



NEWSLETTER No 09/14 SEPTEMBER 2014

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FROM THE HIGH CHAIR,

Our editorial investigator has left me with no alternative; his compelling evidence forces me to admit my error, grab my blindfold and march bravely before the firing squad – see last month’s newsletter – ‘MAINTAINING (KNOWLEDGE OF) THE BREED’. This relates to the quiz question, “What do the letters M.G. stand for?”. However in mitigation of sentence, allow me to present the following argument: The first M.G. motor cars, named thus, were produced by Cecil Kimber from 1924, some years before the formation and registration of the M.G. Car Company in 1928 and 1930 respectively. The M.G. badge as we know it today first appeared in the ‘Morris Owner’ advertisement of May 1924. I therefor submit that had the question been worded slightly differently and perhaps more appropriately asking the *derivation* of M.G. (which is what I think our quizmaster was getting at), the answer would have to be Morris Garages. I look forward to the editorial response!

On the topic of old M.G.s, I was contacted last week by Rod Green of White River asking if I knew of anyone interested in purchasing an M-type Midget.





This is recognised as the M.G. Company's first 'mass produced' model, 3235 cars having been produced between 1928 and 1932. Louis van der Merwe was selling this car which has been in their family collection and museum for many years having been imported via Rhodesia in 1966. As most of you are aware, Tony Lyons-Lewis is in the process of restoring a similar car. I made the mistake of discussing the car with Tony and in no time, had been encouraged enough to purchase it. I will be on a camping holiday in Zimbabwe for most of September and will fetch the M-type in October. Our registrar, Keith Burton has already done some research and he tells me my car was the 16th to be built, possibly the oldest MG in the country. As you can imagine, I look forward to having it on Knysna's roads.

It has been remiss of me not to thank Ray for the kind comments that he wrote in the post Indaba May newsletter (My but time flies!). I sincerely thank him for them but respond that it was undoubtedly a huge team effort and each and every member of the Indaba team, committee and others, played his or her part to make it the success it was. I thank them all for "coming to the party".

The final touches have been put to our October tour and I am sure the participants will have a good time.

I hope there has been a good response from our centre to the Cape Centres advert – I am sure it will be a memorable event.

Enjoy driving your MG as the winter drops behind us.

Bruce

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EDITORIAL

As you will see from the first part of the "Chairman's chirp", above, you the reader will realize that he has taken the bait and put forward a rather weak explanation of his unforgivable error in asserting that MG stands for Morris Garages. Our honourable Chairman (who probably wrote the question in the first place) now

seeks to suggest that the question should have read “how was the MG name derived” “Cobblers” I say, and as most people of a certain age, all veterans of countless school examinations will agree, first principle of the quiz is “make sure you read the question” which in this case was “What do the letters MG stand for” So the firing squad will be lined up on his return from the bush !

Anybody in the market for a new vehicle? Keep saving your rands and cents - this month’s surprise asking price for BMC’s answer to the Golf Cart, - a Mini Moke, on offer here in Knysna at R120k !!!

On a more personal note, my brief flirtation with the enemy has come to an end and I have passed on my TR2 to Norman Frost. - So the hunt is on again for another toy
Keep the revs up,

Ray

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PAST EVENTS

Die Windpomp

Recent events included a late change to the intended September breakfast run to Zuccini’s. They decided to take a break and closed for the month, so Fred arranged an alternative venue at Die Windpomp. A good turnout of some 52 people tested the kitchen and serving staff to the limit and most left feeling satisfied with their Sunday morning’s venture. Well done to Fred and Trevor Cooper for last minute arrangements.

GRMC/MG darts challenge

Prizewinners in the men’s challenge were Peter Pretorius and John Day whilst Angela Mackey and Yvonne Slade cleaned up in the ladies competition.

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.
SEDFIELD – Engen One-Stop.

SEPT

Date	Day	Host Club	Event	Quays Start	GRMC Invited
9th	Tues	MG	Mitchells (new site) Darts Competition GRMC v MG	18h00	Yes
21st	Sun	MG	Bring and Braai/Picnic @ Slades	10h30	yes
28th	Sun	MG	Breakfast at Old Nicks, Plett	09h00	yes

Bring and Share event @ Slades

With regard to “Future Events” listed above, please note that the proposed “bring and share’ event at Slades has been changed to a “bring and braai/picnic”. This has been necessary due to the uncertainty over numbers and the problems therefore generated with catering. Members attending this event should arrange to take their own food, drink, tables, chairs etc but please also watch for email messages for updates.

Cancellation

Scale Model Aircraft Show at Oudtschoorn

Due to circumstances beyond our control, a proposed trip to this event has had to be cancelled.

