



NEWSLETTER No 06/14 JUNE 2014

COMMITTEE MEMBERS

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EDITORIAL

After a few weeks of reflection, the satisfaction of having participated in the organizing of the MG Indaba, the GRMC Car Show and the Hillclimb still persists. This due in part to the general opinion that it all went off exceptionally well.

Not so I say, as far as the hillclimb is concerned and if it continues to grow as it promises to do under Jaguar sponsorship, then changes need to be made to the organization of the event before serious incidents arise. This is of direct concern to the MG Car Club as we participate on the day at access points, car parking areas and in the pits and we will face the brunt of abuse or criticism in the event of accident or incident. Of concern this year were several issues which would not have been tolerated at more established motor sport venues. These include uncontrolled access to the pit lane, 3 year old kids in the pits (as part of one competitor's support group) and people bringing animals into the pit lane. This not only happened on the Classic Car Friday but during the full-on sprint heats and finals held on the Saturday and Sunday – would any of that happen at Kyalami, I think not.

This brings me to the next issue of Classic Car Friday. The event was won this year by Franco Scribante in a ex Kyalami 9hr, ex Brian Redman, Chevron B19 of 1970s vintage – similar to the car shown below. This car also won the main event in a record time of 41.1s beating the likes of Porsche 917; Ford GT40, Juno, Lamborghini, Ferrari and a plethora of Nissan GTR's. Now, at the risk of getting some reaction from you, the reader – whilst it is always nice to see such cars as the Chevron in action, is that really what we envisaged for Classic Car Friday ? Maybe the answer is to have a class (or several classes, because there is no point in pitting your full race Cooper S against a Chevron B19) for pure racing cars. Or do we restrict it to road cars, most of which will have been modified or "upgraded" anyway ? I will be interested in any comments or suggestions for next month's newsletter.



Whatever the shortcomings in the hillclimb organization, we have already received a sizeable cheque for distribution to charity so maybe I just keep quiet !!

Keep the revs up, Ray

FROM THE HIGH CHAIR,

The May newsletter was probably the first South Cape newsletter to which I have not contributed since I took over as 'locum' editor from Dave Jones in 2007. It was another excellent edition and makes me wonder why I need to contribute at all! The reason (excuse?) for my delinquency was that immediately after the Hillclimb, Roy Locock, most of the Indaba committee members and I went to Addo Elephant Park for what was a most enjoyable, post-Indaba, two days' "unwind". Roy and I then continued on a two week 'see the Southern and Western Cape' tour which was entertaining and pleasant for both of us.

I suspect that May 2014 will long be remembered in local classic car circles for its intense motoring activity. South Cape's first Indaba by all accounts seems to have been an unqualified success. The Knysna Motor Show was arguably the best of all time (perhaps a biased view because of the MG participation but it was very, very good). And despite the weather's efforts to drown the Hillclimb surrounds, this event too was highly successful.

Ray, Tony and others dealt admirably with the Indaba in the May edition. I would however like to express my gratitude to all who helped make the event the success it was. Firstly the committee; a girl and nine guys managed nearly four years of planning, organising and putting together without a sour word between us and we did it – we gave the country's MG enthusiasts a holiday to remember. Liesel you were a star and chaps, all of you, well done and thank you so much. Thank you to Roy for visiting us and officiating. He was a great guest (especially when he climbed the ladder to put the flags up and washed the braai dishes in Addo!!) and his chequered flag jacket proved that he was first across the line! Many other members and spouses contributed extensively

to the success and I thank them all for their efforts. I cannot mention everyone who helped but would like to acknowledge Brian Madeley's 'audio-visual' and Margie von Zeil's biscuit and MG90 cake contributions.

The Knysna Car Show was an integral part of the Indaba. I confess that I was anxious about the response of the MG purists who might have found fault with us mixing in a 'general' car show. The reverse occurred and in the words of Norman Ewing, putting the MGs on the show "was the best thing you have ever done"! To Peter Pretorius, Graham Yendall, Cedric Parker and the team, thank you so much for putting up with ongoing car and number changes (I continue to wonder in my sleep if they are not still changing!) and for accommodating us as you did. Congratulations on an excellent show and good luck for next year.

Finally, a big thank you to all who helped the MG Car Club's participation at the Hillclimb. Scrutineering and the parade seemingly were well orchestrated although the contribution of the traffic police needs more organisation for the future. There has been a complaint about driver behaviour which needs verification. The public parking was made chaotic by the nocturnal rain turning the field into a quagmire. Alternative arrangements will have to be sought by the organisers. The pits were again described by Roger McCleary as "the best run motorsport pits in the country" and generally are a well-oiled, organised, efficient facility managed by a dedicated and now experienced team. One significant and serious defect is the presence of large numbers of the public, not to mention children and dogs, meandering around in the pit lane. In the words of Peter Lindenberg, "this is a disaster waiting to happen" and the organisers need to take note.

