



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 07:12 JULY 2012

COMMITTEE MEMBERS

Chairman	Bruce Henderson	082 568 7976	brucejhenderson@gmail.com
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MG Registrar for S. Cape	Keith Burton	083 733 7749	keiella1@telkomsa.net

FROM THE HIGH CHAIR

Numbers hold a fascination for many, for others they form an obsession and for many more, they are irrelevant. Maybe when it comes to matters MG, I fall into the middle category. Startling numbers which I have recently come across were in the June edition of Safety Fast. As part of the UK MGB 50th Birthday celebrations, a run was held starting from four different centres and ending at the Gaydon Heritage Museum. At least 95% of the cars on the run were MGBs (there were only three As) and in total, they mustered in excess of 'only' 450 cars! I am told that a visit to Gaydon, between Oxford and Birmingham, is a 'must' if you are nearby. Shortly after this, reported in the same magazine, more than 300 MGs of all ages met for the mid-week "Regency Run" from Epsom Race Course to Brighton. These events must have been heart-warming sights for both the general public and the hardened MG enthusiast.

Again in the same edition and of greater local significance is a well written and descriptive article about our centre and Knysna by Inter-club Liaison committee member, Geoff Mangan. Particularly, our 2014 Indaba is introduced to the international MG community.

The Indaba committee remains busy with finalising quotes and planning entertainment for 9th to 13th May 2014. Although you will receive warnings nearer the time, please diarise 1st October 2012 as the day bookings open for the event. To avoid "favouritism" and giving the home centre members an advantage (perhaps they *should* be given an advantage?), all local centres and some overseas will be advised that registration will open on the Indaba website on that day. It is hoped that there will be a maximum attendance of South Cape members supporting their club and participating in this great occasion on their

door-step. Please do not forget to register as soon as bookings open to avoid the disappointment suffered by some with regard to Clarens because they tried too late – places do fill rapidly.

The Indaba website is turning out to be very special. Our own 'fundi', Peter Hollis is doing a fantastic job with all sorts of computer wizardry. I urge you to go to www.mgindaba2014.co.za to see what magic Peter has created.

From a "charitable" point of view, I believe the South Cape Centre can be proud of its efforts. Firstly, by assisting the GRMC with the organisation of and then by our car display at their annual car show, we helped to raise almost R40,000 to be shared between Hospice, E-PAP and Knysna Animal Welfare. As yet, our contribution from the Hillclimb organisers has not been received but we have been led to believe that this is imminent. We have received a very warm 'Thank you' from the Woodmill Lane beer tasting organisers. Although the cold evening kept many away, the amount raised for Animal Welfare made our participation worthwhile and I too thank those of you who braved the elements to show your cars. Christmas in July is again upon us and we look forward to your usual generosity in donating small gifts for the benefit of the Vermont Home residents.

Drive safely and enjoy those MGs in the fresh, clear days we are blessed with between the rainy ones!

Bruce

EDITORIAL

Well only Bruce and perhaps Pat Clough could call the recent weather "fresh and clear." Seems they don't have hoods for their MGA's. For those of you with B GTs, enjoy the current freeze in the comfort of your warm cockpit!!!

In this month's issue under "Meet the Members" we include Fred Mullany's recollections of the exploits of Frostie Langman. Unfortunately the quality of some of the reproduced newspaper articles leaves a bit to be desired but it is hoped that this will not detract too much from Fred's story. Under "Maintaining the Breed" we have included an article on the modern MGF, in my opinion a much nicer looking car than the TF that followed, and surely a sound buy at current pricing levels (I have seen them as low as R35k). Also included are some tips on keeping the headlights bright.

Ray

PAST EVENTS

PENSIONERS RUN TO THE ELEPHANT PARK

The Waterfront parking was bustling so we had a bit of a bottleneck but the GRMC members got away alright & our guys followed in dribs & drabs - Not good for riding in a convoy – for those people our apologies - we'll do better next time - Maybe Fed Timbers parking area or Fruit & Veg ?

