



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 11:09 SEPTEMBER 2011

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FROM THE HIGH CHAIR

Close scrutiny of the picture below will reveal how far our fame has spread. Yes, the car is a very nice B GT but the number plate is California and yet the South Cape badge is prominently displayed. The owner, Sven Svede, visited our town when he was in the country for the 2010 World Cup. He saw the club MGs departing on a run, searched the internet, found us and at his request is now displaying our badge.

Sven is a member of the Southern California MG Club and the picture was taken at a large car show there.

The events of the past month have been most enjoyable. Our thanks go to Brian for arranging a very pleasant weekend at Witsand. The drive in our MGs through the beautiful countryside was great and the Boks' win over the All Blacks in PE was the cherry on top.

En route to lunch in Plett, we dropped the gifts collected at the Christmas in July dinner at the Vermont Old Age Home. Appreciation was expressed by both the residents and the management. We then enjoyed the delicious fare and the riverside ambience at the Lemon Grass Restaurant.

This is clearly holiday time for our members. Ricky, Tony, Lionel Hewitt and Graham Yendal will soon be revelling in the thrills of Goodwood Revival. I shall shortly be setting off on my Namibian Skeleton Coast trip to which I am looking forward although with a touch of envy because I will miss Goodwood.



The management of the Lukhanyiso Safe House is enthusiastic about starting the additional building at the facility as soon as possible. A potential UK donor seems to have reneged on pledged funds and simpler and less expensive alternatives for the building are being planned. Members of the committee will consider these when they become available and hopefully our donation will then be formalised to allow them to start building.

Members are encouraged to contact Penny Mainwaring of Lukhanyiso and Emzini Tours on 082 338 6289 to arrange to go on a township tour for a very worthwhile and enlightening experience.

The dates for the **2014 Indaba** have now been confirmed and the event will take place from Friday 9th to Monday 12th May. Please bear this in mind if planning a future holiday – we will need 100% commitment from all members in the running of the weekend. The weekend also heralds the start of the 2014 Knysna Festival of Speed of which the Indaba will form a part, particularly in respect of the Car Show on Sunday 11th at which the MGs will be involved in ways yet to be confirmed. A dedicated Indaba website will be set up in the near future.

Well done to Ray and Peter for publishing last month's newsletter earlier in the month. Hopefully this month will be even better if the Chairman's report is not delaying matters!

Bruce

EDITORIAL

Two very enjoyable events took place recently, they being the weekend away to Witsand at the mouth of the Breede River (see Tony Lyons-Lewis' report below) and the Pensioners Run to Lemon Grass Restaurant in Plett. The latter took in a rather sobering visit to the Vermont home to distribute the gifts collected at our Christmas in July dinner. I am sure we were all reminded as to how lucky we are to own our classic cars and to have the good health to enjoy them.

For those of you contemplating a new car, the latest edition of Motormag (volume 34 of 2011) has an article on the return of MG to SA & the launch of the MG6. If you buy one I'm not sure whether you will be adding to your MG stable or buying a plastic daily driver!

Please click on http://www.motormag.co.za/issues/JHB/issue2011_34/16.html if you'd like to know more.

Those of you hankering after a return to your mad youth can haul out your boney and join the Syndicate Motorcycle event for their annual Beerfest which this year will be held at the Knysna Angling Club on 22nd October starting at 13h00 until "late" We have been invited, as have the GRMC to display our cars but unfortunately it coincides with the GRMC AGM. They promise "*food stalls, lucky draws, music and fun and games*" Our Chairman has indicated to the organisers that individuals might attend, but that the club would be unable to fit the event in to what is a rather busy schedule of events at this time of the year.

Ray

RECENT EVENTS

WITSAND WEEK END

Brian Davidson, our hard-working events organiser, planned the week end away at the Breede River Lodge in Witsand, positioned on the north-bank of the Breede River estuary.

Friday 19 August saw the first of the group of the 21 cars assembled at Knysna Quays, ready for a 10h30 departure. The plan was to collect other entrants along the way as we headed south on the N2. First stop was at the Rooi Alwyn, The Red Aloe, at the Bali Trading Store just outside Riversdale, where some of us enjoyed cappuccino and pancakes!

The tour then continued on towards Heidelberg and a left-turn shortly thereafter towards the coast and Witsand. The roads were all in very good condition and our route now took us through areas of huge canola fields, absolutely intense fields of yellow.