The competition has been brought forward a week and due to new regulations (Air Traffic) and new Air Rescue facilities, there is just nowhere to Park, other than on the main Road. Public parking, near the control Tower, will be allocated to competitors.

The organisers - Cango Flying Club and Oudtshoorn Municipality are embarrassed and unable to assist at this time.

MAINTAINING THE BREED

MY MGC's INDABA MAKE OVER PRIZE BY 'SPOTLESS KNYSNA' by Brian Dallimore

Firstly I must congratulate Bruce Henderson and his team for putting on an excellent, relaxed Indaba. Everybody from Cape Town said the same – good accommodation, good food with plenty of wine to go with it and the combined Knysna Motor Show to round off an excellent weekend.

PRIZE GIVING

When Bruce Henderson called my number and name for a R20 000 paint and body make over prize I was shocked numb and struggled to get up out of my seat. Hien Bruwer of *Spotless Knysna* presented me with the prize and contact details. After all that excitement it took a while to sink in but with the help of a sleeping tablet I managed to get to sleep that night.

I had the car resprayed about 14 years ago and thought “did I really need it done again?” When you look at the pictures you will realise that a lot of repair and paint was needed urgently.

BACK TO KNYSNA

Friday the 30th of May, the day after the Vets' Run, I drove the car back to Knysna for its back-to-new make over. I was still struggling to believe my good fortune.

Monday the 2nd of June work was started on the car so I came back to Cape Town on the bus.

Rust was showing around the tail-gate window, left sill joint, right hand rear light, driver's door and front windscreen. By now the alarm bells were ringing: would the prize cover all this extra work? Hien said “Not to worry – it would, one way or the other.” All seams and sills are rust treated with Shell Texotile to prevent further rusting.



On the Saturday of the 3rd week Hein phoned to say the car was ready and looking beautiful and ready to collect. Just one more thing to do was to rubberize the chassis and floor pan underneath.



The car is still golden yellow, not red or plain white like some members jokingly suggested (or were they?), as I came back having collected my prize.



Hien also had the driver's seat repaired with three new panels and also fitted a chrome mesh in the vent in front of the windscreen. All these extras were compliments of his generosity. I was amazed.



On the 3rd of July we caught the bus back to Knysna. Marliese, Hien's wife, kindly picked us up and took us to the workshop. The car stood in a patch of sunlight, the paint and chrome all buffed up and looking new again.

We shook hands and photos were taken for a bit of advertising in the future. I managed to get him to confess that if it hadn't been a prize it would have been more than double the price. Like a true gentleman he stuck to his word so my sleepless nights were over.

Once the car had been painted Best Fit Glass installed a new windscreen, compliments of MVA Insurance. So, Hien, with much appreciation I really hope your generosity bears you lots of fruit and keeps you very busy well into your retirement and many thanks to your staff.

The sun shone all the way home and wherever we stopped people complimented us on a lovely car. We stopped for a night at Fairy Knowe Hotel in the Wilderness. The management came out to take photos and ask the usual questions.



So now we've got to use the car and still try to keep it *Spotless!*

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SAVVA Technical Tip 87: 6 – 12 volt conversions

Many articles have been written regarding the advantages/disadvantages of converting early cars from 6 to 12 volts, including a few SAVVA Technical Tips. This article was written by auto-electrician Len Ward who is a member of the Crankhandle Club in Cape Town. Len is an expert with early car electrics and has

summed up the situation of whether or not to convert and we agree with him all the way.

Thank you Len.

“Firstly it must be remembered that 16-cylinder Cadillac’s and Marmon’s and 12-cylinder Lincolns would start in winter in Chicago and Winnipeg and in summer in Miami so there was no lack of cranking power. So if your 6-cylinder Dodge won’t start in Cape Town, there is something wrong. The most common cause of weak starting is old battery cables where the lugs were crimped onto the ends some 60 to 80 years ago and corrosion inside the lug has caused a minute amount of resistance. It only needs one fiftieth of an ohm to require 5 volts to push 100 amps through such a joint leaving only 1 volt to drive the starter. It just won’t work.

Another point of resistance is corrosion between the earth cable and lug on the chassis. Also if the starter has been abused with difficult starts in past years, the armature has probably “thrown lead” (= melted the soldered joints around the commutator) and has short circuits in it and the field windings may have shorts between turns or to earth. In this case converting to 12 volts will work for a while and then burn out the starter.