The South Cape Centre aims to make a significant financial contribution to those less privileged in our community. We have already received R20,000 from the Hillclimb organisers for our assistance with the production of this event. The Indaba finances have not yet been wound up because some payments are still outstanding but it appears that a 'profit' of around R10,000 will accrue to the Centre which will be added to the above amount. The committee has decided to distribute the total in three equal amounts to Loeriefhof and Vermont Old Age Homes and to the local Epilepsy Association. This is a meaningful contribution and I again thank all our members for their efforts in raising the funds.

Wrap up warm in your MG and enjoy the sunny winter days.

Bruce

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FUTURE EVENTS

2014 MGCC EVENTS CALENDAR

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

Meeting places: KNYSNA – The Quays at the Waterfront end of Grey St.
 SEDGEFIELD – Engen One-Stop.

JULY

Date	Day	Host Club	Event	Quays Start	GRMC Invited
15th	Tues	MG	Belvedere Supper + Quiz Night, The Bell	18h00	Yes
27th	Sun	MG	Breakfast Old Nicks, Plett	09h00	yes

AUG

Date	Day	Host Club	Event	Quays Start	GRMC Invited
12th	Tues	MG	Brunch Run to Peppermill, The Craggs	10h30	yes
31st	Sun	MG	Breakfast at Zuccini's, Timberlake	09h00	yes

SEPT

Date	Day	Host Club	Event	Quays Start	GRMC Invited
9th	Tues	MG	Mitchells (new site) Darts Competition GRMC v MG	17h30	Yes
21st	Sun	MG	Bring and Share Picnic/Braai @ Slades	10h30	yes
28th	Sun	MG	Breakfast at Old Nicks, Plett	09h00	yes



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Indaba 2016



MG CAR CLUB
SOUTH AFRICAN COMBINED
CENTRES



MG Indaba Tshwane 2016

The MG Car Club Northern Centre will host the 2016 Indaba of the South African Combined Centres. The event will take place in and around Pretoria over three days: Friday, Saturday and Sunday September 2nd, 3rd, and 4th, 2016



**MG Indaba
Tshwane
2016**

You are cordially invited to join us for the 2016 Indaba.

The event will be held over 3 days. Friday, Saturday and Sunday, September 2nd 3rd and 4th, 2016

Attendees will be requested to book their own accommodation in the eastern suburbs of Pretoria. Bed & Breakfast accommodation is available from R500 per couple per night, to over R1300 per couple per night if you fancy a little luxury. A list of hotels and guesthouses, within approximately 5km of the venue for evening functions, will be provided on registration.

Whilst the Concours, and other competitive events will take place, we will provide you with the opportunity to visit some places of interest in and around Pretoria.

MG Car Club - Northern Centre.
Web site www.mgcc-north.co.za/indaba2016
E mail indaba2016@gmail.com

PO Box 11430
Silver Lakes
Pretoria 0054



If you are interested in attending this event please provide the following details so we can keep you up to date with what is happening.

Name _____
Partners Name _____
MG Centre _____
E mail address _____
Mobile number _____

Or, send your details via e mail to indaba2016@gmail.com

Registration will open at 00h00 on July 1, 2014, the first person to pay the R502 fee via EFT to the following account will be entrant Number 1 and so on.

FNB Account MG Car Club Northern Centre,
Branch Code 252045,

Account Number 62363284359

Please use your surname and initial as reference

If you are interested, please download and complete the interest form and return to the organisers: [Flyer - May 2014](#)

Registration will open at midnight on June 30th/July 1st 2014 - the first person to pay the R502 application fee via EFT will be entrant number 001 and so on. Diarise now!

Contact Details

Postal address:
MG Car Club Northern Centre
PO Box 11430
Silver Lakes
Pretoria
0054

e-mail address:
indaba2016@gmail.com

Club Website

For more information about the MG Car Club visit the Northern Centre's main website:
[MG Car Club Northern Centre](#)

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MAINTAINING THE BREED

Disc Brakes on T types

I'm not surprised that having fitted an MGB engine and gearbox to his TD the owner is having to think well ahead when applying the anchors, a situation quite familiar to MMM pilots, particularly those with J2s. And whilst a solution is available and indeed is fairly simple to implement, it can cause problems further down the line as we shall see.

