



**MG CAR CLUB**

**South Cape Centre**

Established February 2007

P.O. Box 732, Knysna, 6570

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

Affiliated to the MG CAR CLUB Ltd. (UK).

NEWSLETTER NO 11:08 AUGUST 2011

## COMMITTEE MEMBERS

Chairman	Bruce Henderson	082 568 7976	brucejhenderson@gmail.com
Vice –Chairman	Ricky Cooper	082 822 2146	ccbkmweb.co.za
Secretary	Tony Lyons-Lewis	083 419 6566	lionsden@netactive.co.za
Treasurer	Duncan Paton	082 078 1392	dingles@telkomsa.net
Editor	Ray Mackey	082 922 6106	brmprojects@telkomsa.net
Events Organiser	Brian Davidson	082 495 0005	briandavidson@vodamail.co.za
Interclub Liaison	Ross Lawson	082 550 6473	antart@mweb.co.za
Regalia	Ron Hollis	082 859 8771	rphollis@gmail.com
MG Registrar for S. Cape	Keith Burton	083 733 7749	keiella@telkomsa.net
Member	Fred Mullany	0823214700	go.knysna@afrihost.co.za

## FROM THE HIGH CHAIR

Some for whom basic economy class is the chosen means of air travel may have seen an article published in a recent Kulula in-flight magazine which must have raised some MG eyebrows if not a bit of blood pressure. Humour is a feature of Kulula's marketing even though on occasion it might exacerbate pre-flight nerves when, for example, the air hostess welcomes the captain on his first flight in an aircraft. However, when the attempts at a joke sink to the level of naming the MGB as number one in the magazine's list of five "WORST CARS EVER MADE", a response is indicated. The author is entitled to an opinion but his/her blatant disregard for the truth in the description extends way beyond journalistic license and is totally unacceptable (dense ignorance cannot be even considered an excuse nor can flagrant malice for whatever reason) and Kulula will be challenged on their publication of literary diarrhoea.

How may a sports car even be considered "*bad*" when:

- Over half a million MGBs were sold during its nineteen year period of manufacture until 1980 and at a price the ordinary person could afford;
- The MGB had and continues almost fifty years later, to have international success in racing and rallying;
- An enormous industry exists today (providing many needed jobs) supplying every single spare part needed by thousands of enthusiasts around the world;
- The MG Car Club with centres around the world is *the* largest single marque car club and the most common MG model in the clubs is the MGB;
- A UK company is at present remaking a run of complete new cars due to the demand;

Perhaps Kulula's service should be considered and advertised as the "worst" of all airlines because their aircraft do not perform a swift barrel roll as they cross the Outeniquas into George or loop the loop as a final gesture before landing at Oliver Tambo? Or should the massive and very enthusiastic world-wide community of MGB fans merely accept an apology and a retraction from the author and the Kulula editor?

*(Keith Burton's know-how and assistance with the facts is gratefully acknowledged)*

Members will recently have received the Emzini Tours / Likhanyiso newsletter. There have been responses in that more Knysna residents who have been on the township tour have highly recommended it as an enlightening and most enjoyable experience. The perception that this is a tourist activity for overseas tourists only is totally invalid. You are encouraged to get together in groups and go on a tour. Contact Penny Mainwaring on 082 338 6289 or [pennyp@mega.co.za](mailto:pennyp@mega.co.za) for bookings and support one of our club's 'preferred' charities.

On my recent visit to Cape Town, one of my sons announced that there was an RV8 in the window of one of the exclusive classic car sales rooms. Having previously been pipped to the post by Ricky in this regard, I went to have a look. The car in question turned out to be a rubber bumper B with the bumpers sprayed the same as the metallic silver body. This was an impressive 'modification' and looked really good from a distance but I cannot picture the red of my 'B' providing the same effect.

By-the-way, the current total absence of road works on the N2 and its new surface now makes the Cape Town trip a pleasure. For the present though, via Oudtshoorn and the R62 is not an alternative because the road is closed for at least two months to deal with rock falls, and there are additional road works on the R62.