I don’t like subjecting 6 volt starters to 12 volts. If you have a pre-engaged starter - either by pedal or solenoid - it should be okay, but if your starter is of the inertia engaged type without a nose cone to support the pinion end of the shaft, the shaft can be bent by the now furious impact of the pinion with the ring gear. I have also seen sections of teeth chopped off the ring gear. I have seen it all and got the t-shirt.

So, what caused the motor industry to eventually drop 6 volts and concentrate on 12 volts? First let’s go back in history. The last 12 volt American car in the old days was the Franklin in 1922. Then they decided to standardise with the rest of the industry on 6 volts. Then in 1932 when Henry Ford produced his high revving V8, the spark intensity began to weaken from 2000 rpm until at 3000 rpm there was not enough voltage to keep the engine going.

So, what causes this? Now when the points close, the current in the coil primary winding takes about 8 milliseconds to build up to its maximum, owing to the natural inductance in a coil. Thus, if you have 8 cylinders doing 3000 rpm, the coil must produce 12000 sparks per minute or 200 sparks per second or 1 spark every 5 milliseconds.

Since the points can only stay closed for half that time, there is just no way that the coil has the time to generate a decent spark. So Henry’s boys found that if they used a coil with a primary winding of very low impedance (a combination of resistance and inductance) they would get spark at high revs, but this coil drew more current than the points could switch, - they just got chowed. Then putting a resistor of about 0, 8 ohms in series with the coil reduced the current to about 3.5 amps which the points can handle. (Why that is called “ballast“ resistor, I don’t know.) So a low impedance coil with a ballast resistor can get you sparks at high revs, but there is a limit.

So what caused the industry particular in the USA to go for 12 volts?

The answer is the horsepower race of the early 50’s. For high power you need two things: cylinders and revs. It is a fact that the build-up time for the current in primary winding of a coil at 12 volts is much shorter than for a 6 volt coil. So with V8’s now doing 4500 rpm they just HAD to go to 12 volts. Ford held out on 6 volts through 1956. As an inside, some of you may remember the BRM racer of 1951 with 16 cylinders. It produced 600 horsepower at 12000 revs - they had to resort to 4 coils and 4 distributors!

Converting to 12 volts

If you decide to convert your vehicle to 12 volts, you can keep your 6 volt coil if you put a resistor of 1, 4 to 1, 6 ohms in series with it or you can just fit a 12 volt coil. So why did a number of modern (pre-electronic) cars have ballast resistors? Take a well-known typical example of the Nissan 1400 pick-up: this was for more certain starting. While the starter is cranking the engine the battery voltage usually drops to about 9 volts with a consequent weakening of the spark. So there is a “cold start contact” on the starter solenoid which by-

passes the ballast resistor giving the 9 volts of the battery to the 9 volt coil so that there is no loss of spark during cranking. So in conclusion, if you have a V8 and you want to do 6250 rpm with points, you will need a special low impedance coil with a suitable ballast resistor, but these days ignition can be more effectively handled by an electronic system. In fact, most modern V6's and V8's have a coil for each cylinder. No problem.

Generators

Some guys just leave the 6 volt third brush generator in circuit to work on 12 volts. Yes, this will work for a while, but I reckon if you do a long trip the field windings will probably burn out. A 6 volt generator can be rewound for 12 volts. A sort of general rule is that both the armature and the field windings will need about one and a half times the number of turns required for 6 volts. It may just be easier to fit a 12 volt generator and a regulator, but be careful here, ask a specialist before trying to make a mixed marriage between Bosch and Lucas. Most American (not all) and European generators work the opposite way round to British ones.

Alternators

It is said that alternators give performance superior to generators. Hang on, it's not that simple. Firstly, from a given occupied space, an alternator will give more output and all modern alternators have built-in regulators, which simplifies the wiring. The main advantage of an alternator, however, is that there is almost no limit to its rotational speed, whereas if a generator is turned too fast, centrifugal force will fling the windings out of the alternator slots and/or burst the commutator. Therefore an alternator can be fitted with a pulley half or quarter the size of the crankshaft pulley so that it can turn fast enough at idling speed to generate enough current to supply lights, fans, rear window demister and wipers, which is important in modern day traffic, but an alternator looks really out of place on a vintage engine. I once saw a 1929 Model A Ford in America with a 6 volt alternator. Ugly!

Bulbs

All the 6 volt bulbs are available - if not from your local Midas outlet. All the old headlight bulbs are available in 6 volt halogen. I don't keep them in stock because they're expensive and demand is minimal. Since it is highly unlikely that you will use your 1936 Morris 8 or 1938 Chevrolet to regularly commute between Laingsburg and Beaufort West on moonless nights at 180 km/h, you won't need them. If you can't see around town at night, for heaven's sake get your headlight reflectors re-plated. Don't chrome them, chromium reflects very poorly. Silver gives the best reflection, aluminium is the next best - all modern cars use it and make sure the bulb filaments are on the focal points of the reflectors.

