



NEWSLETTER NO 10:10 OCTOBER 2010

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EDITORIAL & FROM THE HIGH CHAIR

The editor’s motoring life has continued at a frenetic pace over the past weeks hence the late newsletter once again. The first excitement for me was the Austin Healey Nationals – dare I mention the name on these hallowed pages? Driving 3400 kms in Ricky’s second Healey, top down virtually all the way, was a special privilege as was joining our Healey colleagues on a well organised and most entertaining tour. It is clear that numbers dictate activity and associated interest excursions, and arranging entertainment for the crews of twenty-four Healeys is a lot easier than accommodating 220 plus MG enthusiasts. However we have learned more lessons which will be applied for the benefit of 2014.

“MG 80”, the celebration of the 80th anniversary of the founding of the MGCC in the UK was, simply put, the best example yet of why MG is so special. The organisers had optimistically hoped for the participation of up to 80 MG centres worldwide to join in the spirit of the occasion. As far as I am aware, the final tally was 104 centres! The total number of MGs and the number of enthusiasts involved would make interesting reading but I do not know if they will attempt to calculate this.

Our own champagne picnic has in my biased opinion eclipsed the other South African centres as far as the photographic records of the event are concerned. The picture of a champagne bottle on Peter Vadas’ TC radiator surround has been selected for a UK magazine.

Anyone not going to the link <http://gallery.mac.com/djwardell> and clicking on several of the badges including our own to view the contributions is missing an enormous treat. Pictures of our party are also available on our website gallery. Well done to our members for turning out in force to join the



How's that for an appealing bonnet mascot



Happy Birthday, MG Club, from the South Cape Centre!

international celebration and a very special pat on the back to Heinz Koncki for loading his Magnette on to a trailer and towing it from George. This car's rebuild is shaping up nicely and we look forward to having it under its own steam on our runs.

A big thank you goes to our technical fundis, Tony Lyons-Lewis and Peter Hollis for setting up our contribution and organising the party and to Peter Vadas for arranging the champagne.

The Knysna Hillclimb was the next time-consuming activity, both from the aspect of appointing marshals for the various sections and then getting the ball rolling at the event. Organisation particularly with regard to the pits started haphazardly to say the least but our team, especially under the direction of Roger Fisher, gradually instilled order and despite the weather, the final day saw good discipline among the participating drivers and a generally slick operation. There are however other substantial deficiencies such as traffic control, access roads, hospitality venues and many others with which the MGCC may be prepared to assist should we be invited.

A very sincere thank you goes to all MGCC members who assisted with the running of the event. We await the organisers' decision regarding the Club's charity donation.

Of more importance to us is the **MG** participation in the Hillclimb.

- 'Hedgehog', a TB-based single seater racing car belonging to the Border Centre but on loan to Roger Lewis and the Cape Town Centre was the oldest MG present.
- Two further single seaters known as Fatman (driven by Stuart Grant of Classic and Performance Car) and Jasper, owned and driven by South Cape member, Heyns Stead, performed well. These cars were originally from the Les Miller Ecurie stable and are based on MG TCs.
- Chris Champion's race tuned MGA TwinCam.
- A red racing MGB which had recently competed in the Six Hour Classic Car Endurance Race at Spa in Belgium and come a highly creditable twelfth against awesome competition.
- The final of the Classic Car Class was won by Roger Alexander in his race-converted MGA.
- And finally our own Ron Hollis who competed in his everyday-ready-to-drive, near-standard MGC. Hearty congratulations to Ron for taking third place no more than 0.5 second behind the winner.

A comment worth making is that certainly from a classic car owner's point of view, the Hillclimb is far more about having fun than being highly competitive against other possibly superior machinery. Ron's enthusiasm is an encouragement for more of our own members to become involved next year.





Roger holds the Hedgehog back



Fatman ready to go



Jasper awaits his turn



Jasper on the way



Under starter's orders



Ron Hollis' MGC

Ron lines up



Articles of interest below include:

- Leslie Paton's "A Bird's Eye View of Indaba 2010" in "From the Running Board". This is especially to stir up enthusiasm among the WAGs to see that we get 2014 close to perfect;
- A resumè of the MG Magnette and Heinz's rebuild by Tony Lyons-Lewis in 'Maintaining the Breed';
- Ron Hollis' perspectives as a Hillclimb driver in 'Past Events'.