Simon sat us , I had 42 names, Ann Parker from George added another 3 (7 in her party) & my neighbours at Brenton – Mike Oscroft & family who hail from Somerset west came - 4 adults 1 child - (Mike bought Norman Frost's MG A which is featured on the MUA Calender for April.

An extremely pleasant Buffett served to us with lovely veggies & roast potatoes. Great value and a super atmosphere. Had the weather been kinder, Simon would have put us at the Duck Pond end with view onto the Elephant enclosure & feeding - sorry to anyone we may have been disappointed.

Thank you to everyone for their support.

Fred Mullany

FORTHCOMING EVENTS

At the time of writing this Xmas in July bookings are looking good, we're at 60 persons - room for a few more and the fun crossword Puzzle - Curry & Rice evening, on the 7th Aug looks like a happy warm evening of fun!!

The following table indicates the events scheduled for the next three months of the year. Please be aware of regular notices sent either by sms or email regarding booking and payment deadlines so as to avoid disappointment. Fred Mullany is looking for confirmation of bookings for Christmas in July (by 5th July latest) and the Tsitsikama weekend (by 7th July latest).

<u>July</u>		Goodwood Festival of Speed TBA Great Britain GP 6-8 July German GP 20 22 July Hungarian GP 27-29 July
Saturday 21 July	Christmas in July Dinner	At Sirocco Restaurant at 18h30
Sunday 29 July	Breakfast run to Cafe Francois	Meet there or at the Quays at 09h00
<u>August</u>		
Tuesday August 7	Mad Dog pub Curry & Crossword evening	Meet there at 18h30
Saturday August 18	Tsitsikama run for Sat night dinner a la carte. Return Sunday at leisure	Leave Quays @ 12h00
Sunday 26 August.	Breakfast at Old Nicks	Leave Quays at 09h00 or there at 09h30
<u>September</u>		MG National Indaba at Clarens Belgian GP 1 -2 September Italian GP 7- 9 Sept Singapore GP 21-23 Sept Goodwood Revival TBA Whales and Wheels in Hermanus ? Sept Mon 24 September Heritage Day
Saturday 1 September	Open workshop day at Knysna Motor Strippers	Meet there from 09h00 onwards
Tuesday 11 September	Noggin - bingo evening	Meet at Brenton Hill guest house at 18h30 sharp
Friday 21 –Sunday 23 September	National Indaba at Clarens	
Saturday 22 September	Run to Oudtshoorn for the National Model airshow	Meet at the Quays for 08h30 departure
Sunday 30 September	Breakfast run to Cafe Franscois	Meet there or at the Quays at 09h00

October		Japanese GP 5-7 Oct Korean GP 12-14 Oct Indian GP 26-28 Oct
Sunday 14 October	Bring and braai event at Glentana caravan park – competitive run/time trial event	Meet there or at the Quays at 11h00
Sunday 28 Oct	Breakfast run to Old Nicks	Meet there or at the Quays at 09h00

MAINTAINING THE BREED

THE (MODERN) MGF

Built 1995 – 2002 / facelift 1999 / production end 2002 with 77,269 MGF cars produced

Introduced in 1995 to worldwide acclaim, the MGF car heralded the return of MG to volume two-seat sports car production that the marque vacated with the close of Abingdon in October 1980. It was created using novel design and a very considerable degree of ingenuity on the part of engineers whom with little or no budget from Rover management.



What the car has achieved and its longevity is a testimony to the success of the work of those engineers.

Initially available In September 1995 as just a single model with a 120ps 1796cc K series engine, the first use of a K series of this capacity, and then followed in early 1996 by the VVC (Variable Valve Control) version of the same engine that delivers 25ps more at higher rpm. Both models were only available with sports ratio 5 speed manual gearboxes, with a lower final drive ratio for the VVC version to match that engines higher rpm potential.