Canola has been developed from Rapeseed and contains both omega 3 & 6 oils. It is extremely healthy as it is absolutely cholesterol-free and has a higher smoke-point than olive oil, making it superior for cooking purposes.

The route was very picturesque, affording superb views of rolling farm land with cattle and Blue Cranes. The Blue Crane is the national bird of South Africa and, with it's pale blue-grey plumage and white crown, is an impressive sight. The wing-tip feathers trail down to the ground and it is often spotted near to cattle grazing in the fields. Their distribution has reduced dramatically due to the grass-lands steadily disappearing in favour of plantations and agriculture. They are no longer found in the Eastern Cape and Lesotho for this reason and are now on the endangered species list!

The road continued on, taking us directly to our hotel, set right on the banks of the very wide estuary of the Breede River as it flows into St. Sebastian Bay. The Breede River is the largest river by volume, in South Africa and is navigable for some 50 kilometres up-stream. This whole distance is tidal.



The hotel was established in 1960 by Alf Barry, descendant of the famous Joseph Barry (1796-1865) who founded a vast trading empire in Swellendam and the Overberg district. He owned steamships that plied their trade between Cape Town and Malgas, 50 kilometres up the tidal estuary of the Breede River, bringing goods and passengers to and from Swellendam.

Friday evening was a generally relaxing time as we all settled into our accommodation and wandered down to the pub and lounge, ready for our dinner, which was a braai and accompaniments – and turned out to be a very comprehensive meal, enjoyed by all. General natter continued till late and we all retired for the night, happy puppies!!!

Saturday morning arrived and a hearty breakfast was followed by a number of possible activities, first of which was a group photograph of all the participating cars, gathered on the waterfront.

The Garden Route Motor Club was invited to join us on the week end and they produced a number of very interesting and desirable vehicles!

After the photo shoot, we returned to the hotel for some of our members to go onto St. Sebastian Bay in a small craft to view the whales. This bay is claimed to be the largest breeding ground of Southern Right whales and there were certainly a great number of them in the bay, providing us all with many photo opportunities of them breaching or lob-tailing etcetera.



We also had the opportunity to take a boat ride across part of the river mouth to the low-tide sand bank to go and search for pansy shells which some of us were fortunate enough to find. We are led to believe they will bleach out to white if left in the sun for a time!



Saturday afternoon was spent in the lounge and bar, supporting the Springboks in an exciting rugby game against the All Blacks – which we won!, followed by a most enjoyable dinner. Then it was off to bed to sleep the sleep of the tired and innocent! Sunday morning saw us all join together for breakfast and then bid our farewells and set off home in a number of small groups.

This was yet another well-organised and most enjoyable event, very ably managed by Brian Davidson. Our thanks go to him for his tireless arranging and careful attention to detail that makes these events so successful

Tony Lyons-Lewis

VISIT TO VERMONT HOUSE & LEMON GRASS PENSIONERS RUN

Another one of Brian Davidson's well organised events took place on Tuesday 6th September when a large group of MGCC and GRMC members descended on Vermont House laden with the gifts donated from members at our Christmas in July dinner. They were well received and the residents took a great deal of interest in the cars, particularly Alastair Gibb's Ferrari and Peter Vadas's MGTC.



We then continued our run to the Lemon Grass restaurant in Plett where most of us enjoyed the freshest of fresh Hake. A good lunch venue for those who have not been before.