On a 6 volt car it is important to ensure that the lamp holders are properly earthed. Solder a wire on to the lamp holder or reflector and take it down onto the chassis or even back to the battery ground terminal. If you still can't see, then you MUST STOP driving at night.

Gauges

Putting a resistor into the circuit is not satisfactory. This may give an acceptable reading at one end, but not at the other. The best way is to put an electronic voltage reducer into the wiring system to give between 6 and 7 volts to the fuel and temperature (if electronic) gauges. These reducers are available from Communic in Woodstock. There must also be places in Gauteng and Durban that can supply them. Ammeters read current not voltage so need not be interfered with, but if you change from positive earth to negative earth the connections to the ammeters must be reversed.

Lastly, Batteries

A characteristic of the lead-acid battery; 6, 12 or 24 volt is that it discharges internally at 1% per day and there is nothing that you or the illuminati can do about it. Disconnecting it when car has to stand for a few months will make no difference at all. What you can do is get one of those "Optimate" intelligent battery chargers from Dave Alexander.

Conclusion

Well, I've given you the facts of electrical life as I know them. You want to convert to 12 volts? My recommendation is: don't do it - unless you do a lot of driving and you can't go without CD players, iPods, USB pods, GPS, hands free cell phone kits etc.

Over to you.

STOP PRESS: I have just received the info that alternators are now available which are cleverly engineered to exactly resemble the Lucas C40, C42 and C45 range of dynamos, and the old Bosch generators for VW, Opel, Mercedes-Benz etc. They cost in the region of R6000 to R7000. Take your pick."

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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.

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FORMULA 1 60 YEARS AGO

Swiss Grand Prix: Bremgarten, 22 August 1954

66 laps of 4.52 mile / 7.28 km circuit

Place	Driver	Car	Laps	Time/reason for retiring	Grid
1	Fangio	Mercedes	66	3h 00m 34.5s	2
2	Gonzalez	Ferrari	66	3h 01m 32.3s	1
3	Herrmann	Mercedes	65		7
4	Mieres	Maserati	64		12
5	Mantovani	Maserati	64		9
6	Wharton	Maserati	64		8
7	Maglioli	Ferrari	61		11
8	Swaters	Ferrari	58		16
	Kling	Mercedes	38	Fuel system	5
	Trintignant	Ferrari	32	engine	4
	Hawthorn	Ferrari	30	Oil pump	6
	Schell	Maserati	22	Oil pump	13
	Moss	Maserati	21	Oil pump	3
	Wacker	Gordini	9	transmission	15
	Behra	Gordini	7	clutch	14
	Bucci	Gordini	0	Fuel pump	10

Fastest Lap Fangio, 2m 39.7s 101.97 mph / 164.11 kph

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Italian Grand Prix: Monza, 5 September 1954

80 laps of 3.92mile / 6.3km circuit

Place	Driver	Car	Laps	Time/reason for retiring	Grid
1	Fangio	Mercedes	80	2h 47m 47.9s	1
2	Hawthorn	Ferrari	79		7
3	Maglioli/Gonzalez	Ferrari	78		13
4	Herrmann	Mercedes	77		8
5	Trintignant	Ferrari	75		11
6	Wacker	Gordini	75		18
7	Collins	Vanwall	75		16
8	Rosier	Maserati	74		20
9	Mantovani	Maserati	74		9
10	Moss	Maserati	71		3
11	Daponte	Maserati	70		19
	Ascari	Ferrari	48	Valves	2
	Villoresi	Maserati	42	Clutch	6
	Kling	Mercedes	36	Accident	4
	Mieres	Maserati	34	Suspension	10
	Musso	Maserati	32	Transmission	14
	Manzon	Ferrari	16	Engine	15
	Gonzalez	Ferrari	16	Gearbox	5
	Bucci	Gordini	13	Transmission	17

	Behra	Gordini	2	engine	12

Fastest Lap: Gonzalez, 2m 00.8s. 116.66mph / 187.75kph.