I look forward to joining many of you on the Witsand weekend which holds great promise, and to seeing you for the Lemon Grass lunch prior to which we will hand over the presents collected at the Christmas in July dinner to the Vermont Home. *(see future events schedule below. Ed.)* Finally yet another accolade goes to Brian Davidson for managing the latter excellent event.

*Bruce*

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## EDITORIAL

Market turmoil this year seems to be encouraging people to invest in more tangible assets such as classic cars or is it just my wishful thinking? Ricky Cooper is now up to 10, followed closely by Ron Hollis on 9.

This month I have managed to get Keith Burton to skip down memory lane and a long one it is too, see Keith's story under this month's "Meet the Members".

Maintaining the breed this month is a focus on the MGC for those interested in facts and figures.

Those of you who keep tabs on the attendance register will note that it has been updated to include all past events to the end of July. I have taken the liberty of awarding only 1 point to each member for attendance at the Christmas in July dinner because even those who normally get 2 points due to "restoration in progress" wouldn't have attended in an MG anyway! And Tom Esterhuizen who claimed to have attended in his MG because his house is just on the other side of the restaurant carpark also only gets one point!

*Ray*

## FORTHCOMING EVENTS

Date	Event and Venue	Details
<b>July</b>		Goodwood Festival of Speed 30 June – 3 July British Grand Prix 10 July German Grand Prix 24 July Hungarian Grand Prix 31 July
July 31st Sunday	MGCC/GRMC Breakfast Run Old Nick's – Plettenberg Bay	Meet there or at the Quays 09h00. Open to members of both clubs.
<b>August</b>		Womens' Day 9 August Belgian Grand Prix 28 August
August 13 <sup>th</sup> Saturday	GRMC/MGCC run to Roadside Deli	Open to members of both clubs
August 19 <sup>th</sup> to 21 <sup>st</sup>	Weekend away to Witsand	Open to members of both clubs
Aug 28 <sup>th</sup> Sunday	MGCC/GRMC Breakfast Run Café Francois – Sedgefield	Meet there or at the Quays 09h00. Open to members of both clubs
<b>September</b>		Whales and Wheels 24 Sept Heritage Day 24 September Goodwood Revival 16-18 Sept Italian Grand Prix 11 September Singapore Grand Prix 25 Sept
Sept 6 <sup>th</sup> Tuesday	Pensioners' run to Lemon Grass restaurant in Plett	TBA Open to members of both clubs
Sept 25 <sup>th</sup> Sunday	MGCC/GRMC Breakfast Run Old Nick's – Plettenberg Bay	Meet there or at the Quays 09h00. Open to members of both clubs.
Date	Event and Venue	Details
<b>October</b>		MG Cape Centres Gathering in Graaff Reinet set for end Oct – TBA Japanese Grand Prix 9 Oct Korean Grand Prix 16 Oct Indian Grand Prix 30 Oct
Oct 1 <sup>st</sup> Saturday	Run to Oudtshoorn to see the national model air show	TBA
Oct 9 <sup>th</sup> Sunday	GRMC/MGCC Economy Run	TBA Open to members of both clubs
Oct 23 <sup>rd</sup> Sunday	GRMC – AGM	TBA GRMC members only
Oct 30 <sup>th</sup> Sunday	MGCC/GRMC Breakfast Run Café Francois – Sedgefield	Meet there or at the Quays 09h00 Open to members of both clubs
Oct 27 <sup>th</sup> to 30th	MG Cape Centres Gathering in Graaff Reinet	
<b>November</b>		Abu Dhabi Grand Prix 13 Nov Brazilian Grand Prix 27 Nov East London Grand Prix Era Revival 11 <sup>th</sup> -13 <sup>th</sup> Nov
Nov 8 <sup>th</sup> Tuesday	MGCC/GRMC Technical event at Lew Baker's to talk cars and things - day	TBA Open to members of both clubs