The main innovation was the location of the engine behind the seats to create a mid-engined layout. This layout provides the optimum for weight balance and delivers excellent handling, and the MGF certainly has excellent handling. In addition the use of Hydragas (inert Nitrogen gas over fluid) suspension provides a quality ride, far in excess of that normally associated with precision handling sports cars. Surprising to most as this suspension is largely as fitted to the Metro.

However, the brilliant handling and ride combination should not be a surprise when the earlier relation to Hydragas, Hydrolastic, is viewed in the original Minis and the competition and sales success these models had, especially the Cooper S in international rallying.

Summer 1999 saw the first real facelift for MGF, which was mainly trim and equipment changes, but did see the introduction of the Stepspeed (then called Steptronic) CVT automatic gearbox with a manual option of six individually selectable ratios through steering wheel mounted buttons or the floor mounted gear lever. Unfortunately there is an approximate 15% loss of fuel economy with the auto gearbox compared to the manual.

In spring 2001 the range was extended with a new entry level 1598cc 112ps and range topping but limited edition Trophy 160SE modified VVC version with 160 ps.

Overall the MGF is a very economical range even with the higher consumption rate of the auto and this is often overlooked by potential purchasers. The 1.6 is the most fuel efficient and has an overall return of approximately 40mpg with the 1.8i coming in a little below this with around 38mpg. The VVC demonstrates the engines leap in overall efficiency and ability to have both added top end power and good lower rpm operation with an average of 37mpg.

These figures are all compared with using like testing conditions to provide a realistic comparison. Real driving conditions vary as does driving style so results will vary from these, lower for just urban use and higher for mainly distance cruising. Indeed many owners will see mid 40's on manual cars in these conditions. The extension to the model range were obvious and needed, but severely restricted during the BMW period of ownership, 1994 to 2000, so that the MGF did not create any greater competition to the BMW Z3 two seat sports car. The belated additions were well received and provided the stepping stone to MGF 2, which was launched in January 2002 as the MG TF.

Technical Specifications:

Mid engined, rear wheel drive

4 cylinder 1598cc (112hp) and 1796cc (120hp), 1.8i (145hp), Trophy 160 VVC (160 hp) K series petrol engines

5 speed manual (lowered final drive on VVC engined models) or Stepspeed CVT transmission (only fitted to the 1.8i)

Performance: Top speeds 115mph to 137mph; 0 to 60 mph 9.7 secs to 6.9 secs. Average fuel consumption overall 33mpg (Auto) to 40 mpg (1.6)

SAVVA TECHNICAL TIP NO 62 - HEADLIGHT RELAYS

Whether your car is 6 or 12 volts the same laws apply to the electrons scurrying around the wiring. I was reminded about this when the owner of a nicely prepared car flashed his lights when coming past me. The lights emitted a sad yellowish glow – in other words the voltage at the bulbs/lights was very low.

The reasons? Poor wiring, faulty light switch, poor earthing etc., etc. In the case of collector cars many have been rewired without the use of relays. When you consider that the wiring in most cars goes from the battery to a fuse then on to the light switch on the dash then down to the dimmer switch usually situated on the floor and then only to the lights themselves - the chances of still having 6 or 12 volts is often doubtful. Your light bulbs could be taking up to or even over 20 amps and when you consider the miserable little contacts on your light switch it's doubtful they can handle a few amps. That's why light switches often get warm or even hot.

As an exercise, switch your headlights onto bright and check the voltage at the bulb/seal beam. If it's below the 6 or 12 volt level then you have a few volts taking a devious route. If your car has a relay fitted, measure the voltage coming in and going out of it. So often the points are either dirty and need cleaning or the relay is past its "use by date" and needs replacement.

If your car doesn't have a relay fitted consider fitting one. Many of the older cars have three relays, one for the hooter, one for dim and one for bright lights. If you are lucky you can find a head light relay unit that has two light relays fitted, one for dim and one for bright – see picture. If you can't find one of these then use two relays side by side.