To grind in the valves on a Bugatti type 35, I was told as a young man, “you must first remove the back axle”. I was reminded of these words of wisdom as I came to write this article, as one of the consequences of fitting disc brakes to a TD may well be the removal and substitution of the back axle. This draconian measure however only applies to TDs and TFs fitted with easy clean wheels. Wire-wheeled cars are in a much happier position.

Although I shall refer to T types in this article, the following suggestions relate only to TDs and TFs - and probably Y types, ie the IFS-equipped cars, not the earlier beam-axled ones.

The most straight forward way to improve the braking on T types is to fit MGB disc brakes, and the simplest way to do this, at least on wire-wheeled cars, is to substitute complete MGB front hub assemblies, including the shock absorbers, steering arms and kingpin units. The bottom wishbones and springpans do not need to be touched as T type units are identical with MGB ones.

Do not be tempted to try to fit the MGB uprights to your T type shockers as the arms are quite different and will lead to odd camber angles. Anyway new MGB shocks are a fraction of the cost of those for T types. When checking bearings or renewing worn parts, beware of the shims which are fitted next to the spacer over the stub axle. Unless these are replaced in the same position in which they were originally fitted the running clearances on the bearings will not be correct.

The question may reasonably be asked as to whether MGB hubs would not fit onto T type stub axles, thus saving changing everything to MGB. The answer is that I do not know as I have never tried it – all that I would say is that T type hubs bearings and stub axles were designed to work together, as were the corresponding MGB components and my inclination is to keep them that way.

There are a few points to note when fitting the conversion:

There is a popular myth that MGB shocks need to have their mounting holes enlarged to fit the T type chassis. Not true, they bolt straight on.

Those whose T types have Girling front shocks and hence no bulge in the wings may need to undertake a bit of judicious panel beating to get the wing to clear the shocks.

The lug welded to the rear of the suspension mounting where the flexible brake pipe joins the copper pipe needs to be cut off and re-welded in a position which allows a better sweep of the flexi pipe.

If you use radial tyres on MGA easy-clean wheels, tyre specialists advise that you fit inner tubes, as the rims were not designed to support tubeless tyres.

For those of you with wire wheels the conversion is now complete, although unless your replacement front suspension came from a pre-1964 MGB you will have to change the knock off wheel spinners from the T type of 12 turns-per-inch thread to the later 8tpi.

Replace the wheels, bleed the system, have the car re-tracked and away you go.

Alas for those of you with easy clean wheels, ie the majority of TD and many Tf owners, things are not so rosy.

You will have observed that the MGB wheels have 4 fixing bolts whilst the T type has 5. Not only that, but the T type has its front brake drum integral with its hub, so that you cannot use the hub to replace the MGB one. Also the MGB has 14” wheels, so that you cannot simply use these, and whilst the MGC has 15” wheels they are 5 bolt fixing, and anyway the holes are rectangular and nothing like a T type.

The wheels to use are the MGA or Z type, preferably the MGA mk2 which were designed to clear disc calipers. They will fit straight on to the MGB hubs and the T hub caps fit the MGA wheels, problem solved.....Err, well not quite.

MGA wheels have only 12 vent holes as opposed to 15 on the T types. If you live with this, fine but the spare will still be a 5 bolt wheel, so only punctures on the back wheels will be catered for.

To overcome this you really need to change the back axle for an MGA or MGB unit, unless you can find a good engineering shop that can fabricate a conversion ring for you: ie, one that bolts to the 5 studs on the rear brake drum and carries 4 studs to take the MGA wheel.

If you go for an MGB axle, try to get the early banjo axle, as opposed to the Salisbury, or tube axle which was fitted to the later roadsters and all MGB GTs. It is lighter and the diff is easier to change should you ever feel the urge.

The rear tracks of the T type, MGA and MGB are similar enough as to make no difference. The T type is 4ft 2ins; the MGA is 4ft.075ins and the MGB 4ft 1.25ins – who would have thought that that the T type had the widest track of the three ?

Rather than the track, it is the back axle ratios that need to be considered. The TD has a lowly 5.125:1 ratio and the TF is not much better at 4.875:1. The MGA 1500 has a much more useful; 4.3:1 whilst the MGA1600 has an even better 4.1:1. The MGB has a comparatively tall 3.91:1 and your engine will need to be in good shape to pull this, particularly if it is the 1250 as opposed to the TF 1500.

Whichever axle you fit, you will have to cut off the existing spring pads and fabricate and weld on new ones. The T type pads are an inch further apart than the later cars.

