



NEWSLETTER No 08/14 AUGUST 2014

COMMITTEE MEMBERS

Chairman	Bruce Henderson	082 568 7976	brucejhenderson@gmail.com
Vice Chairman	Ricky Cooper	082 822 2146	cbk@mweb.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
Member	Ross Lawson	082 550 6473	antart@mweb.co.za
Events Coordinator	Fred Mullany	082 321 4700	go.knysna@afrihost.co.za
Regalia	Ron Hollis	082 859 8771	rphollis@gmail.com
MG Registrar for S Cape	Keith Burton	083 733 7749	keiella1@telkomsa.net

EDITORIAL

Later in this issue you will see that an effort is being made to update the club vehicle register. A recent first run through the register highlighted the big number of changes in car ownership over the past year or two. There are many more cars now belonging to club members and although some cars have gone to other areas there is definitely a nett gain of cars in the club and in the area.

A sad part of the update in my view is the almost total lack of advertising in the newsletter of MGs for sale or wanted. There is no doubt that this makes the upkeep of the register more difficult as cars change ownership without the knowledge of Keith. It also possibly denies other members the opportunity to buy a car from within the club. I would like to appeal to members to alert other members of our club if a car is to be sold even if it is advertised in other publications or through a dealer.

FROM THE HIGH CHAIR

With thanks to Brian Woodhams, the 2014 Indaba is well remembered with an excellent report and lovely pictures in the July edition of Safety Fast. Knysna is firmly on the international MG map! Any members wishing to see the club copy should contact myself or Tony and we will arrange to get the magazine to you.

With our Indaba a thing of the past, I was hoping for some 'recovery' time. However it seems that is not to be. Motoring activity continues and planning for the future does not pause. We have just enjoyed the GRMC 'mini tour' and Peter Pretorius and Peter and June Turner are to be congratulated for putting together an unusual and interesting short visit to Steytlerville. The Karoo Theatrical Hotel and its owners, Mark and Jacques, seem to have made this little town a venue for some "different" entertainment!

Plans for our October tour are coming together and I am sure the participants will enjoy the trip to the Eastern Cape. There may still be a couple of vacant places so please contact Fred Mullany if you wish to join us. We will be staying at the Halyards Hotel in Port Alfred and at Chapman's hotel in Port Elizabeth for a night on the return trip.

Activities for next year are already building up. You will have seen the notice for the Border Centre's Cape Centres' gathering in Cradock from 30th April to 3rd May. Space is limited so please do not delay your booking for this event. Border traditionally put on excellent gatherings and your attendance is highly recommended.

2015 is the 60th anniversary of the MGA. The 50th anniversary was celebrated with a highly successful tour and those organisers have been prevailed upon to 'do it again'. The tour starts in the Drakensberg, extends down the east coast to Cape Agulhas, and finishes in Graaf Reinet. At the last count, 63 MGAs had been entered for the tour in August next year. South Cape has the second highest number of entrants at 10. The significance of this is evident in the July Safety Fast where the equivalent event in the UK from Land's End to John o' Groats is reported upon and where their complement of MGAs is a paltry 38! Enthusiasm for driving long distances in our wonderful MGAs is obviously stronger in the 'colonies'!

I shall unfortunately miss the September darts event as I shall be warding off the lions at the Mana Pools campsite but I am sure it will be another pleasant evening, this time at the new Mitchell's Brewery facility.

Enjoy it and enjoy your MG.

Bruce

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.

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

MG Indaba 2016. Please note updated booking form and additional information below

Registration Form

Indaba 2016, Sept 2nd to 5th

Registration Number

Centre

Official use only



ASAP, but before end February 2015 this form needs to be Completed and returned to Hazell Eden at indaba2016@gmail.com
The function venue can accommodate a maximum of 300 people so book early to avoid disappointment.

Entrant

Title	Name	Surname	MG Centre

Accompanied by

Title	Name	Surname

Contact Details

Postal Address	Phone Numbers	
	Home	
	Cell	
	Fax	
	May we contact you via SMS?	
	E mail address	
Code		

Car(s) entered

Model		
Year		
Colour		
Registration Number		

Payment Details

Total Cost R4500 per couple, excludes accommodation. Single R2500.