This relay illustrated is a 6 volt double one purchased at a Flea market for R50.00

MEET THE MEMBERS

FROSTY LANGMAN – AN MG CLUB MEMBER, BY FRED MULLANY .

There is a rich heritage of experience in our Club. When we meet at Breakfast or Club events, we don't have a chance to reminisce, or to learn of a person's background. I remarked on this to our Editor and that's how this piece got written.

One of the most interesting people, in my opinion - an old raconteur, is Frosty Langman. By his own admission, he's had a chequered career, but full of hair raising escapades and very interesting people. Frosty says he was well known in London (in his day), walking the streets with his suitcase, looking for accommodation – he was evicted, so many times!!

Frosty (so called, because he was born on a bleak winters day), had a lifelong friend in Neville Cohen, a man who would have a go at anything a normal person would do – and usually succeeded. I met Neville in business 30 years ago & chatted with him at Frost & Sue's home in Belvidere – Rose Cottage, the Langman's second home in Belvidere – and a National Heritage building

A page is devoted to Frosty's pal Neville Cohen, who had an amazing zest for life and courage unlimited.

How could a paraplegic, undertake a trip from Joburg to London, in a Hillman Minx (with hand controls) and a few years later from London to SA - in a Zephyr ?!! Nev also participated in Power boats -read some of the excerpts – you'll find other Club Members' names as well.

Frosty has been overheard to say- the 7litre V8 in my boat, came out of a GT40 & ran on avgas! Think about this, 1972 -1980 – nearly 50 years ago, our lad Frosty was working up to Springbok colours. One of the pages shows Frosty with The Gold Cup, winning the Buffalo River/SA champs, in '73.

As recorded in another Newspaper article datelined Aug 1972 Frosty acquired a boat called "On-On" from Gordan Langham-Love; he changed the name to "Mr Watt".