	visit with braai	
Nov 13 <sup>th</sup> Sunday	Treasure Hunt and Braai	Open to both clubs
Nov 20 <sup>th</sup> Sunday	GRMC/MGCC "Groggin"	TBA Open to members of both clubs
Nov 27 <sup>th</sup> Sunday	MGCC/GRMC Breakfast Run Old Nick's – Plettenberg bay	Meet there or at the Quays 09h00. Open to members of both clubs.
<b>December</b>		<b>Day of Reconciliation 16 Dec</b> <b>Christmas Day 25 December</b> <b>Day of Goodwill 26 December</b>
Dec 2 <sup>nd</sup> Friday	GRMC Christmas Dinner	GRMC members only
Dec 9 <sup>th</sup> Friday	MGCC Christmas Dinner	MGCC members only

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## FROM THE SICK BAY

We hear that Rudi Grevensteyn has been unwell and we wish him a speedy recovery.

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## MEET THE MEMBERS

My earliest memory of things motoring was sitting in my Dad's 1933 Austin 10, in the UK, during WW2.

Dad was away in the RAF and the car was standing on blocks in the garage. The steering could turn and I was able to find my way around its 4 speed gearbox!

A number of years later, here in South Africa, I was allowed to move the family 1939 Chev in and out of the garage. I spent many an afternoon sitting on a brick gatepost conducting my own private census of the passing cars. (It beat doing homework!!) The most common in the late 40's and early 50's were Chevs and Fords, followed by Plymouths.

In 1952 on a visit back to the UK I had my first taste of MG. My cousin had a prewar TA and I was taken for a short drive.

A £5 (R10) 1934 Austin 7 was my first, very own, car which I enjoyed throwing around the sand roads of our local smallholdings (unlicensed of course, both the car and me). Stripped of unnecessary items such as mudguards, running boards and lights, and with non existent brakes, - Fangio's 4 wheel drifts had nothing on mine!

My first legal road car was a 1952 Austin A40 Devon. I also now had my license taken in 1955, on a 1948 Dodge fluid drive. Soon after buying the Devon (Dad lent me the £200) I turned down a 1926 3ltr. Bentley and a 1933 Talbot 75, both priced at £200 (not a misprint). Ah well!!!

The Devon was my first rally car with the late Raggy Schjolberg as my navigator. He later became S.A. Navigator Champion. I later turned to navigating myself and did a few Nationals, including the 'Protea' twice; the first time in a Citroen Light 15 and again in a supercharged Austin A35. The craziest thing I ever

did was to drive a TC in the 600 mile (1000km) Vaal Gold Cup in rain and mud, with Raggy again navigating. (It was his Dad's car which we 'borrowed').

In 1958 I had a choice of buying a new Austin Healey Sprite for £600 or a MGA for £650. I had navigated in the MGA during that year and it had just finished 7th in the first 9 hour race held at Grand Central race track. I chose the MG and over the next 19 years clocked up over 200,000km which covered courting, a honeymoon trip (3200kms), hill-climbing, racing and rallying and daily running to work. Our MGA really served us well only forcibly stopping us once with a blown core plug.



One day in early 1969 I was urged by Norman Ewing to attend a meeting of MG owners with a view to starting an MG Car Club. The long and the short (a story for another day) was the formation of the Johannesburg Centre of the MG Car Club. I served as chairman for the first two years and then two more as treasurer and yet another two years as a committee member. When we upped sticks and moved from Johannesburg to Knysna I was honoured with life membership of the centre.

Over that same period, I owned 4 Y type saloons, one of which Ella and I restored. We also had a ZA and a ZB (Ella's car) another A, an SA, and a TC and TD (both in bits) and lastly a 1932 J2.

During and after the above period we drove a Ford Ranchero, a Chev Commando and several Rovers. Then we have had several Citroen GS and Citroen DS models as well as a couple of Mercedes, the present one being a 230E coupe.