Finally there is some bad news although fortunately this often comes with the good news which applies to most of you. The bad is for the few members requiring their newsletters by snail mail. The committee has decided that the club can no longer afford to sponsor the photocopying and postage of newsletters to the extent of more than six rand per copy per edition. From next year, those requiring this service will be asked to contribute R50 with their annual membership renewal subscription. The good news – this does not apply to those accessing the newsletter on the website.

Bruce.

WELCOME TO NEW MEMBERS

This month we welcome Hugo van der Hoven whose yellow B GT several of the committee have been trying to capture for some months. Finally the honey pot of MG 80 drew Hugo to Bollard Bay and we took the opportunity to enrol him as a member. We wish him a long and happy association with the Club.

FROM THE SICKBAY

We are delighted that Jose Davidson is convalescing well following her recent surgery and wish her a speedy and full recovery.

FORTHCOMING EVENTS

Sunday 21st November: Gymkhana at Keurbooms. Meet at the Quays at 08h30 for 08h45 departure or meet at the Dunes Resort on the road to Keurbooms at 09h30. Graham Yendall has arranged a fun test of our driving skills followed by a buffet lunch for R45 at the hotel which is licensed. Please let Brian Davidson know by no later than Friday 12 November if you will be attending and whether or not you have any special dietary requirements (briandavidson@vodamail.co.za or 044 387 1126).

Sunday November 28th – Breakfast run to Café Francois: - leave Quays @ 09h00 or meet there. This will be the final breakfast run for the year.

Friday December 10th – Christmas Dinner at Knysna Angling Club: We will start early at 17h00 to avoid a late night. Further details will be forwarded as soon as they are available.

QUOTE FOR THE MONTH:

When the people fear their government, there is tyranny;
when the government fears the people, there is liberty.

Thomas Jefferson



FROM THE RUNNING BOARD

BY LESLIE PATON

Here's a 'birds' eye view of the 2010 Oudtshoorn MG Indaba from one of the Knysna WAGs ('Wives and Girlfriends' for the uninitiated).

The Kleinplaas Resort was an ideal venue, large enough to accommodate most of the participants and within easy walking distance of town. The only problem was the dinner arrangements. It was really too cold to eat comfortably in a nomad marquee. When it became obvious that the weather was going to be cold, the organizers should have hired gas heaters. This would have made a huge difference to the overall comfort of delegates.

I think the catering organization did a sterling job in what must have been very difficult conditions. The outside kitchen meant it was difficult to keep food hot, exacerbated by cold plates.

Of the three evening menus, I thought the bobotie, vegetables and salads of the first night was the most successful. The braai suffered from timing difficulties as everything was not available at the same time. Our queue missed out on the ostrich kebabs which were very good according to some lucky customers.

The table decorations for the gala evening did not match the standard of the food which was a pity. Tuna mayonnaise on lettuce must take top honours for the most unimaginative starter! The meat course was undistinguished but there were plenty of vegetables and salads and even the plates were hot. That South African stalwart, Malva pudding, was as good as it always is.

While on catering matters, I think it would have been a good idea to have a get-together on the Thursday afternoon. It's nice to meet old friends over a cup of tea and cake and easier than at a formal dinner with everyone sitting at tables.

As a clueless WAG, I would have liked an information board at the car judging on the Friday morning. It would have been so much more interesting if I had known what the judges were looking for in the different categories of competition. Also for the spectators benefit, the judges' comments should have remained on the cars for all to see. Surely that's how prospective entrants learn what is expected.

As the judging takes some time, everyone would have appreciated a coffee stand. Some charity could have made good money if they had been in attendance.

The treasure hunt was great fun and very well organized. Success demanded internet access or 'phone a friend'. We discovered an internet café in the De Rust information centre. Luckily we were the only customers as there was one computer available!

Several lucky WAGs took full advantage of a 10% discount voucher in the goodie bags and visited one of the ostrich leather shops, buying up bags, belts and purses. The packets of MG stamped biscuits were an innovative and delicious treat – well done to the ladies who baked them.