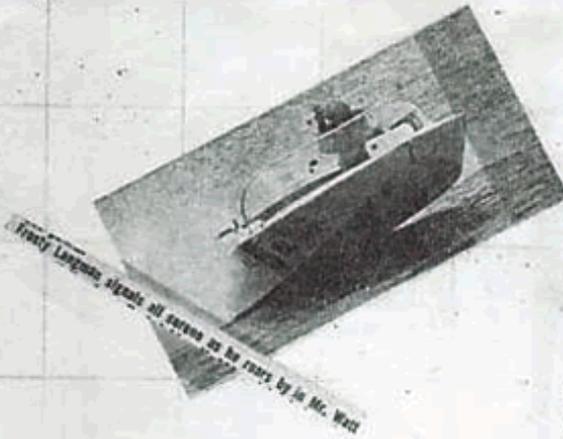
LOCH VAAL

The BP Grand Prix

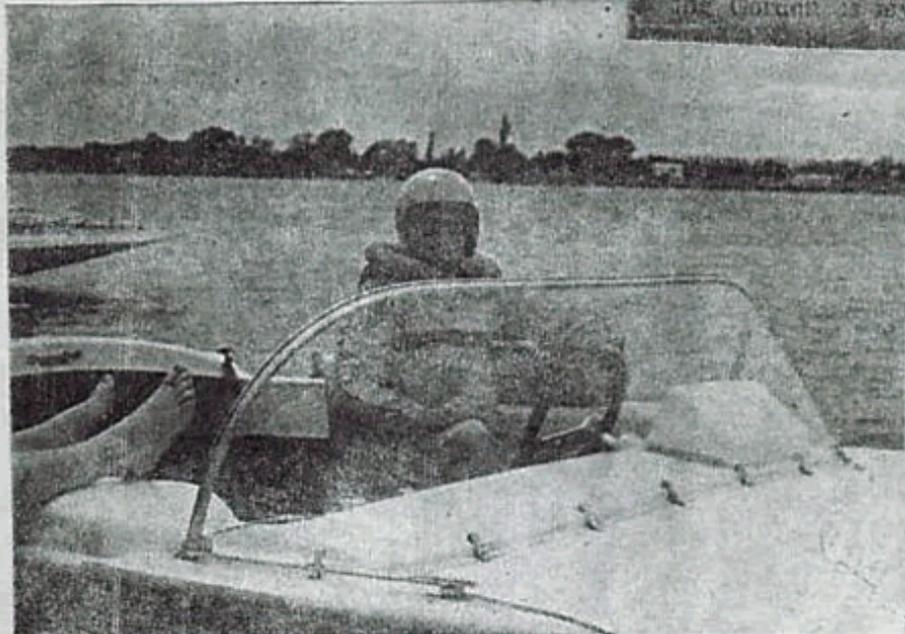
The remaining heats were exciting

In the two heats that followed at intervals during the day, there were some lively tussles. Frosty Langman drove Mr. Watt (ex "On-On") had been well out in front in the first heat, but now he met a challenge from Bill Badsey and they followed some very exciting driving. To cut a long story short Frosty lost the dice when his engine blew and Badsey came to grief shortly afterwards. It then became a battle for honours between Andy Pugh in the Molinari OZ cat and Rontgen in a rather tired OZ. A tie was decided on the best time and it favoured Andy Pugh which goes to show just how tired the twin cat must have been.

Now came the big bang for the last race of the day. This race combined two classes. The D class (motors rated up to 180 h.p.) and the unlimited h.p. class. Distance to be covered was also 70 kilometres. National Champion and behind a Kona hull with a 480 h.p. Oldsmobile/Berkley Jet combination owned and piloted by courageous paraplegic Springbok Derrick Levy roared into the lead, skidding half foot chop on the Loch, the going was tough and very fast with speeds exceeding 150 km p.h. Positions were unchanged for the first four laps. Then lap five saw Vincent Warriner's ski binding tear, forcing him to slow down and Plotz piloted by Dennis Dunlop forged ahead of Levy and the crowd were screaming with excitement, overflowing onto the jetty. But Plotz's effort was short lived and he took a high speed fall. Attee Tromp cracked two ribs in a horrific basket, forcing him to retire. All this while Springbok Rod Delany had moved through the field and took a creditable third place. Plotz was second and unchallenged Derrick Levy took first place.



MOST IMPORTANT boating transaction of the month is the acquisition by Frosty Langman of Gordon Langham's-Love, "On-On," the most famous of all racing craft in Southern Africa. Langman said yesterday "As you can expect with anything taken over from Gordon, the boat is in first-class condition and went like a bomb at the weekend. I expect to reach speeds of up to 120 kph, and I'm sure it will be a real winner." Langman said he will be taking "On-On" to the Bay of Islands.



The Article reads :-

Most important boating transaction of the month is the acquisition by Frosty Langman of Gordon Langham's-Love, "On-On," the most famous of all racing craft in Southern Africa.

Langman said yesterday, "As you can expect with anything taken over from Gordon, the outfit is in first class condition and went like a bomb at the weekend ! I expect to reach speeds of up to 130kph and am certainly fortunate in having Gordon as my co-pilot"

One of Frosty's boats was a Kona Hull, fitted with a "Berkley-jet-motor", using an Edelbrock engine + 4 barrel Holley carbs – it could reach cruising speed in 4 lengths of its hull - 55/60 mph

An ardent motorcyclist – who's done many a madcap dash, including, Beit Bridge to Joburg - at night, pulling a mate on his bike, with a broken chain, using the straps off a rucksack – with a spanner tied on the end!!

Next time you see Frosty get him to tell you how he borrowed a school bus to go and pick up his wife and father, who'd come to watch them race in Como Italy - but "the bus got stuck between buildings in the village."

I've known Frosty for about 40 yrs – we attended the Buffalo rally in PE in 1995 and have several colleagues in the Electrical Trade we both hail from - a delightful couple to visit, in their Sedgefield home – always a cup a tea and a story for you.

Fred Mullany

COMMEMERATIVE BEER GLASSES

Special stemmed beer glasses were etched for the recent Woodmill Lane beer tasting evening. In addition to the "Woodmill Lane Beer Classic" engraving is the MGB 50 logo with "MG Car Club, South Cape Centre".