As a retirement present to ourselves we found what appeared to be a nice MGB GT. Over the past 7 years, what failed to appear 'nice' on purchase has been put right and it's now a joy to drive.

These were our 4 wheeled years and now to my 2 wheelers. From a bicycle I moved at 16 to a 98cc Villiers Auto cycle through DKW, BSA's, AJS's, Norton's, Royal Enfield's and lastly an 800cc BMW. I am now rebuilding a 1950 350 Matchless for my daughter!!

I have followed motor racing in all its forms since the Rand Grand Prix held at Palmietfontein in 1955, where two 4 cyl. Ferraris, driven by Gaze and Whitehead, together with a Conaught, were the 'International Stars'. I am afraid I am one of the old 'f...t's who say modern F1 just 'ain't what it used to be'- but I still watch!

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## COOPER'S CORNER

So I got home, and the phone was ringing. I picked it up, and said "Who's speaking please?" And a voice said "You are."

So I rang up the local Swimming Baths .I said "Is that the local swimming baths?" He said "It depends where you're calling from."

Apparently 1 in 5 people in the world are Chinese. And there are 5 people in my family so it must be one of them. It's either my Mum or my Dad, or my older brother Colin, or my younger brother Ho-Cha-Chu. But I think it's Colin.

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## AND THATS WHEN THE TROUBLE STARTED

Three friends married women from different parts of the world...

The first man married a Filipino. He told her that she was to do the dishes and house cleaning. It took a couple of days, but on the third day, he came home to see a clean house and dishes washed and put away.

The second man married a Thai. He gave his wife orders that she was to do all the cleaning, dishes and the cooking. The first day he didn't see any results, but the next day he saw it was better. By the third day, he saw his house was clean, the dishes were done, and there was a huge dinner on the table.

The third man married a girl from Yorkshire. He ordered her to keep the house cleaned, dishes washed, lawn mowed, laundry washed, and hot meals on the table for every meal. He said the first day he didn't see anything, the second day he didn't see anything either but by the third day, some of the swelling had gone down and he could see a little out of his left eye and his arm was healed enough that he could fix himself a sandwich and load the dishwasher. He still has some difficulty when he pees.

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## MAINTAINING THE BREED: THE MGC

### BACKGROUND TO THE MGC

The MGC was firmly based on the MGB, and was intended as a replacement for the Austin-Healey 3000 which, by the time the MGC was announced in 1967, had had its day. It was powered by an in-line, six-cylinder, pushrod, OHV engine of 2912cc capacity that was capable of developing 150bhp. The bodyshell was essentially a basic MGB unit.

Both roadster and GT versions of the MGC were available, but the car was not received well by the press, despite the fact that it had a top speed approaching 120mph. They complained that its handling and acceleration were poor, and that it looked too much like the MGB. It was, however, a very good, long-legged touring car.

The MGC should have been one of the best-selling sports cars of all time, because in concept it offered a much improved performance over the MGB on which it was based, at a similarly low price. But sadly the MGC was to be very short lived, for in 1969 it was dropped from the MG range. No doubt that its poor reception by the press had affected sales, and by then MG had come within the British Leyland group,

where Triumph products were looked upon with favour - and the MGC could have made life difficult for the Triumph TR6.



#### ENGINE AND SUSPENSION DIFFERENCES

By the time the MGC was introduced, Abingdon had lost control of engine design to other sectors of the vast empire which was British Leyland. The MGC's new six-cylinder in-line engine turned out to be around 25kg too heavy, and the precious balance of the car - the foundation of every MG's fine handling characteristics - was destroyed. The car meant to replace the Austin-Healey 3000 had lost the Abingdon touch, but its other qualities have ensured that it is still much sought after today.