As with all good weekends, it came to an end too soon and now we can only look forward to the next Indaba.

(Thanks Leslie for the valuable 'bird's' perspective and for lessons to be remembered – Ed)



THE GOOD LIFE

What's the difference between stress, tension and panic?

Stress is when wife is pregnant,

Tension is when girlfriend is pregnant,

And Panic is when both are pregnant.

MAINTAINING THE BREED

The MG80 celebrations on Leisure Isle on October 16th were well attended. A total of 26 members were present with 25 cars displayed. There was a good cross-section of models at the picnic but only one saloon - Heinz and Paula Koncki brought their relatively newly acquired ZA Midget on a trailer, all the way from George, just for the event.

Heinz will be recognised as being the owner of two Triumphs - a TR4 and a TR6. The TR4 has recently been sold to make way for the Midget - the only one in our club, to the best of our knowledge.



The Midget ZA was launched in 1953 at the London Motor Show and deliveries started in March 1954. Production continued until 1956. It was the first monocoque car to bear the MG badge. It is fitted with a four cylinder engine of 1,5 litre capacity - similar to the MGA of the time with twin 1¼ inch SU carburettors delivering 60 bhp, driving the rear wheels through a four speed gearbox with synchromesh on the top three ratios. Suspension was independent at the front using coil springs and had a live axle with half elliptic leaf springs at the rear. The steering is rack and pinion and hydraulically operated Lockheed 10 in (254 mm) drum brakes were fitted to front and rear wheels. The car had leather trimmed individual front seats and rear bench seat. The dashboard and door cappings were in polished wood which gave the interior an opulent feel! Standard body colours were black, maroon, green, and grey.

The ZA was replaced by the Midget ZB in 1956 which can be identified by the pair of driving (spot?) lights set into the front mudguards, on either side of the grill.

Well done, Heinz, in showing true MG spirit in going to all the trouble to present the rebuild project. We wish you well with the rebuild and eagerly await the saloon's 'coming out' party!



AND THEN THE TROUBLE STARTED....

A woman is standing nude, looking in the bedroom mirror. She is not happy with what she sees and says to her husband, 'I feel horrible; I look old, fat and ugly. I really need you to pay me a compliment.' The husband replies, 'Your eyesight's damn near perfect.' And then the fight started.

PAST EVENTS

MG 80 ON OCTOBER 16TH

A commendable turnout of 26 members showing 25 MGs braved the chilly wind at Bollard Bay to celebrate this momentous occasion with like-enthusiasts from around the world.



Peter Vadas starts to open the sparkling wine for the toast



The Heads make a suitable backdrop!

The pictures on the gallery say it all.

KNYSNA HILLCLIMB - A COMPETITORS PERSPECTIVE

Miss Piggy enjoyed the Knysna Hill-climb recently staged up at Simola. She enjoyed the Press day on 17th September. And she especially enjoyed the rain on Finals day, Sunday 24th October.

Miss Piggy is my white 1968 MGC, somewhat unfairly named by her previous owner due to her (alleged) appetite for R 200 notes whilst he was re-building her. Since owning and attending to her myself I haven't found her to be too demanding, and feel she is remarkably low maintenance when judged by the standards of her day. Mildly modified as she may be, we have enjoyed almost 40 000 kms together over the past 2 1/2 years.

Pat Clough drove her on Press day. This involved fast runs "up the hill" with members of the Press on board. On the first of his runs, an attractive young lady climbed aboard and duly informed Pat that "he could drive fast – she was ok with high speed in a car". When waved away, Pat proceeded with sufficient vigour to cause said young lady to go quiet and to hold tightly onto the sides of the passenger seat. At the top, whilst slowing down, she was heard to exclaim "Wow! I wasn't expecting that!" (from which you may draw your own conclusions). Miss Piggy obviously enjoyed that.

At Friday's practice runs on race weekend, I too found Miss Piggy to be a willing participant who tolerated my over-exuberance off the start-line (read lack-of-talent) with aplomb. Any protest she may have had was muted inside a small cloud of tyre-smoke as she axle-tramped on her way. Round 2 of the Historics class



went much better for us. We found ourselves roughly in the middle of a field of 12 proper race-prepared cars, as the only “civilian” vehicle entered, other than a 2-stroke 1937 DKW cabriolet and which wasn’t really in a position to mount a serious challenge.