FORTHCOMING EVENTS

Date	Event and Venue	Details
September		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 th Tuesday	Pensioners' run to Lemon Grass restaurant in Plett	TBA Open to members of both clubs
Sept 25 th Sunday	MGCC/GRMC Breakfast Run Old Nick's – Plettenberg Bay	Meet there or at the Quays 09h00. Open to members of both clubs.
October		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 st Saturday	Run to Oudtshoorn to see the national model air show	TBA
Oct 9 th Sunday	GRMC/MGCC Economy Run	TBA Open to members of both clubs
Oct 23 rd Sunday	GRMC – AGM	TBA GRMC members only
Oct 30 th Sunday	MGCC/GRMC Breakfast Run Café Francois – Sedgefield	Meet there or at the Quays 09h00 Open to members of both clubs
Oct 27 th to 30th	MG Cape Centres Gathering in Graaff Reinet	
November		Abu Dhabi Grand Prix 13 Nov Brazilian Grand Prix 27 Nov East London Grand Prix Era Revival 11 th -13 th Nov
Nov 8 th Tuesday	MGCC/GRMC Technical event at Lew Baker's to talk cars and things - day visit with braai	TBA Open to members of both clubs
Nov 13 th Sunday	Treasure Hunt and Braai	Open to both clubs
Nov 20 th Sunday	GRMC/MGCC "Groggin"	TBA Open to members of both clubs
Nov 27 th Sunday	MGCC/GRMC Breakfast Run Old Nick's – Plettenberg bay	Meet there or at the Quays 09h00. Open to members of both clubs.
December		Day of Reconciliation 16 Dec Christmas Day 25 December Day of Goodwill 26 December
Dec 2 nd Friday	GRMC Christmas Dinner	GRMC members only
Dec 9 th Friday	MGCC Christmas Dinner	MGCC members only

NEW MEMBERS

A warm welcome to Bob and Lindsey Hunt and we look forward to meeting them at future events. Bob has a 1967 MGB GT.

COOPER'S CORNER

So I was in my car, and I was driving along, and my boss rang up, and he said "You've been promoted."
And I swerved.

And then he rang up a second time and said "You've been promoted again."

And I swerved again.

He rang up a third time and said "You're managing director."

And I went into a tree.

And a policeman came up and said "What happened to you?"

And I said "I careered off the road."

AND THATS WHEN THE TROUBLE STARTED

Eileen and her husband Bob went for counselling after 25 years of marriage. When asked what the problem was, Eileen went into a passionate, painful tirade, listing every problem they had ever had in the 25 years they had been married. She went on and on and on: neglect, lack of intimacy, emptiness, loneliness, feeling unloved and unlovable, an entire list of unmet needs she had endured over the course of their marriage. Finally, after allowing this to go on for a sufficient length of time, the therapist got up, walked around the desk and after asking Eileen to stand, embraced her, unbuttoned her blouse and bra, put his hands on her breasts and tenderly touched them, while kissing her passionately as her husband Bob watched with a raised eyebrow!

Eileen shut up, buttoned up her blouse, and quietly sat down while basking in the glow of high arousal. The therapist turned to Bob and said, 'This is what your wife needs at least three times a week. Can you do this?'

Bob thought for a moment and replied, 'Well, I can drop her off here on Mondays and Wednesdays, but on Fridays, I play golf... and that's when the trouble started.'

NEWS FROM THE OLD COUNTRY

REFLECTIONS ON THE RIOTS -

It was reliably reported that, during last night's riots, two Paddy's broke into Ladbrokes and lost £50

Ironically, in exactly a year's time in London, there will be hundreds of blacks running about trying to take gold, silver or bronze, and it will all be started with a single shot from a pistol.

Tottenham are to sign a new Italian striker.... Grabatelli

The Government has reacted to worldwide rioting by sending rescue transport to evacuate British people. They have sent three ships to Libya, two planes to Syria and a minicab to Tottenham.

MAINTAINING THE BREED

THE MGA TWIN CAM

Introduced 1958 - 1960

Number built – 2,111 incl. Coupe.

The MGA Twin Cam was announced in 1958 and was the product of a lengthy and involved development but disappointingly it returned one of the shortest production runs that Abingdon had ever seen. This certainly makes the car somewhat a rarity with only 2111 cars being produced between early 1958 and early 1960. The twin cam was to



utilise an engine that was never fitted to any other car and was developed from the B series unit, prior to this the PB was the last MG to use an overhead cam engine in 1936. For ease of production, economy and reliability the standard pushrod type of engines were used by MG from then on, but it was evident that performance suffered as a result and it was when the Abingdon engineers became frustrated at trying to extract more than 60 bhp from the B series Austin-derived engine, that was currently powering the MGA and Magnette cars, that attentions were turned to the production of an overhead cam unit. The Company was also keen to get the name of MG back into serious competition, particularly racing, as this had been shelved some years previously during the Nuffield rationalisation.