1	On registration	Per registration	R502	Official use
2	August 1, 2015	First third of balance -	R1333	
3	Jan 1, 2016	Second third of balance	R1333	
4	June 1 2016	Balance-	R1332	

You will be allocated an Indaba number on receipt of payment of the registration fee. Registration opens at 00h00 on July 1. The first payment received will be allocated number 1, and so on.
You will then receive invoices informing you of further payment and due dates.

Banking Details

FNB Account – MG Car Club Northern Centre, acc 62363284359, branch 252045.

Please send proof of payment to Hazell Eden at indaba2016@gmail.com or PO Box 11430, Silver Lakes, Pretoria 0054

Please pay by internet transfer to avoid additional charges. Please give your name as reference.

Cash or Cheque payments not accepted except by prior arrangement with organisers and will attract extra charges

Please indicate your intent to enter the events shown.	Tops Only	
	d'etat	
	d'elegance	
	d'comique	
	Driving Test	

Accommodation

A list of suggested nearby hotels/guesthouses is given below with their approximate distances from the evening venue, Union Caterers, Utopia Place, 840 Cura Avenue, Equestria, Pretoria.

Name	Website	e mail	Phone	Approx per room B&B	No of Rooms	Dist from venue	√	
Villa Africa	www.villaafrica.co.za	info@villaafrica.co.za	0128077535	R850	50	2km		
Villa Jana	www.villajana.co.za	info@villajana.co.za	0128070683	R750	12	2.6km		
Willows Country Lodge	www.willowscountrylodge.co.za	reservations@willowscountrylodge.co.za	0128074100	R900	26	3km		
The Farm Inn	www.farminn.co.za	farminn@farminn.co.za	0128090266	R1300	80	5km		
Other or own accommodation?								

Please indicate your choice from the above. If you wish to stay at one of the above 4 establishments, please confirm with the organisers before end February 2015. The Indaba organisers will then try negotiate with them and book on your behalf. Additional suggestions are available on the Indaba website which you will have to book for yourself.

Assistance is available if required.

Map is available here

<http://maps.google.co.za/maps/ms?vps=2&hl=en&ie=UTF8&oe=UTF8&msa=0&msid=209459885114994852118.0004fc68ad795acb14736>

Special needs

Please note any special requests, dietary requirements etc	
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I hereby confirm my intention to attend the Indaba and submit/have submitted the non refundable R502 registration fee. I accept that the Organising Committee reserves the right to change costs should unforeseen circumstances arise. I understand that the three subsequent payments must be fully paid by the dates specified or my reservation may be transferred to someone on the waiting list.

Signed

Date

Please print a copy of this form for those without e mail.
Go to www.mgcc-north.co.za/indaba2016 for more info

MAINTAINING (*KNOWLEDGE OF*) THE BREED

What do the letters M.G. stand for?

At a recent and most enjoyable quiz evening, one of the questions asked was:

“What do the letters M.G. stand for?”

The answer given was Morris Garages.

A very enthusiastic and hard-working member was heard to remark that anyone that got that wrong deserved to be shot!

Well, I'm afraid there should be a lot of dead bodies around as that was **not the correct answer!!**

I remembered reading about the name and decided to do a bit of research. Much of the following information comes from the website of MG Nuts.com, the magazine Safety Fast!, Wilson McComb's books and Mike Allison's reminiscences.

The letters for M.G. were chosen as a tribute to William Morris, later Lord Nuffield, and his company, Morris Garages, by Cecil Kimber. Whilst working for Mr. Morris in the 1920's, Kimber began building custom cars from Morris chassis. The cars needed a name since they were not a Morris offering, but rather a custom job. Mr. Kimber named them M.G. as a tribute to his employer. The cars were successful and eventually Cecil branched off and started building his own line of cars. He officially named this new entity "The M.G. Car Company". The company was financed and therefore owned by Mr. Morris, with Cecil Kimber acting as its general manager. As a company called Morris Garages already existed, Kimber could not use the same name and so "The M.G. Car Company" was registered.