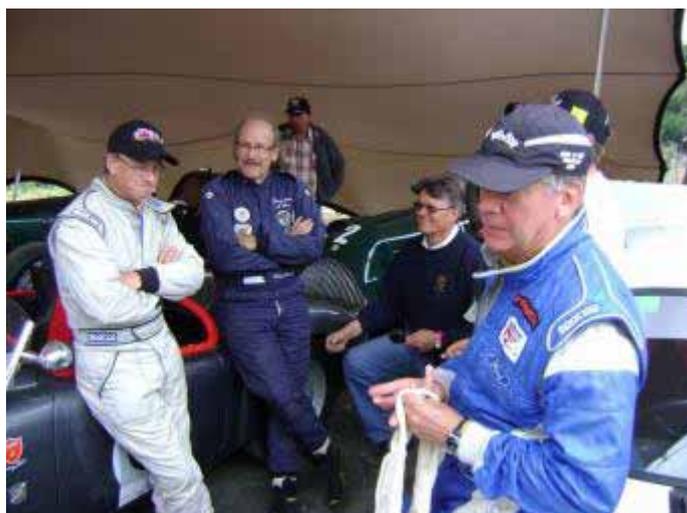
Saturday dawned damp but clearing, and we set about improving our times in earnest. Rounds 3 and 4 yielded some modest improvements, placing us around 6th in the pack, and growing more comfortable with starting techniques, refining gear-change points, and uncovering hopefully improving lines around the corners. All well and good.

Then Sunday arrived. Grey, wet and cold. Finals day. Only 2 runs. Unknown grip. Only the last run counts. So no pressure then. Undaunted, Miss Piggy gave it her all in round 5, and to my surprise we found ourselves up in 2nd spot behind young Stuart Grant in the Miller-built MG Special, “Fatman”. Suddenly everyone else’s previously-envied slicks and racing tyres seemed rather more of a liability. Miss Piggy, overweight (it has to be said), but as determined as ever on road tyres, was not too badly affected. For the final, rain was streaming down, fog was settling, and discretion readily swept aside what little valour survived my un-intended (but well-remembered) tail-slide on turn 3 the last time through. In the end Miss Piggy carried me safely through to third spot, within half a second of the winner. She enjoyed that.

The real entertainment though was the social side, with most of that occurring inside the pit area. Wonderful people, superb cars, lots of smiles, willing help, and hugely memorable noises, sights and smells



Peter Little's little Cooper-Yamaha



Roger Alexander, Rodney Green, Chris Champion (Twincam), and Fred Phillips

everywhere one might have cared to look. All of this was achieved with fantastic camaraderie and good sportsmanship, maintained in the face of the myriad of challenges attendant on such a race.

I don’t think an event like this could have happened anywhere else. Congratulations and many, many thanks to the sponsors, the race officials, plus the (MG Club) marshals, the timekeepers, the medics and recovery crews, and the organisers.

We’d like to come back again next year. Please.

Ron Hollis

(Thanks Ron and well done again – Ed)



WORDS TO LIVE BY

Mark Twain once said "Patriotism is supporting your country all of the time and your government only when it deserves it".

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, Sedgefield, 6573).

FOR SALE OR WANTED

(This is a free service for members. Please make use of it as it helps to keep our cars on the road. Just send your advert in to The Editor well before the end of each month. The committee has agreed that commercial adverts can also be accepted but these are charged for.)

For Sale: 1980 MGB roadster, flame red, rostyle wheels, recently resprayed in original colour, 2 owners, excellent original condition, with RWC R80 000

For Sale: 1980 MGB Roadster, yellow, rostyle wheels, Chrome bumper conversion, recently resprayed in original colour, gas flowed head, fast road cam, extractor manifold and alloy tappet cover. Excellent condition all round. With RWC. R85 000. Contact: Rod Paxton 083 458 0148 (East London)*

For Sale: For used MGA and MG Mquette spares, contact Ricky Cooper on 082 822 2146 or rcooper@cyberperk.co.za.