It was Gerald Palmer who was a design engineer at the Cowley plant who originally set the wheels in motion for a twin cam conversion of the B series engine. In his plans he set the two lines of valves at 90 degrees symmetrically opposed and it was intended that as many of the existing B series engine components as possible should be utilised. The basic designs were then handed over during 1954 to the Morris Engines Division at Coventry to be developed further. It was not until the summer of 1958 that any production units were available for fitting into the MGA and therefore the development work was quite a protracted affair. There was however a prototype twin cam engine which appeared in an MGA that competed in the Dundrod Tourist Trophy Race in Northern Ireland as early as September 1955.

At that time there was also another prototype twin cam engine that was under development by the Austin engineers at Longbridge and this too was scheduled to power an MGA in the same race, but due to rev limitations and carburation problems the car never appeared. The Austin unit was a totally new design and not based on any other existing engine with the valves inclined at an angle of 66 degrees it proved to be a very smooth engine that also fitted well into the MGA engine bay. This particular engine however was very short lived and apart from running EX 182 at Le Mans it was never to be seen again. The Morris twin cam was not to achieve any success in Northern Ireland due to mechanical problems although it was considered

promising enough to form the basis of a new production car and development was started more or less immediately. Further development engines appeared in EX 179 and EX 181 record cars during 1956 and 1957 before the final production version was ready in the summer of 1958. These units were, as Gerald Palmer had intended, based on the B series block, albeit with many changes. The unit was bored out from 73.025 mm to 75.4 mm giving a capacity of 1588 cc, this was to take advantage of certain competition regulations, the bores being siamised. The crankshaft had narrowed main bearings and an extended nose to carry the timing chains, whilst the con rods were considerably strengthened. Heavily domed pistons were fitted to these con rods to allow a very high compression ratio of 9.9:1 which meant that the engine had to run on high octane 5 star fuel in order to get the best performance. A special light alloy cross-flow cylinder head carried twin overhead camshafts with valve operation via Coventry Climax style inverted bucket-type tappets. Hemispherical combustion chambers had two valves per cylinder operating at an included angle of 80 degrees. The front of the engine displayed a very complex looking alloy casing which housed the drive gear and duplex chains for the camshafts and distributor. Two smart looking alloy cam covers adorned the top of the cylinder head whilst a large finned aluminium sump helped to keep the lubricating oil cool. The carburation was by 1 ¾ " twin SUs with flexibly mounted float chambers and they appeared on the left hand side of the engine as opposed to the right hand side on the standard pushrod engine. New manifolding was produced with separate downpipes for each cylinder making the engine unit look very business like. At the end of the day the impressive results achieved from all this lengthy development on what was basically a B series block made the exercise worthwhile. A very healthy 108 bhp @ 6700 rpm together with a maximum torque figure of 104 lb ft @ 4500 rpm meant that the new MGA Twin Cam was to be no slouch!

There were other obvious changes that were made to the MGA in producing the Twin Cam. The Chassis did differ slightly to that of the 1500 MGA and there were important changes to the brakes and wheels. In view of the 113 mph performance attainable, Dunlop 103/4" disc brakes were fitted both front and rear together with Dunlop centre lock disc wheels carrying Dunlop Road Speed tyres. Wire wheels were not available as an option. The brakes were different to any other type of system used on MGs previously and due to the large braking surface area of the discs they were most efficient and did not require servo assistance. One drawback of the system however was the relative inefficiency of the handbrake which worked on the rear discs by means of a separate calliper with small pads and a pivot system that readily seized up without regular maintenance. Externally there were virtually no visible differences in the body compared to that of the MGA 1500 with both a roadster and a closed coupe being available. It was really only the wheels and the discreet Twin Cam badges that were fixed to the top bonnet surround adjacent to the air intake grille and on the boot lid below the MG Octagon that betrayed its identity. The instrument layout was almost the same as the MGA 1500 but with a tachometer that read 7500 rpm and a speedometer that took account of the top speed of 113 mph. The instrument fascia panel was given a face lift, being tastefully covered in leather, whilst leather was also employed on redesigned, better padded seats of the bucket type. These seats however were only fitted to the roadster as the coupe had a slightly different design that gave more support and were known as 'De Luxe seats'.