So there you have it. If your car has wire wheels fitting disc brakes is relatively straight forward. If you have easy clean wheels it is a bit of a nightmare.

(With acknowledgement to Jake Wilson, Brixham, UK)

Letter to the Editor received from Fred Mullany

63 Brenton Park,
Captain Duthie Drive,
Lake Brenton ,
6570 KNYSNA

3rd June , 2014.

The Newsletter Editor,
MGSCCC - per email.

Dear Editor,

I write to pay tribute - to our Club Mates, who's Camaraderie and the motoring friendship, given freely, to Members of our Classic Car Club.

Visitors comment that they detect a vibe in our Club, never experienced – I can vouch first hand for receiving and benefitting from their assistance and knowledge - Several times, recently.

I have, like most, belonged to school and social Clubs.. Being within the MG Family is very special and Jo and I are indebted to all the folk, who've helped us get Ruby back on track.

Special mention must be made of the extra mile from Tony and Ray - also Pat, Ricky & Ron - plus The Others, who gave support and encouragement.

I hope I can return" the favour" some time, to "you guys" in our Club.
I am very grateful for your kindness - It is much appreciated.

With very best personal Regards,

Fred MULLany

FORMULA 1 60 YEARS AGO

French Grand Prix: Reims, 4 July 1954

61 laps of 5.16miles/8.3km circuit

Place	Driver	Car	Laps	Time/reason for retiring	Grid
1	Fangio	Mercedes	61	2h 42m 47.9s	1
2	Kling	Mercedes	61	2h 42m 48s	2
3	Manzon	Ferrari	60		12
4	Bira	Maserati	60		6
5	Villoresi	Maserati	58		14
6	Behra	Gordini	56		17
	Frere	Gordini	50	Rear axle	19
	Trintignant	Ferrari	35	Piston	9
	Rosier	Ferrari	27	Engine	13
	Marimon	Maserati	27	Gearbox	5
	Mieres	Maserati	24	Piston	11
	Wharton	Maserati	19	Transmission	16
	Schell	Maserati	19	Fuel pump	21
	Herrmann	Mercedes	16	Engine	7
	Salvadori	Maserati	14	Transmission	10
	Gonzalez	Ferrari	12	Engine	4
	Macklin	HWM	9	Engine	15
	Georges Berger	Gordini	8	Valve	20
	Hawthorn	Ferrari	8	Engine	8
	Pollet	Gordini	8	Engine	18
	Ascari	Maserati	0	Engine	3

Fastest Lap: Herrmann, 2m 32.9s 121.46mph/195.5kph

THOUGHTS FOR THE DAY –

Earl and Bubba are quietly sitting in a boat fishing, chewing tobacco and drinking beer when suddenly Bubba says, "Think I'm gonna divorce the wife – she ain't spoke to me in over 2 months."

Earl spits overboard, takes a long, slow sip of beer and says, "Better think it over.....women like that are hard to find."

No one believes seniors . . . everyone thinks they are senile.

An elderly couple was celebrating their sixtieth anniversary. The couple had married as childhood sweethearts and had moved back to their old neighbourhood after they retired.. Holding hands, they walked back to their old school. It was not locked, so they entered, and found the old desk they'd shared, where Andy had carved I love you, Sally.

On their way back home, a bag of money fell out of an armored car, practically landing at their feet. Sally

quickly picked it up and, not sure what to do with it, they took it home. There, she counted the money - fifty thousand dollars!

Andy said, We've got to give it back.

Sally said, Finders keepers. She put the money back in the bag and hid it in their attic.

The next day, two police officers were canvassing the neighborhood looking for the money, and knocked on their door. Pardon me, did either of you find a bag that fell out of an armored car yesterday?

Sally said, No.

Andy said, She's lying. She hid it up in the attic.

Sally said, Don't believe him, he's getting senile.

The agents turned to Andy and began to question him.

One said: Tell us the story from the beginning.

Andy said, Well, when Sally and I were walking home from school yesterday

The first police officer turned to his partner and said, We're outta here!

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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 (keiella1@telkomsa.net)

WEBSITES WORTH VISITING:

An interesting link sent in by James Thornborough who writes – "I thought the members might like this Daily Mail link to a classic car rally in the Lake District UK. Nobody seemed to mind getting their vehicles messy as they climbed a steep pass".