These glasses form pleasant memorabilia, are useful and make nice gifts at only R17.00 each. To place orders or to view the glasses, please contact Ron Hollis at rphollis@gmail.com or on 0828598771.

LITTLE JOHNNY STRIKES AGAIN

The teacher asked the class to use the word 'fascinate' in a sentence. Molly put up her hand and said, 'My family went to my granddad's farm, and we all saw his pet sheep. It was fascinating.' The teacher said, 'That was good, but I wanted you to use the word 'fascinate, not fascinating'.

Sally raised her hand. She said, 'My family went to see Rock City and I was 'fascinated.'

The teacher said, 'Well, that was good Sally, but I wanted you to use the word 'fascinate.' Little Johnny raised his hand. The teacher hesitated because she had been burned by Little Johnny before. She finally decided there was no way he could damage the word 'fascinate', so she called on him. Johnny said, 'My aunt Gina has a sweater with ten buttons, but her boobs are so big she can only "fasten eight.'

The teacher sat down and cried.

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.



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supremebumpers1@cybertrade.co.za

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

www.mgindaba2014.co.za

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

www.mgcc.co.uk.

www.motoring.co.za

www.mgcc-north.co.za

REGALIA

For Club Regalia, please email your requests to Ron Hollis (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 Bruce has several items already satisfactorily embroidered as a trial and will show them on request.

FOR SALE

For Sale: MGB GT. Early 1976 car (the one still with decent dashboard & instruments) rebuilt and converted back to chrome. Engine rebuilt and bodywork restored in 2004, 14000Km since. Recent new clutch system, new discs and pads, new water pump, free flow exhaust manifold, new leather interior, Motolita wheel, Minilite replicas. Immaculate straight car. Sale or exchange for roadster. Tel Ray on 0829226106 *

For Sale: MGB GT R45000 contact Leon-Niel Wauts at leoniell@gmail.com *

For Sale: TC bonnet left hand top and side. Generator dome has been removed. What offers? Tony 083 419 6566 ***

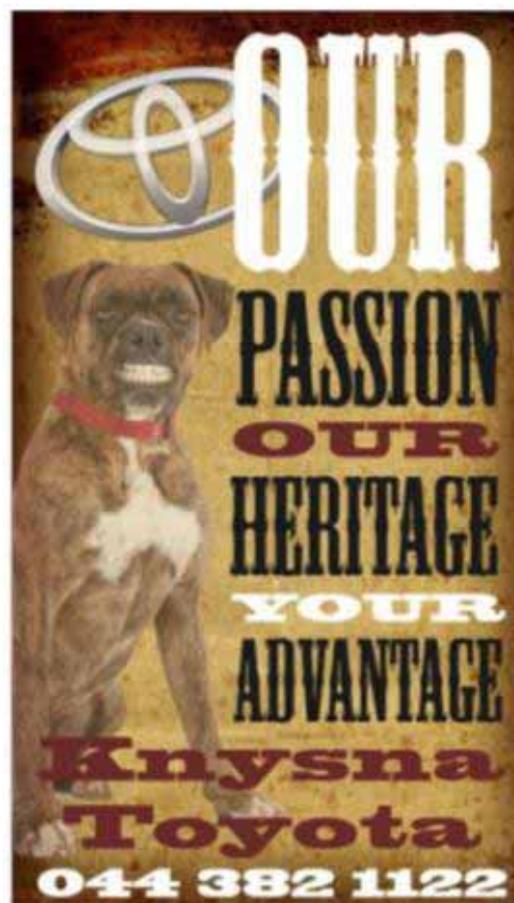
For Sale: TD side screen frames, full set in fair condition. Tony 0834196566 *

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

Wanted: Fresh Air Motoring - MGA, B or C Roadster or w.h.y. (I might even consider a Triumph!!!)? Please phone Ray Mackey on 0829226106 *

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

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 .