MG did its best with the weighty problem of fitting the C-series engine into the MGB bodyshell. The main problem was that they were unable to place the engine as far back in the car as they would have liked to maintain the weight balance of the car, as it had to be able to accommodate the relatively bulky automatic transmission for the American market. Hence, the engine had to sit well forward in the engine space, which made the MGC very nose-heavy.

To accommodate the engine, some changes had to be made to the bodyshell and mechanics of the MGB. From the outside, the most obvious changes were the bulge in the bonnet and the 15 inch road wheels. The bonnet bulge was essential to clear the top of the long tall engine, and the larger radiator which it required.

It was also found necessary that the front crossmember, upon which the suspension and engine were mounted in the MGB, had to be removed to clear the bottom of the engine, in particular the oil sump. This meant revising the front suspension from the original coil spring set-up of the MGB to one which used torsion bars as the springing medium. These ran back longitudinally, to a mounting point below the floor, to transfer the suspension stresses back to the centre of the reinforced bodyshell. The rear suspension was essentially the same as the MGB, but a much stronger rear axle had to be fitted to accommodate the increase in power, and also the spring rates had to be increased both front and rear to accommodate the extra power and weight. There was also a new stronger, all synchromesh transmission for the same reason, and as with the B an optional automatic transmission.

#### THE DEMISE OF THE MGC

When the first road test reports on the MGC appeared, MG engineers could not believe that the press had been driving the same cars which they had! The general handling of the car was panned by the press, it was

said to suffer from terminal understeer, and to be an unworthy successor to the Austin-Healey, which had by now been discontinued. The press did not like the fact that it was so very similar to the MGB, and felt that it should have been a little more modern in its interior appointments.

However, there are few MGC's which would actually fail to get round a corner - the understeer is not "terminal". Looking at the weight balance of the car (53 : 47), will show that there is obviously a preponderance of weight at the front of the car, but this is less than most saloon cars of that period, and of most pseudo-sports cars.

It is likely that two factors contributed to the contemporary feeling that the car was nose-heavy. Firstly, the car looked like an MGB, and it was expected that everything else would be like the smaller car. Secondly, it is likely that the press were lulled into a false sense of security by the quiet and smooth running of the car, which was at a far better level than any other sports car to that date. These two points combined, and drivers found that they were travelling faster than they thought they were, with the result that the next corner would not have been "on" in any car!

The poor reception the press gave the MGC undoubtedly shortened its production life. Its introduction was soon followed by the formation of the British Leyland group, and the fact that the MGC and Triumph TR6 were competing for the same sector of the sports car market. There was considerable feeling against anything emanating from the old BMC part of the group at the time, and it took only a month or so for the board to make a decision on the future of the model. The MGC was dropped from the range in 1969, while the TR6 continued until 1976.

SCHEDULE OF MGC CAR NUMBERS 1966 - 1969			
Date	Roadster	GT	Notes
Nov 66	101	110	Pre-production, only 13 cars built in 1966
Oct 67	115	116	Pilot production
Nov 67	138		Start of roadster series production
Dec 67		638	Start of GT series production
Dec 67	580	754	Highest numbers issued in 1967
Jan 68	146	640	Lowest numbers issued in 1968
Oct 68	4266		Start of 1969 model roadster
Nov 68		4236	Start of 1969 model GT
Dec 68	6032	5884	Highest numbers issued in 1968
Jan 69	4793	4467	Lowest numbers issued in 1969
Aug 69	9099	9102	End of production

## VALVE CAP PROBLEMS

*(with acknowledgment to the Triumph Sports Car Club PE)*

A few years ago I bought some lovely looking aluminium valve caps for my 4x4 as I thought they'll enhance the appearance of my alloy wheels. Some time passed and one day while filling up I decided to check my tyre pressures and to my annoyance could not undo some of them! At home I took two pliers, one for valve and when for cap and with a lot of strength and sweat managed to undo them, nearly damaging the valves. I was very lucky!