Wanted: Ricky Cooper is looking to purchase scrap MGs and other sports cars for spares. Please contact him on 082 822 2146 or rcooper@cyberperk.co.za.

Wanted: Heinz Koncki is looking for an original Trico washer bottle + vacuum lid for his Mquette. Please contact him if you can help. h.koncki@gmail.com TEL+FAX: +27 (0)44 8735250 CELL: +27 (0)79 6250240 **

REGALIA

Please note that Ross has MG SC decals, bumper badges, licence disc holders, leather fob key rings and lapel badges in stock. He has also tried making coasters but cannot find a supplier of the correct thickness foam rubber. When he does, they will also be available. Ross will bring these to events – please ask him for your requirements.

We have a few new club jackets in stock. They are waterproof windcheaters in Navy with light blue beading and with our Club badge – very smart and most useful. Please contact Jennie Frost.

NEW SCC SHIRTS: The now familiar light and dark blue club shirts are becoming a feature at car related events. For those who don't have, please phone Norman Frost to arrange your purchase.

A few of the original shirts are still available.



Bumper badges, magnetic name and lapel badges and key rings all with the club logo are available. Please contact Norman or Ross with your enquiries and orders.

Please note that in future, regalia will be available for purchase only at Noggins. Off the cuff sales at Norman's showroom have been too disruptive for sales to continue there.

WEBSITES WORTH VISITING

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

www.speedfestival.co.za (Knysna Hillclimb)

www.mgcarclubsc.co.za

www.mgcc.co.uk.

www.motoring.co.za

www.1000miglia.co.za

www.bridgetthemidget.co.uk

www.mgcc-north.co.za

www.motorheads.co.za

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

www.britishracecar.com/JoeGunderson-MG-Ex186.htm

www.speedfestival.co.za (Knysna Hill Climb entries and info)



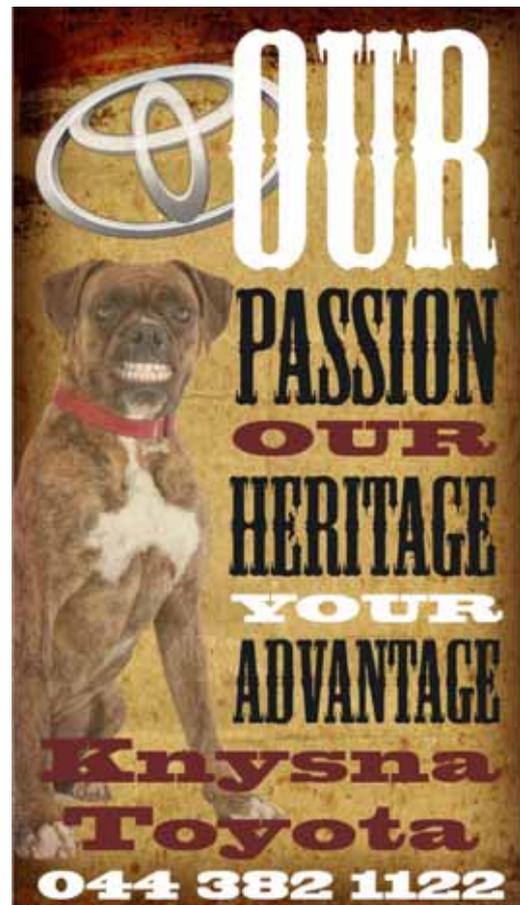
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Logos for CalTex, Star, and ABSA ATM are visible. A small photo of the service station is on the right.



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The advertisement features a smiling dog on the left and the Toyota logo at the top.



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AUSTIN HEALEY
TRIUMPH
ETC

A photo of a classic black MG sports car is in the center.



MGCC SOUTH CAPE EVENTS CALENDAR:

MEETING PLACE: KNYSNA – THE QUAYS AT THE WATERFRONT END OF GREY ST.
 SEDGEFIELD – ENGEN ONE-STOP.

A provisional calendar for 2010 follows. Details and any changes will be announced as the year proceeds.

