 61 Albert St., George 044 8732502 sales@rubberman.co.za

Ash framing, dashboards, door cappings, veneer repairs & refinishing etc.

Classic-Dash Ray Mackey 0829226106 brmprojects@telkomsa.net

Chrome plating

African Electroplating Peter Posniak 0825535032

Supreme Bumpers Glen Brits 011 6262304/5/6 or 0834503745

Chromeworks Peter Tiles 041 4841533 / 0828558628 or chromeworks@yahoo.co.za

Exhausts, brakes, suspension, steering etc

De Graaf Undercar, Knysna Industria, Johan/Doreen 0820993164 / 044 3820806

Windscreens and Glass

Classic Car Windscreens - Contact julien@classiccarwindscreens.co.za

Disclaimer: The above list of service providers is included in good faith and no responsibility will be accepted for inferior workmanship or poor service. Members availing themselves of these services do so entirely at their own risk. Ed.

Engine Detailing: Give your engine bay a face-lift. Some experience with MG models- work done in secure carport area in Brenton- usually three/four days, dependant on scope of work. Under-car "stone-chip" coating, can be done as well. Fred Mullany 082 321 4700

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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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Attendance Register Members name	Partner	YTD March. TOTAL				
Baker Lew	Heather	1		Lawson Ross	Antoinette	2
Battison Dave		0		Le Feuvre Tim	Sheila	7
Bechlars Philipp	Martina	1		Lodder Hugo		2
Bickley Fred	Cheryl	14		Lyons-Lewis Tony	Lorna	15
Brannon Janet	Bob	2		Mackey Ray	Angela	13
Bruce Brian	Gwendolyn	5		Macmillan Rosalind	Gordon	2
Burton Keith	Ella	14		Madeley Brian	Lyn	6
Bush Marion	Gavin	0		Marsden Susan		8
Cairns David	Susie	3		Marucci Oscar		0
Clary George	Carole	6		McCallum John	Louise	0
Cleland Jim	Glen	3		McMahon Tony	Vicky	6
Clough Pat	Ali	6		Mentz Bunny	Jan	7
Cool Wilhelm	Joeleen	2		Metelerkamp Neil	Norma	5
Cooper Ray	Pat	8		Miller Garth	Shirley	10
Cooper Ricky	Colleen	8		Milton Podge	Merrill	10
Cooper Trevor	Marche	12		Mullany Fred	Jo	13
Cox Stuart	Dottie	2		Orsmond Ret	Julie	0
Davey George	Margie	4		Page Gerry	Mary	8
Davidson Brian	Jose	8		Parfett Ed	Jennie	2
Davidson II Brian	Bernie	2		Parker Wilf	Jenny	10
Davies John	Babs	0		Paton Duncan	Lesley	9
Day John	Margaret	2		Posniak Peter	Patti	0
Douglas Murray	Anne	12		Pretorius Peter		3
Dunlop Denis		1		Putter Willie	Linnea	2
du Plessis Alex	Janet	5		Reitz Fritz	Madene	3
Etridge Derek	Jil	5		Reitz Karl	Tilly	4
Fisher Roger	Alva	4		Rosser Phillip	Amanda	0
Frost Norman	Jennie	1		Scheepers Bert	Renate	0
Gough Dave	Margee	3		Schnitzler Erwin		1
Gregory Mike	Jan	4		Slade Keith	Yvonne	5
Greyvensteyn Rudolph	Sharon	0		Smart Laurie	Kate	4
Hamilton Allan	Brenda	0		Spencer Mike	Jill	0
Hartzenberg Louw	Sarah	0		Stead Heyns	Ann	0
Henderson Bruce	Dianne	13		Stockdale Brian	Dawn	0
Henderson Mike		0		Swart Hendrik	Tina	0
Hewitt Lionel	Rose	5		Thornborough Jim	Maxine	0
Holliday Clive	Charlotte	12		Tops Paul	Barbie	6
Hollis Peter		0		Vadas Peter	Vivian	4
Hollis Ron	Dee	9		Vadas Robert	Annabel	0
Horak Leish	Ingrid	2		van Loggerenberg Johan	Shirley	4
Houseman Marilyn	Dennis	4		van Niekerk Charles	Carrol	0
Hunt Bob	Lindsey	0		von Zeil Margie		3