Then I remembered I fitted them to my caravan's alloy wheels as well and yes I could not undo them! **This time round the plier's solution didn't work!** I took a hacksaw blade and had to saw carefully trying not to damage the valve and threads. Then I had to use a side cutter to carefully cut it off, piece by piece! I was lucky again as a friend of mine had to have new valves fitted. Lucky for him it was inexpensive tubeless valves and not tubes as found on some of our old cars!

The problem of course is that the two different metals reacted with each other and "welded" the cap to the valve.

The moral of the story is that should you wish to fit metal caps to your valves, make sure they're of the same material, normally a brass compound. I got some from a Dunlop outlet for my BMW a few years ago and they work! If unsure, put some "copperslip" or appropriate lubricant on the threads before fitment. **Check your valves now !!**



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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 ([keiella@telkomsa.net](mailto:keiella@telkomsa.net) or P O Box 1154, Sedgefield, 6573).

## WEBSITES WORTH VISITING:

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

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

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

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

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

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

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

## REGALIA

For Club Regalia, please email your requests to Ron Hollis ([rhollis@gmail.com](mailto:rhollis@gmail.com)) for T shirts (Blue) and windbreaker jackets (Dark blue with tafetta lining), please give sizes – check with other club members that

already have the item you want. Available items :- Key rings (Club logo; "MG" in a variety of colours), Club grille badges (2 hole flat type for badge bar mounting or with rear screws for grille mounting – please specify), Club Licence Stickers, Smaller Club Logo Stickers, Coasters, "MG" Zip pull-tags (various colours), Note that club jackets and T shirts usually need to be ordered – we keep little or no permanent stock of these items.

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

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

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

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## FOR SALE

**For Sale:** Reworked set of rear springs for an MGB (7 leaf I think) R500 onco, may be viewed by arrangement with Ron Hollis at his workshop. Fred Mullany 0823214700

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

**Wanted:** MGB Bonnet and GT tailgate, contact Carel Zerwick

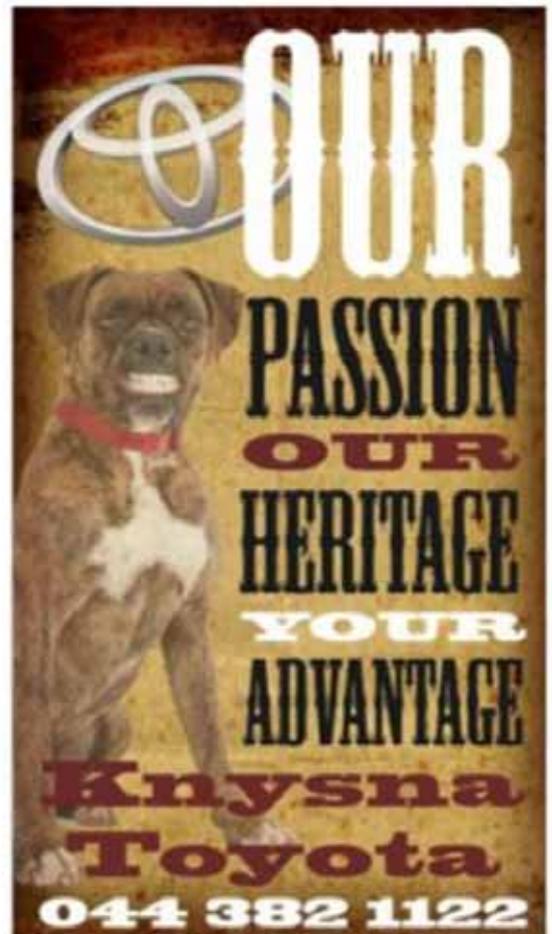
**Wanted:** Ricky Cooper is looking to purchase scrap MG's and other sports cars for spares. Please contact him on 0828222346 or [rcooper@cyberperk.co.za](mailto:rcooper@cyberperk.co.za)

**Wanted:** TC hood frame and a fuel warning light. Tony Lyons-Lewis 0834196566

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

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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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 Postal address: 11 Westmeath Rd, Parkview, Johannesburg  
 Telephone number: (011)486-0021 or (011)646-1631  
 Email address: sportscar@mweb.co.za

**FOR ANY CLUB RUNS:**

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

## ATTENDANCE REGISTER

The attendance register, below, has been updated to include all events to end of July.