DAY	DATE	EVENT	CONTACT
Sun	21 Nov	Gymkhana at Keurbooms	Graham Yendall
Sun	28 Nov	Breakfast run Café Francois	Tony L-L
Sat	11 Dec	Christmas Dinner	Brian Davidson

The early warnings are for inclusion in your diaries. Unfortunately it may be necessary to change some of these nearer the time so please review the calendar monthly. Details to follow.

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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 supremebumpers1@cybertrade.co.za

2009 ATTENDANCE RECORD

MEMBER'S NAME	PARTNER'S NAME	This Month	Accum.	Total
Albisser Tony	Elsbeth		2	2
Auty Anthony	Norma	2	4	6
Baker Lew	Heather		4	4
Burton Keith	Ella	2	18	20
Bush Marion	Gavin			
Cleland Jim	Glen	2	6	8
Clough Pat	Ali	2	8	10
Cooper Ricky	Colleen	3	21	24
Davidson Brian	Jose	4	22	26
Davis Roger	Nita	2	3	5
Douglas Murray	Anne	2	9	11
Dunlop Denis	Gill	2	12	14
Esterhuizen Tom	Jeanette		9	9
Fisher Roger	Alva	2	10	12
Forsyth Don	Marion		2	2
Frost Norman	Jenny	2	9	11
Giggins Barry	Joan		4	4
Hamilton Alan	Brenda	2	4	6
Henderson Bruce		4	19	23
Hewitt Lionel	Rose		6	6
Holliday Clive				
Hollis Peter			6	6
Hollis Ron	Dee	2	10	12
Houseman Marilyn	Dennis		3	3
Jones Dave	Fay		2	2
Koncki Heinz	Paula	2	4	6
Langman Frostie	Sue	2	8	10
Lawson Ross	Antoinette		3	3
Le Feuvre Tim	Sheila		2	2
Lyons-Lewis Tony	Lorna	2	25	27
Mackey Ray	Angela	1		1
Mangan	Geoff	1	4	5
McCullum John	Louise			
McDonnell Mike		2	8	10
McEwan Tony	Linda		4	4
Mentz Bunny	Jan	2	8	10
Metelerkamp Neil	Norma	2	0	2
Parfett Ed	Jenni		9	9
Parker Wilf	Jenny	2	12	14
Paton Duncan	Leslie	4	20	24
Putter Willie	Linnea			
Reitz Fritz	Madene	2		2
Rosser Phillip	Amanda			
Roff Anthony	Corrine			
Slade Keith	Yvonne			
Stead Heyns	Ann		2	2
Underwood Colin		3	4	7
Van den Bor Frans	Ellen		4	4
Van der Hoven Hugo		2		2
Vadas Peter	Vivian	2	8	10
Wessels John	Jane			
Williams Denny	Pat	2	2	4
Winter George	Liesel	2	15	17
Woodgate Geoff	Merceda		2	2
Yendall Graham	Sylvia	2	13	15

Event No.	Event	Date	Attendance
1	A G M	02 Mar	14
2	Parfett's Noggin	20 Mar	13
3	B'fast @ Francois	28 Mar	16
4	Karoo Tour	19 Apr	10
5	B'fast Old Nick	25 Apr	9
6	GRMC Show Day	1 May	25
7	Progressive dinner	8 May	12
9	B'fast @ Francois	30 May	19
10	Winters' test	6 Jun	20
11	Lemon Grass lunch	22 Jun	9
12	B'fast Old Nick	27 Jun	14
13	Sedgefield Quiz	6 Jul	17
14	Xmas in July	23 Jul	20(44)
15	B'fast @ Francois	25 Jul	17(35)
16	Enrico's Lunch	3 Aug	12(26)
17	Tsitsikama W/end	22 Aug	17(35)
18	B'fast Old Nick	29 Aug	14(36)
19	34 Tapas noggin	14 Sep	19(32)
20	2010 Indaba	16 Sep	24(41)
21	B'fast @ Francois	26 Sep	18(36)
22	MG 80 Picnic	16 Oct	27(44)
23	B'fast Old Nick	31 Oct	9(22)

Discrepancies should be reported to the Committee without delay. A point is awarded for:

- Attending any event either organised by the Club or in which the Club is invited to participate;
- Coming to that event in an MG
- Arranging an event or speaking/entertaining at an event.

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