Other evidence for this argument is on the vehicle maker's plate which always states the full name of the company who built it. On every M.G. made, it states "The M.G. Car Company", never "The Morris Garages Car Company". Even looking back to the earliest days of M.G., one cannot find Morris Garages listed on any company letterhead or even in the very first M.G. Magazine of 1933.

This information was also confirmed during a dinner speech by Mrs. Cook (Jean Kimber Cook, daughter of Cecil Kimber, founder of the M.G. Car Company) who stated that “M.G. does not stand for Morris Garages, it stands for itself and is the brand”.

As a final aside, do not forget to insert the full stops after each letter – that was how the company was registered and what appears on all the original makers plates affixed to the cars!

SAVVA Technical Tip 88 – Electronic Ignition

Often discussed are the pros and cons of fitting electronic ignition to early cars. I'm sure there are pros and cons to fitting them however I cannot think of a con. Modern cars have proved the point as I doubt if there is one make still fitting points and condensers – they are all electronic.

There are numerous types of electronic ignition units available, most being either optical or magnetic. I believe the optical is possibly the better way to go especially for very high revving cars but for my purpose I settled for the simple magnetic type. I have used them for many years on various cars and have never had a problem.

I've just fitted one to a Sunbeam Alpine (the type as fitted to MGBs) made by Accuspark, England. Fitting is so simple even an accountant could fit one. Firstly, you dispose of the points and condenser and the wire lead that goes from the distributor to the coil. Next, you fit the electronic module where the points were situated. It's the same size as your points and uses the same fixing screw. Now you lift off the rotor, drop on the magnetic ring and replace the rotor. Coming out of the distributor from the module will be two new wires a red and a black. The red goes to the positive side of the coil (+) and the black to the negative side (-) and there you have it. No points to wear out and no condenser to give trouble. The units are maintenance free and no adjustments are necessary.

Six volt units may be a problem to obtain. Perhaps they will have to be special orders. Positive to earth are

available for some distributors at an additional cost. There are various suppliers of these electronic units. In Gauteng, Carl Reynolds will do the whole job for you. He is at 082 442 1902 or ignition@optical.co.za. For the D.I.Y. enthusiasts a D.I.Y. version is available from Old Timers Vintage & Classic in Cape Town. They cost about R650.00 each plus postage. They are available from Steve 0826460824 or woodward@icon.co.za

For the brave, who would like to build their own unit we can offer a diagram for a 6 volt system. It retains the points and has a separate control box which fits onto the fire wall. The condenser is discarded with, and the points will last forever as there is only a minuscule amount of current going through them. The heavy current is absorbed by the electronic gadgetry in a box attached to the fire wall. I fitted one of these 6 volt systems to a Buick 8 many years ago and haven't seen the inside of the distributor since. Perhaps this can be the content of a future article.



SAVVA Technical Tip 86 – Glass Fuses

Apparently an old problem has raised its ugly head again.

A year or two ago an enthusiast had serious electrical problems and, after considerable aggravation and cost, found the problem to be a faulty glass fuse. It now appears these fuses are on the market again.

Whether they are new or old stock – who knows, however we suggest that if you are going to use them you check them out before using them. In the past, fuses typical of those made in England, had a hole at each end through which the fuse wire passed and was securely soldered on the outside of the caps. On these questionable fuses the wire is soldered to the inside of the caps. Obviously, every now and then, something goes wrong on the production line resulting in the wire not being soldered securely to the cap.

We don't have much choice but to use these new fuses as they seem to be the only ones available. However, if you have any of the old types lying around we suggest you consider "rebuilding" the old fuses by fitting them with new fuse wire. It's a simple exercise unsoldering and removing the old "blown" wire and soldering a new piece in its place. The problem may be finding suitable fuse wire but if you scratch around you'll find it at the older hardware stores. Don't use ordinary electric wire as fuse wire is a special wire.

The picture shows a typical soldered fuse and a new type.



Information About the MG Y Series cars

With acknowledgement to Steve McKelvie

Last week I was contacted by Paul Barrow who is the Webmaster and Registrar of the International MG Y Type Register. This group is the keeper and source of all of the information that you would ever want or need to know about the MG Y cars. Paul was responding to two posts that I have made on this website – one on November 8, 2011 and the other on September 18, 2012.