Problems with reliability very early on in its production life affected the sales of the Twin Cam quite markedly and despite its sparkling performance the car was regarded as a commercial failure due to its cost, reliability and stiff competition from Triumph in the form of the TR3A and Austin Healey with their 100/6. Both these cars offered better performance and the Triumph was significantly cheaper by some £144. Abingdon's biggest problem was the poor reliability which in the main was caused by the very high

compression ratio necessitating perfect ignition timing and the use of top grade fuel. With either not at their optimum, holes could very easily be burnt in the pistons. This coupled with the engine's large appetite for oil caused by chromed rings and chromed bores soon earned the Twin Cam a bad reputation. These problems were attended to by Abingdon but only just before production ceased in mid 1959. In the short production life of two years only 2,111 examples were produced, 1,801 of which were roadsters. There is no doubt at the time, the Twin Cam was a car that Abingdon was not particularly proud of, but today the car quite rightly has its niche in the MG history book and is a much desired classic.

BRIEF TECHNICAL SPECIFICATIONS

Engine: Four cylinder, in line, cast iron block, alloy head.

Capacity: 1588cc

Bore & Stroke: 75.39mm x 88.9mm

Main bearings: 3

Compression Ratio: 9.9:1 initially, then 8.3:1

Valve gear: Twin overhead camshafts with shim adjusted bucket tappets.

Carburation: Twin semi-downdraught 1 3/4" SUs

Power output: 108 bhp @ 6,700 rpm

Maximum Torque: 104 lbft @ 4,500 rpm

Transmission: Four speed manual gearbox with synchromesh on 2nd, 3rd and top.

Clutch: Borg and Beck dry plate.

Suspension: Front - independent by coil springs, wishbones and Armstrong lever arm dampers. Rear - Live rear axle, half elliptic leaf springs, Armstrong lever arm dampers.

Steering: Rack and pinion.

Wheels and tyres: Dunlop pressed steel centre lock disc with 5.90-15 Dunlop cross ply tyres.

Brakes: Dunlop disc brakes front and rear 10.75" diameter discs.

Length: 13'0"

Width: 4'9.25"

Height: 4'2"

Wheelbase: 7'10"

Performance: 0-60 mph; 9.1 secs

Maximum speed: 113 mph

Number built: 2,111 between 1958 and 1960

Price new: Roadster; £843. Coupe; £904

MAINTAINING THE BREED

TECHNICAL TIPS: WD-40

THIS COMMON PRODUCT HAS A MULTITUDE OF USES (AND MEMBERS WOULD DO WELL TO KEEP THE FOLLOWING LIST HANDY AS POTENTIAL POINT-SCORING INFORMATION WITH THE BETTER HALF. ED.)

My neighbour got up one Sunday morning and saw that vandals had spray painted red all around the sides of his new white car. He was very upset and was trying to work out what to do... when another neighbour

told him to get some WD-40 and clean it off. It removed the unwanted paint beautifully and did not harm the paint that was on the car. Impressive!

How did someone work out that it would do that?

'Water Displacement No.40' began from a search for rust preventative solvent and degreaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a 'water displacement' compound. They were successful with the fortieth formulation, thus WD-40. The Convair Company bought it in bulk to protect their atlas missile parts. Ken East (one of the original founders) says there is nothing in WD-40 that should hurt you. It's the first thing that has ever cleaned that spotty shower screen. It's a miracle! Then try it on your cooker top Kazamm! It's now shinier than it's ever been. You'll be amazed.

Here are some other uses:

- 1 Protects silver from tarnishing.
- 2 Removes road tar and grime from cars.
- 3 Cleans and lubricates guitar strings.
- 4 Gives floors that 'just-waxed' sheen, without making them slippery.
- 5 Keeps flies off cows.
- 6 Restores and cleans blackboards.
- 7 Removes lipstick stains.
- 8 Loosens stubborn zips.
- 9 Untangles jewelry chains.
- 10 Removes stains from stainless steel sinks.
- 11 Removes dirt and grime from the barbecue grill.
- 12 Keeps ceramic/terra cotta garden pots from oxidizing.
- 13 Removes tomato stains from clothing.
- 14 Keeps glass shower screens free of water spots
- 15 Camouflages scratches in ceramic and marble floors.
- 16 Keeps scissors working smoothly.
- 17 Lubricates noisy door hinges on vehicles and doors in homes.
- 18 It removes black scuff marks from the kitchen floor! It doesn't seem to harm the finish and you won't have to scrub nearly as hard to get them off. Just remember to open some windows if you have a lot of marks.
- 19 Dead insects will eat away the finish on your car if not removed quickly! Use WD-40!
- 20 Gives a children's playground gym slide a 20 shine for a super fast slide.
- 21 Remove crayon from walls, by spraying on the mark and wiping with a clean rag.
- 22 Remove spots by spraying with WD-40 before washing the item.
- 23 Lubricates tracks in sticking windows and makes them easier to open.
- 24 Spraying an umbrella stem makes it easier to open and close.
- 25 Restores and cleans padded leather dashboards, as well as vinyl bumpers.