<http://www.dailymail.co.uk/news/article-2231588/Vintage-car-rally-Lake-District-Va-va-voom-Antique-cars-wind-way-2-126ft-tall-Pike..html>

www.mgcarclubsc.co.za

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

www.mgcarclub.co.uk

www.motoring.co.za

www.mgcc-north.co.za

www.motorheads.co.za

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

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

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 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

ATTENDANCE REGISTER

MEMBERS NAME	PARTNER	THIS MONTH	ACCUM	TOTAL					
					Metelerkamp Neil	Norma		3	
					Mentz Bunny	Jan		3	
					Miller Garth	Shirley		4	
					Mulder Chris	Ludy			
					Mullany Fred	Jo	2	2	19
					Orsmond Ret	Julie			
Albisser Tony	Elsbeth				Parfett Ed	Jennie	1	1	7
Baker Lew	Heather			1	Parker Wilf	Jenny			6
Battison Dave					Paton Duncan	Lesley	2	2	15
Bechlars Philip	Martina			1	Posniak Peter	Patti			
Bickley Fred	Cheryl			2	Pretorius Peter		1	1	5
Bruce Brian				1	Putter Willie	Linnea			2
Burton Keith	Ella			12	Reitz Fritz	Madene			
Bush Marion	Gavin				Rolf Anthony	Corrine			
Cleland Jim	Glen	1	1	5	Rosser Phillip	Amanda			
Clough Pat	Ali	2	2	12	Scanlen Errol	Iorr			
Cooper Ray	Pat			4	Scheepers Bert	Renate			
Cooper Ricky	Colleen			14	Slade Keith	Yvonne	2	2	10
Cooper Trevor	Marche			6	Smart Laurie	Kate	1	1	4
Cox Stuart	Dottie				Stead Heyns	Anne			
Dabner Len	Sonia				Steenkamp Don	Joan			3
Davey George	Margie			8	Stockdale Brian	Dawn			
Davidson Brian	Jose	2	2	8	Thornborough Jim	Maxine			
Day John	Margaret			3	Tops Paul	Barbie			2
Douglas Murray	Anne	2	2	14	Urbanc Mirka				
Dunlop Denis	Gill	2	2	7	van den Bor Frans	Ellen			
Esterhuizen Tom	Jeanette				van der Hoven Hugo	Kath			
Fisher Roger	Alva			6	Vadas Peter	Vivian			2
Frost Norman	Jennie				Vadas Robert	Annabel			
Giggins Barry	Joan				von Zeil	Margie			8
Gough Dave	Margee	2	2	9	Warne Alan	Jill	2	2	2
Gregory Mike	Jan				Waterston Allan	Pam	2	2	9
Grevensteyn Rudolph	Sharon				Wessels John	Jane			
Hamilton Allan	Brenda			3	Whitehead Neville	Enid			5
Henderson Bruce				14	Williams Denny	Pat			4
Hewitt Lionel	Rose			4	Wilsher Martin	kim			
Hogg John	Gill				Winter George	Liesel			2
Holliday Clive	Charlotte				Witzmann Otto	Rosy			1
Hollis Peter					Woodgate Geoff	Merceda			
Hollis Ron	Dee			14	Yendall Graham	Sylvia			11
Houseman Marilyn	Dennis			2	Zerwick Rick	Dolla			
Hunt Bob	Lindsey			4	Zerwick Karel				
Jones Dave	Fay			4					
Jones Ian		2	2	2					
Jones Nick	Sandie			8					
Koch John	Jillian	2	2	2					
Koncki Heinz	Paula			8					
Krahe Alexander				2					
Kruger johan	Ilse	2	2	8					
Langman Frostie	Sue			12					
Lawson Ross	Antoinette			1					
Le Feuvre Tim	Sheila								
le Grange Poena	Rika								
Lodder Hugo									
Lyons-Lewis Tony	Lorna	1	1	15					
Mackey Ray	Angela	2	2	17					
Madeley Brian	Lyn			11					
Mangan Geoff	Chris			7					
Marsden Susan				8					
Marucci Oscar									
McCallum John	Louise								

EVENT	DATE	ATTENDANCE MEM	NON MBRS
1 Sundowner picnic	14-Jan-14	33	10
2 Bistro breakfast	26-Jan-14	19	7
3 George Car Show	08-Feb-14	26	6
4 Zucchini's	23-Feb-14	20	2
5 AGM	25-Feb-14	23	1
6 Glentana Fun Run	16-Mar-14	20	6
7 Old Nicks	30-Mar-14	22	4
8 Cheese & Wine	10-Apr-14	28	0
9 Zucchini's	27-Apr-14	16	5
10 Old Nicks	25-May-14	19	7



FROST BROTHERS
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Sandpaper Street
Uil Street
Vigilance Drive
to The Heads

Norman: 082 557 6470 Jennie: 076 195 4837

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