Jones Dave	Fay	4		Warne Alan	Jill	0
Jones Ian	Gay	2		Waterston Allan	Pam	7
Jones Nick	Sandie	5		Wessels Jane	John	0
Kells Trevor	Hilary	4		Whitehead Neville	Enid	2
Koch John	Jillian	0		Williams Denny	Pat	4
Koncki Heinz	Paula	2		Winter George	Liesel	4
Krahe Alexander		1		Witzmann Otto	Rosy	2
Kruger Johan	Ilse	0				
Langman Frostie	Sue	6				

Note: Numbers above refer to each entry on attendance sheet and do not take account of passengers or spouse.

Members with one MG which is under restoration can be awarded 2 points for attending in a “modern” if the editor is made aware of it.

No.	Event	Date	Mbrs.	Non Mbrs
1	Sundowner Picnic	12 Jan 2016	28	4
2	Zucchini's B'fast	31 Jan 2016	37	13
3	Glentana braai	7 Feb 2016	26	5
3	George Car Show	13 Feb 2016	37	
4	Old Nick's B'fast	28 Feb 2016	32	14
5	AGM	1 Mar 2016	35	
6	Zucchini's B'fast	20 Mar 2016	26	7
7	Bonnets Up	27 Mar 2016	18	
	Pepperboom Groot Brak	10 Apr 2016		
8	Old Nick's B'fast	24 Apr 2016		
	Knysna Motor Show	1 May 2016		
	Knysna Hill Climb	6-8/5/2016		
9	Zucchini's B'fast	29 May 2016		
10	Jubilee Creek braai	12 Jun 2016		
11	Old Nick's B'fast	26 Jun 2016		
12				
13				
14	Old Nick's B'fast	26 Jul 2016		
15				
16	Old Nick's B'fast	30 Aug 2016		
17				
18	Old Nick's B'fast	27 Sep 2016		
19				
20	Old Nick's B'fast	25 Oct 2016		
21				
22	Zucchini's B'fast	29 Nov 2016		
23	Prawn Braai	/12/2016		
24	Bodge Street Party	/12/2016		

Ash frame body

We are making good progress on the body for the 1929 M-Type.

The floor board is made of 1/2" marine ply which carries all of the body sections.

Thereafter the frame uses ash, a relatively hard straight grained wood.

Ray Mackey has undertaken this part of the rebuild and is doing a really nice job, as can be seen from the photographs.

The bulkhead has a platform which holds the petrol tank, above the drivers knees!

Doors are rear-hinged and are scheduled for production next.

The boat-tail structure at the rear is complex. It curves in to the pointed tail, but also curves from top to bottom, with some very tight bends below.

All of the frame is then covered by 4mm marine ply, glued and screwed. Bending this ply is difficult, soaking in water and applying heat from a heat gun, then bending a bit. Ray then waits a bit before continuing the operation - all very time-consuming!

The interior woodwork will all be treated with Woodoc 50 marine varnish. The exterior will get a very thin layer of adhesive-backed sponge and then covered by marine quality vinyl.

Pat Clough is busy with a Bentley body which follows a similar process, so I am watching closely!

Ray believes we are close to finishing the body, then the car can move back home for me to continue.

If anybody needs ash framing done on their T-Type MGs or earlier, Ray is the most competent person to undertake the job!

by: Tony Lyons-Lewis



FOR SALE

I have **4 x MGB Spoke (60) rims (totally re-furbished)** AND **4 x Brass “Knock-Offs” (2 x Left side and 2 x Right side), also re-furbished,** FOR SALE. See pictures attached. **My price is R8000 for the lot.**

When we still had our '67 MGB GT (we now drive the TF), we re-furbished 9 of these rims and 8 “Knock Offs”, putting a complete set plus spare on our MGB (see the one picture) and the rest went into storage. The rims and “Knock Offs” were completely and carefully sandblasted, with the rims being professionally prepped and re-sprayed (as per the pictures) and all “ugly” marks were carefully removed from the “Knock Offs”. The results speaks for itself. The one rim does not look 100% symmetrically “true” to me, but I am sure with some adjustment and “tinkering” from an expert it can be aligned if necessary. All is in VERY good condition and hopefully we can find a home for them somewhere in the Club, before having to advertise them elsewhere.