Paul correctly pointed out that there never actually was an MG YA as designated by the manufacturer, only an MG Y, an MG Y/T and an MG YB, the suffix “A” being appended by people after the introduction of the subsequent model which was designated by the factory as the MG YB. This retroactive naming of cars has happened frequently in the car industry, such as the MG TA, the Jaguar Mk. I, the Jaguar XKE Series 1, and the Sunbeam Tiger Mk. I. I think that because the use of the designation MG YA has so crept into the lexicon of MG cars and many automotive publications, I that will let this transgression stand so that the casual car buff will not be confused, while those that know the history of the MG Y cars will know the story behind this “renaming” of the early MG Y cars. It is interesting to note that even the owner of the MG Y sedan featured in my September 18, 2012 post referred to his car as a “1950 MG YA Saloon”.



A 1950 MG Y Saloon

The other issue that Paul pointed out was that the production figures that I had quoted were slightly in error. Paul wrote: *“I just need to correct your production figures though please. Yes, traditional thought has it that it was thought that the 7,035 Y chassis (as opposed to the 1,301 YB chassis) were split 6,158 Y and 877 YT, but extensive research by the International MG Y Type Register over the last 10 years has found that*

actually there were at least 904 YTs made that we have found evidence for around the world and consequently the number of Y Sedan drops to 6,131 and it is quite possible that this number may change again – upwards for the YT and down for the Y. This occurs because the majority of the production records for MG Y production from 1947 to about August 1951 were destroyed at the factory (I now own the production records from Aug 1951 – end of production). We, at the International MG Y Type Register, have embarked on a worldwide crusade and have copies of import documents from Australia and many other countries, together with painstaking examination of other records, and our own database of over 35% of all MG Y Type production contributed to by owners and clubs all over the world have been able to recreate the most comprehensive (but not exclusively complete) records of Ys made as well as surviving.”

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Telephone number: (011)486-0021 or (011)646-1631
Email address: sportscar@mweb.co.za

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KNYSNAQUAYSSS@TELKOMSA.NET

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

Servicing and Repairs to Instruments

Derek Nightingale 0824562504 or nightingale.da@xsinet.co.za

Mechanical Repairs and Servicing

Bodge Engineering, Ron Hollis 0828598771

Knysna Motor Strippers, Ricky Cooper 0828222146

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

Panelbeating, 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

Engineering

Precision Engineering Services, Knysna Industria, Aubrey Springer 0824448981

Exhausts, brakes, suspension, steering etc

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

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.*

FORMULA 1 60 YEARS AGO

German Grand Prix: Nurburgring 1 August 1954

22 laps of 14.17 mile / 22.81 km circuit

Place	Driver	Car	Laps	Time/reason for retiring	Grid
1	Fangio	Mercedes	22	3h 45m 45.8s	1
2	Gonzalez/Hawthorn	Ferrari	22	3h 47m 22.3s	5
3	Trintignant	Ferrari	22	3h 50m 54.4s	7
4	Kling	Mercedes	22	3h 51m 52.3s	20
5	Mantovani	Maserati	22	3h 54m 36.3s	13
6	Taruffi	Ferrari	21		11

7	Schell	Maserati	21		12
8	Rosier	Ferrari	21		16
9	Manzon	Ferrari	20		10
10	Behra	Gordini	20		8
	Bira	Maserati	18	steering	17
	Lang	Mercedes	10	Spun/stalled	9
	Bucci	Gordini	8	Lost wheel	14
	Helfrich	Klenk/meteor	8	engine	19
	Herrmann	Mercedes	7	Fuel pipe	4
	Frere	Gordini	4	Lost wheel	6
	Hawthorn	Ferrari	3	Rear axle	2
	Mieres	Maserati	2	Fuel tank	15
	Moss	Maserati	1	Big end	3
	A Pilette	Gordini	0	Suspension	18

Fastest Lap Kling, 9m 55.1s 85.75 mph / 137.99 kph

*Marimon (Maserati) killed in practice accident.