MEMBERS NAME	PARTNER	THIS MONTH	ACCUM	TOTAL
Albisser Tony	Elsbeth		2	6
Baker Lew	Heather			1
Battison Dave				
Bechlars Philip	Martina			
Bickley Fred	Cheryl	2	2	5
Burton Keith	Ella	2		16
Bush Marion	Gavin			
Cleland Jim	Glen	11	2	9
Clough Pat	Ali	111	3	9
Cooper Ricky	Colleen	112	4	19
Davidson Brian	Jose	11	2	12
Doig Pete	Anne			
Douglas Murray	Anne	12	3	12
Dunlop Denis	Gill	21	3	12
Esterhuizen Tom	Jeanette	1	1	13
Fisher Roger	Alva			5
Frost Norman	Jennie			6
Giggins Barry	Joan		1	5
Gilbert Greg	Rae			
Grevensteyn Rudolph	Sharon		1	9
Hamilton Allan	Brenda			
Henderson Bruce		212	5	24
Henderson Mike				
Hewitt Lionel	Rose		1	8
Holliday Clive				
Hollis Peter		2		4
Hollis Ron	Dee	22	4	25
Houseman Marilyn	Dennis			3
Jones Dave	Fay		1	4
Koch John	Jillian			
Koncki Heinz	Paula	21	3	10
Langman Frostie	Sue	2		12
Lawson Ross	Antoinet			6
Le Feuvre Tim	Sheila			
Lyons-Lewis Tony	Lorna	212	5	23
Mackey Ray	Angela	212	5	15
Mangan Geoff				6
McCallum John	Louise			
Metelerkamp Neil	Norma			2
Mentz Bunny	Jan	1	1	11
Mulder Chris	Ludy			
Mullany Fred	Jo	12	3	18
Orsmond Ret	Julie			
Parfett Ed	Jennie			7

Parker Wilf	Jenny	1	1	9
Paton Duncan	Lesley	11	2	18
Putter Willie	Linnea			
Reitz Fritz	Madene			3
Rolf Anthony	Corrine			
Rosser Phillip	Amanda			2
Scanlen Errol	Iorr			
Scheepers Bert	Renate			
Slade Keith	Yvonne			
Stead Heyns	Anne			
Stockdale Brian	Dawn			2
Tops Paul	Barbie			
Underwood Colin				
van den Bor Frans	Ellen			
van der Hoven Hugo	Kath			
Vadas Peter	Vivian		4	12
Vadas Robert	Annabel			
Wessels John	Jane			4
Williams Denny	Pat			7
Wilsher Martin	kim			
Winter George	Liesel	1	1	7
Woodgate Geoff	Merceda	1	1	5
Yendall Graham	Sylvia	2	2	16

EVENT No.	EVENT	DATE	ATTENDED
1	Sundowner Picnic	11/01/18	24/38
2	Old Nicks	11/01/30	17/36
3	George Show	11/02/12	29/32
4	Ebb & Flow	11/02/20	12/18
5	Cafe Francois	11/02/27	14/18
6	AGM	11/03/01	27/27
7	Old Nicks	11/03/27	9/14
8	Cafe Francois	11/04/17	16/19
9	Knysna Car Show	11/05/15	30/34
10	Old Nicks	11/05/29	9/18
11	Duttons Cove	11/06/07	11/20
12	Quiz Evening	11/06/14	15/17
13	Cafe Francois	11/06/26	13/18
14	Christmas in July	11/07/23	16/27
15	Old Nicks	11/07/31	12/23

**FROST BROTHERS**  
CLASSIC & VINTAGE CARS

Norman & Jennie Frost

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