Johan van Loggerenberg
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loggies1



Interesting stuff about Kyalami:

For some years I had heard about problems at Kyalami. When I launched my Kyalami book at the Top Gear Festival in March 2011 at the circuit I was categorically told that when all the exhibitors pulled out on the Monday the liquidators were moving in to padlock the complex to herald the end of the iconic circuit. It never happened but about 18 months ago the circuit was put up for auction and Porsche SA owner Toby Venter put in a bid for R205 million and was successful. He has since spent a further R200 million to completely revamp the circuit. Wonderful that Kyalami has been given a new lease of life. All being well the launch will be in May and there are plans afoot for a Nine Hour in November.

Thanks to a weak rand the all in cost of about R405 million equates to about £18 million the price of about six mews houses in South Kensington! *Send in by Ray Mackay*

History of the car radio;

It seems like cars have always had radios, but they didn't. Here's the story.

One evening in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a

romantic night, to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios.

Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard.

Good idea, but it didn't work – a half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked - He got enough orders to put the radio into production.

What's in a name:

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio -- the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression.

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.) In the meantime, Galvin continued to develop new uses for car radios.

In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio -- The Handy-Talkie – for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television for under \$200.

In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon.

In 1973 it invented the world's first handheld cellular phone.

Today Motorola is one of the largest cell phone manufacturers in the world.

And it all started with the car radio.

Whatever happened to..

the two men who installed the first radio in Paul Galvin's car? Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. Not bad for a guy who dropped out of school after the eighth grade. Sometimes it is fun to find out how some of the many things that we take for granted actually came into being!

AND it all started with a woman's suggestion!

Just for laughs

DEAR DIARY - DAY 1

All packed for the cruise ship -- all my nicest dresses, swimsuits, short sets. Really, really exciting.

Our local Red Hat chapter - The Late Bloomers decided on this "all-girls" trip.

It will be my first one, - and I can't wait!

DEAR DIARY - DAY 2

Entire day at sea, beautiful. Saw whales and dolphins. Met the Captain today -- seems like a very nice man.

DEAR DIARY - DAY 3

At the pool today. Did some shuffleboard, hit golf balls off the deck. Captain invited me to join him at his table for dinner. Felt honored and had a wonderful time. He is very attractive and attentive.

DEAR DIARY - DAY 4

Won \$800.00 in the ship's casino. Captain asked me to have dinner with him in his own cabin. Had a scrumptious meal complete with caviar and champagne. He asked me to stay the night, but I declined. Told him

could not be unfaithful to my husband.

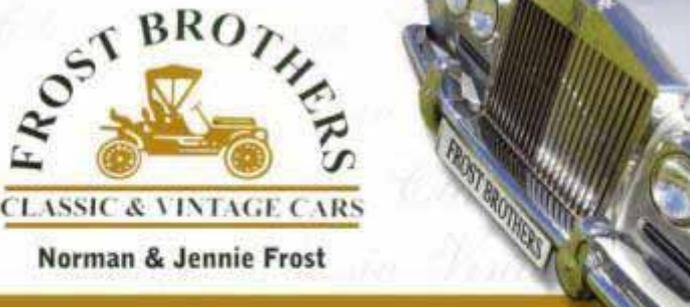
DEAR DIARY - DAY 5

Pool again today. Got sunburned, and I went inside to drink at piano-bar, stayed there for rest of day. Captain saw me, bought me several large drinks.

Really is quite charming. Again asked me to visit his cabin for the night. Again I declined. He told me, if I did not let him have his way with me, he would sink the ship... I was shocked.

DEAR DIARY - DAY 6

Today I saved 2600 lives.... Twice.



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