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DUBIOUS LETTER TO THE EDITOR

I received this letter from someone who claims to be a relative of a Mr. S Stirrer. I'm not so sure , but here is the letter, which I believe is not worth the paper it is written on. –

Meet Jack Schitt

For some time many of us have wondered just who is Jack Schitt ? We find ourselves at a loss when someone says, “You don’t know Jack Schitt !” Well, thanks to genealogy efforts, you can now respond in an intellectual way. Jack Schitt is the only son of Awe Schitt. Awe Schitt was married to O. Schitt, the fertilizer magnate and owner of Needeep N. Schitt, Inc. They had one son, Jack. In turn, Jack Schitt married Noe Schitt.

The deeply religious couple produced six children; Holie Schitt, Giva Schitt, Fulla Schitt, Bull Schitt and the twins Deep Schitt and Dip Schitt. Against her parents objections Deep Schitt married Dumb Schitt, a high school dropout. After being married 15 years, Jack and Noe Schitt divorced, Noe Schitt later married Ted Sherlock and because her kids were living with them she wanted to keep her previous name. She was then known as Noe Schitt-Sherlock. Meanwhile, Dip Schitt married Loda Schitt and they produced a son with a rather nervous disposition who was nick-named Chicken Schitt. Two of the other six children, Fulla Schitt and Giva Schitt were inseperable throughout childhood and subsequently married the Happends brothers in a dual ceremony. The wedding announcement in the newspaper announced the Schitt-Happends nuptials.

The Schitt-Happends children were Dawg, Byrd and Horse. Bull Schitt, the prodigal son, left home to tour the world. He recently returned from Italy with his new Italian bride, Pisa Schitt. Now when someone says “You don’t know Jack Schitt”, you can correct them.

Sincerely,

Crock O. Schitt

DUBIOUS OBSERVATIONS

When I was a kid I used to pray every night for a new bike. Then I realised that God doesn’t work that way. So I stole a bike and asked him to forgive me.

So....I saw a woman wearing a tight sweatshirt with *Guess* written on it. So I said “Implants” and she hit me

-----ooo0ooo-----

THE CLUB CAR REGISTER

At a recent Committee meeting an attempt was made to bring the register up to date. As a result, many members will receive a request to update or add missing information on the cars that they currently own. Please respond to these requests and assist Kieth Burton in bringing the register right up to date. Would new

members also please let Keith Burton have their car's details asap. 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

1978 MGB GT spares - rubber seal for tailgate glass, W/screen rubber seal, chrome finishers LH and RH for tailgate seal, Grille badge, (the above all new)

Rear seat and back, Spoke steering wheel, Aluminium badge “MGB GT” for rear tailgate; chrome side strips.

Also a stack of MG Enthusiast and “The Breed “ mags thrown in for the buyer

(Bought an MGB GT some years ago , sent the vehicle to a garage which burnt down (along with the car) , but had these parts still in my own garage).

All the above for R1800.00 I'm based in C.T. Ebrahim Mohamed 0828008215 or 021 2028011 or email emohamed@kansaiplascon.co.za

For Sale

Pair of Lever arm shock absorbers for MGB. Newly imported and unused, R2000 ea.

Contact Ron Hollis.

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

Wanted Pair of inch and three quarter HS6 SU carburetors (not standard HS4s), inlet manifold and linkages for MGB. Ray 0829226106