ATTENDANCE REGISTER

MEMBERS NAME	PARTNER	THIS MONTH	ACCUM	TOTAL
Albisser Tony	Elsbeth			12
Baker Lew	Heather			5
Battison Dave				
Bechlars Philip	Martina			
Bickley Fred	Cheryl			12
Burton Keith	Ella			16
Bush Marion	Gavin			
Cleland Jim	Glen			14
Clough Pat	Ali	1	1	12
Cooper Ricky	Colleen	1,2.	3	28
Dabner Len	Sonia			1
Davey George	Margie	2	2	12
Davidson Brian	Jose			10
Day John	Margaret			3
Doig Pete	Anne			
Douglas Murray	Anne	2	2	13
Dunlop Denis	Gill			5
Esterhuizen Tom	Jeanette	2	2	8
Fisher Roger	Alva			13
Frost Norman	Jennie			3
Giggins Barry	Joan			5
Gilbert Greg	Rae			
Gregory Mike	Jan			5
Grevensteyn Rudolph	Sharon			7
Hamilton Allan	Brenda			
Henderson Bruce		1,2.	3	26
Henderson Mike				
Hewitt Lionel	Rose			10
Holliday Clive				
Hollis Peter				3
Hollis Ron	Dee	1	1	16
Houseman Marilyn	Dennis			7
Hunt Bob	Lindsey			1
Jones Dave	Fay			4
Koch John	Jillian			1
Koncki Heinz	Paula			7
Langman Frostie	Sue			14
Lawson Ross	Antoinette			5
Le Feuvre Tim	Sheila			2
Lodder Hugo				4
Lyons-Lewis Tony	Lorna	1,2.	3	23
Mackey Ray	Angela	1	1	20
Madeley Brian	Lyn	2	2	7
Mangan Geoff				9
McCallum John	Louise			
Metelerkamp Neil	Norma			1
Mentz Bunny	Jan			5
Mulder Chris	Ludy			
Mullany Fred	Jo	1,2.	3	24
Orsmond Ret	Julie			
Parfett Ed	Jennie			10

Parker Wilf	Jenny			13
Paton Duncan	Lesley			17
Putter Willie	Linnea			3
Reitz Fritz	Madene			1
Rolf Anthony	Corrine			
Rosser Phillip	Amanda			
Scanlen Errol	Iorr			
Scheepers Bert	Renate			
Slade Keith	Yvonne			4
Stead Heyns	Anne			
Stockdale Brian	Dawn			
Tops Paul	Barbie			
van den Bor Frans	Ellen			3
van der Hoven Hugo	Kath			2
Vadas Peter	Vivian	1	1	12
Vadas Robert	Annabel			
Wessels John	Jane			6
Williams Denny	Pat			10
Wilsher Martin	kim			
Winter George	Liesel	2	2	8
Woodgate Geoff	Merceda	1	1	6
Yendall Graham	Sylvia	2	2	15
Zerwick Rick	Dolla			3
Zerwick Karel				2
Albisser Tony	Elsbeth			12
Baker Lew	Heather			5

EVENT No.	EVENT	DATE	ATTENDANCE	
			MEM	NON MEM
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
6	Klein Karoo tour	5-9 Mar	14	5
7	Pensioners to Enrico's	20 Mar	12	4
8	Cafe Francois	25 Mar	12	5
9	Brenton Braai	1 Apr	18	3
10	Sedgefield Arms	10 Apr	16	1
11	Old Nicks	29 Apr	14	6
12	Knysna Car Show	13 May	44	0
14	Cafe Francois	27 May	15	5
13	Hillclimb Helpers	18-20 May	31	0
14	Cafe Francois	27 May	15	5
15	Belvidere Quiz Night	12 Jun	9	4
16	Old Nicks	24 Jun	9	8

CLASSIC - DASH

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 Postal address: 11 Westmeath Rd, Parkview, Johannesburg
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SEDGEFIELD – 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.

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