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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.mgearclubsc.co.za

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

www.mgearclub.co.uk

www.motoring.co.za

www.mgcc-north.co.za

www.motorheads.co.za

www.motorheadsiary.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 **

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



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ATTENDANCE REGISTER

MEMBERS NAME	PARTNER	THIS MONTH	ACCUM	TOTAL
Albisser Tony	Elsbeth			
Baker Lew	Heather	2	2	5
Battison Dave				
Bechlars Philip	Martina			1
Bickley Fred	Cheryl	2	2	4
Bruce Brian				1
Burton Keith	Ella	2.2	4	20
Bush Marion	Gavin			
Cleland Jim	Glen			7
Clough Pat	Ali	2	2	15
Cooper Ray	Pat			4
Cooper Ricky	Colleen	2	2	21
Cooper Trevor	Marche	2	2	14
Cox Stuart	Dottie	2	2	4
Dabner Len	Sonia			
Davey George	Margie			12
Davidson Brian	Jose			9
Day John	Margaret	1	1	5
Douglas Murray	Anne	2	2	22
Dunlop Denis	Gill	2	2	13
Esterhuizen Tom	Jeanette			
Fisher Roger	Alva			8
Frost Norman	Jennie			
Giggins Barry	Joan			1
Gough Dave	Margee	2	2	12
Gregory Mike	Jan			
Grevensteyn Rudolph	Sharon			
Hamilton Allan	Brenda			3
Henderson Bruce		2	2	19
Hewitt Lionel	Rose	2	2	8
Hogg John	Gill			
Holliday Clive	Charlotte			
Hollis Peter				
Hollis Ron	Dee	2	2	16
Houseman Marilyn	Dennis			3
Hunt Bob	Lindsey			6
Jones Dave	Fay			6
Jones Ian				2
Jones Nick	Sandie			8
Koch John	Jillian			2
Koncki Heinz	Paula	2	2	12
Krahe Alexander				2
Kruger johan	Ilse			10
Langman Frostie	Sue	2	2	14
Lawson Ross	Antoinette			1
Le Feuvre Tim	Sheila	2	2	2
le Grange Poena	Rika			
Lodder Hugo				
Lyons-Lewis Tony	Lorna	1	1	21
Mackey Ray	Angela	2.1	3	26
Macmillan Ros	Gordon			2
Madeley Brian	Lyn			15
Mangan Geoff	Chris			7
Marsden Susan		2	2	12
Marucci Oscar				
McCallum John	Louise			
Metelerkamp Neil	Norma			3
Mentz Bunny	Jan	2	2	5
Miller Garth	Shirley			8
Mulder Chris	Ludy			
Mullany Fred	Jo	2.2	4	30

Orsmond Ret	Julie			
Parfett Ed	Jennie	2	2	10
Parker Wilf	Jenny	2	2	8
Paton Duncan	Lesley	2	2	17
Posniak Peter	Patti			
Pretorius Peter		1	1	8
Putter Willie	Linnea			2
Reitz Fritz	Madene			
Rolf Anthony	Corrine			
Rosser Phillip	Amanda			
Scanlen Errol	Iorr			
Scheepers Bert	Renate			
Slade Keith	Yvonne	2	2	14
Smart Laurie	Kate			6
Steenkamp Don	Joan	2	2	7
Stockdale Brian	Dawn			
Thornborough Jim	Maxine			
Tops Paul	Barbie			2
Urbanc Mirka				
van den Bor Frans	Ellen			
van der Hoven Hugo	Kath			
Vadas Peter	Vivian	2	2	4
Vadas Robert	Annabel			
v Loggerenberg Johan	Shirley			2
van Niekerk Charles	Carrol	2	2	2
von Zeil	Margie			12
Warne Alan	Jill			2
Waterston Allan	Pam	2	2	12
Wessels John	Jane			
Whitehead Neville	Enid			5
Williams Denny	Pat	2	2	10
Wilsher Martin	kim			
Winter George	Liesel	2	2	4
Witzmann Otto	Rosy			1
Woodgate Geoff	Merceda			
Yendall Graham	Sylvia			17

EVENT	EVENT	DATE	ATTENDANCE	
			MBRS	NON MBRS
1	Sundowner picnic	14-Jan-14	33	10
2	Bistro breakfast	26-Jan-14	19	7
3	George Car Show	08-Feb-14	26	6
4	Zucchini's	23-Feb-14	20	2
5	AGM	25-Feb-14	23	1
6	Glentana Fun Run	16-Mar-14	20	6
7	Old Nicks	30-Mar-14	22	4
8	Cheese & Wine	10-Apr-14	28	0
9	Zucchini's	27-Apr-14	16	5
10	Old Nicks	25-May-14	19	7
11	Ebb & Flow	08-Jun-14	24	4
12	Zucchini's	29-Jun-14	19	7
13	Bell Quiz night	15-Jul-14	12	3
14	Old Nicks	27-Jul-14	13	3
15	Peppermill brunch	12-Aug-14	14	0
16	Waterpomp b'fast	31-Aug-14	22	9



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