ATTENDANCE REGISTER

MEMBERS NAME	PARTNER	THIS MONTH	ACCUM	TOTAL	MEMBERS NAME	PARTNER	THIS MONTH	ACCUM	TOTAL
Albisser Tony	Elsbeth				McCallum John	Louise			
Baker Lew	Heather			3	Metelkamp Neil	Norma			3
Battison Dave					Mentz Bunny	Jan			3
Bechlars Philip	Martina			1	Miller Garth	Shirley			8
Bickley Fred	Cheryl			2	Mulder Chris	Ludy			
Bruce Brian				1	Mullany Fred	Jo	1.2	3	26
Burton Keith	Ella			16	Orsmund Ret	Julie			
Bush Marion	Gavin				Parfett Ed	Jennie	1	1	8
Cleland Jim	Glen	1	1	7	Parker Wilf	Jenny			6
Clough Pat	Ali			13	Paton Duncan	Lesley			15
Cooper Ray	Pat			4	Posniak Peter	Patti			
Cooper Ricky	Colleen	1	1	19	Pretorius Peter		1	1	7
Cooper Trevor	Marche	2	2	12	Putter Willie	Linnea			2
Cox Stuart	Dottie	2	2	2	Reitz Fritz	Madene			
Dabner Len	Sonia				Rolf Anthony	Corrine			
Davey George	Margie	2	2	12	Rosser Phillip	Amanda			
Davidson Brian	Jose	1	1	9	Scanlen Errol	Iorr			
Day John	Margaret			4	Scheepers Bert	Renate			
Douglas Murray	Anne	2	2	20	Slade Keith	Yvonne			12
Dunlop Denis	Gill			11	Smart Laurie	Kate	1	1	6
Esterhuizen Tom	Jeanette				Steenkamp Don	Joan			5
Fisher Roger	Alva			8	Stockdale Brian	Dawn			
Frost Norman	Jennie				Thornborough Jim	Maxine			
Giggins Barry	Joan	1	1	1	Tops Paul	Barbie			2
Gough Dave	Margee	1	1	10	Urbanc Mirka				
Gregory Mike	Jan				van den Bor Frans	Ellen			
Grevensteyn Rudolph	Sharon				van der Hoven Hugo	Kath			
Hamilton Allan	Brenda			3	Vadas Peter	Vivian			2
Henderson Bruce		1	1	17	Vadas Robert	Annabel			
Hewitt Lionel	Rose			6	v Loggerenberg Johan	Shirley	2	2	2
Hogg John	Gill				von Zeil	Margie	2	2	12
Holliday Clive	Charlotte				Warne Alan	Jill			2
Hollis Peter					Waterston Allan	Pam	1	1	10
Hollis Ron	Dee			14	Wessels John	Jane			
Houseman Marilyn	Dennis			3	Whitehead Neville	Enid			5
Hunt Bob	Lindsey			6	Williams Denny	Pat			8
Jones Dave	Fay			6	Wilsher Martin	kim			
Jones Ian				2	Winter George	Liesel			2
Jones Nick	Sandie			8	Witzmann Otto	Rosy			1
Koch John	Jillian			2	Woodgate Geoff	Merceda			
Koncki Heinz	Paula			10	Yendall Graham	Sylvia	2	2	17
Krahe Alexander				2					
Kruger johan	Ilse	2	2	10					
Langman Frostie	Sue			12					
Lawson Ross	Antoinette								
Le Feuvre Tim	Sheila								
le Grange Poena	Rika								
Lodder Hugo									
Lyons-Lewis Tony	Lorna	1.1	2	20					
Mackey Ray	Angela	1.1	2	23					
Macmillan Ros	Gordon	2	2	2					
Madeley Brian	Lyn	2	2	15					
Mangan Geoff	Chris			7					
Marsden Susan				10					
Marucci Oscar									

EVENT	DATE	ATTENDANCE MEM	NON MEMBERS
1 Sundowner picnic	14 Jan 2014	33	10
2 Bistro breakfast	26 Jan 2014	19	7
3 George Car Show	8 Feb 2014	26	6
4 Zucchini's	23 Feb 2014	20	2
5 AGM	25 Feb 2014	23	1
6 Glentana Fun Run	16 Mar 2014	20	6
7 Old Nicks	30 Mar 2014	22	4
8 Cheese & Wine	10 Apr 2014	28	0
9 Zucchini's	27 April 2014	16	5
10 Old Nicks	25 May 2014	19	7
11 Ebb & Flow	08 June 2014	24	4
12 Zucchini's	29 June 2014	19	7
13 Bell Quiz night	15 July 2014	12	3
14 Old Nicks	27 July 2014	13	3



FROST BROTHERS
CLASSIC & VINTAGE CARS
Norman & Jennie Frost

E-mail: norman@frostbrothers.co.za Website: www.frostbrothers.co.za

5 Uil Street
Knysna Industria
P.O. Box 3244
Knysna 6570
South Africa
Tel: +27 044 382 6074
Fax: +27 044 382 3517



to Knysna (2km) N2 to Plett (24km)
George Rex Drive
Uil Street
Sandpaper Street
Vigilance Drive
to The Heads

Norman: 082 557 6470 Jennie: 076 195 4837

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