- 26 Restores and cleans roof racks on vehicles.
- 27 Lubricates and stops squeaks in electric fans.
- 28 Lubricates wheel sprockets on bicycles for easy handling.
- 29 Lubricates fan belts on washers and dryers and keeps them running smoothly.
- 30 Keeps rust from forming on saws and other tools.
- 31 Removes splattered grease on stove.
- 32 Keeps bathroom mirror from fogging.
- 33 Lubricates prosthetic limbs.
- 34 Keeps pigeons off the balcony (they hate the smell).
- 35 Removes all traces of duct tape, sellotape and sticky labels.
- 36 Folks even spray it on their arms, hands, and knees to relieve arthritis pain.
- 37 WD-40 attracts fish. Spray a little on live bait you will catch the big one!
- 38 Use it for gnat bites. It takes the sting away immediately and stops the itch.
- 39 And for some reason.....spray it on your arthritic knee joints etc and it will ease them.
- 40 Removes leg mites on chickens!



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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77/79 Wriggle Road, Heriotdale, Johannesburg, South Africa
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 E-mail: GLENCOL@CYBERTRADE.CO.ZA
 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 or P O Box 1154, Sedgfield, 6573).

WEBSITES WORTH VISITING:

www.mgcarclubsc.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

www.motorheads.co.za

www.motorheadsdiary.com (for motor sport / Historic racing diary)

REGALIA

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

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

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

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

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.



CLASSIC - DASH

VINTAGE AND CLASSIC CAR WOODWORK
ASH FRAMING, DASHBOARDS, DOOR CAPS
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Email: brmprojects@telkomsa.net

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WATERFRONT DRIVE
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FAX: 044 382 4160
KNYSNAQUAYSSS@TELKOMSA.NET

THE SPORTS CAR CENTRE
New parts for MG & Mini and other
British cars

Contact person: For friendly service phone Alan or Denise
Postal address: 11 Westmeath Rd, Parkview, Johannesburg
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Email address: sportscar@mweb.co.za

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Web. www.spotlessknysna.co.za
Address. 22 Uil Street, Knysna Industria



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			
Baker Lew	Heather	1		1
Battison Dave				
Bechlars Philip	Martina			
Bickley Fred	Cheryl			
Burton Keith	Ella			
Bush Marion	Gavin			
Cleland Jim	Glen	2		2
Clough Pat	Ali			
Cooper Ricky	Colleen	22		4
Davidson Brian	Jose	21		3
Doig Pete	Anne			
Douglas Murray	Anne			
Dunlop Denis	Gill	2		2
Esterhuizen Tom	Jeanette			
Fisher Roger	Alva	2		2
Frost Norman	Jennie			
Giggins Barry	Joan			
Gilbert Greg	Rae			
Grevensteyn Rudolph	Sharon			
Hamilton Allan	Brenda			
Henderson Bruce		22		4
Henderson Mike				
Hewitt Lionel	Rose	1		1
Holliday Clive		2		2
Hollis Peter				
Hollis Ron	Dee	2		2
Houseman Marilyn	Dennis			
Jones Dave	Fay			
Koch John	Jillian			
Koncki Heinz	Paula			
Langman Frostie	Sue	2		2
Lawson Ross	Antoinett			
Le Feuvre Tim	Sheila			
Lyons-Lewis Tony	Lorna	22		4
Mackey Ray	Angela	2		2
Mangan Geoff				
McCallum John	Louise			
Metelerkamp Neil	Norma	2		2
Mentz Bunny	Jan	2		2
Mulder Chris	Ludy			
Mullany Fred	Jo			
Orsmond Ret	Julie			
Parfett Ed	Jennie	2		2
Parker Wilf	Jenny			

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

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
16	Witsand w/end	11/08/19	13/22
17	Cafe Francois	11/08/28	11/16



FROST BROTHERS
CLASSIC & VINTAGE CARS

Norman & Jennie Frost

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