



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. 10/2015

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EDITORIAL:

IF I HAD MY LIFE TO LIVE OVER - by Erna Bombeck

[October is breast cancer month and Erna Bombeck left this behind before she lost the fight against breast cancer.]

I would have gone to bed when I was sick instead of pretending the earth would go into a holding pattern if I weren't there for the day.

I would have burned the pink candle sculpted like a rose before it melted in storage.

I would have talked less and listened more.

I would have invited friends over to dinner even if the carpet was stained, or the sofa faded.

I would have eaten the popcorn in the 'good' living room and worried much less about the dirt when someone wanted to light a fire in the fireplace.

I would have taken the time to listen to my grandfather ramble about his youth.

I would never have insisted the car windows be rolled up on a summer day because my hair had just been done.

I would have sat on the lawn and not worried about grass stains.

I would have cried and laughed less while watching television and more while watching life.

I would never have bought anything just because it was practical, wouldn't show soil, or was guaranteed to last a lifetime.

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Instead of wishing away nine months of pregnancy,
I'd have cherished every moment and realized that the wonderment growing inside me was the only chance in life to assist God in a miracle.

When my kids kissed me impetuously, I would never have said, 'Later.
Now go get washed up for dinner.' There would have been more 'I love you's' More 'I'm sorry's.'

But mostly, given another shot at life, I would seize every minute, look at it, and really see it . . .
live it and never give it back.

STOP SWEATING THE SMALL STUFF!!!

Don't worry about who doesn't like you, who has more, or who's doing what
Instead, let's cherish the relationships we have with those who do love us.

FROM THE HIGH CHAIR,

There is no peace for the really wicked. In the process of trying to recover from the jet-lag of a west to east transatlantic crossing with 42 continuous hours spent in planes or airports, I realise that this is holding up the publishing of our newsletter. For a change therefore, I shall be brief!

I have not yet had time to catch up on MG matters. Suffice it to say that despite looking for them, I saw only one English sports car in the nearly four weeks and 6000 km of USA road travel. This was a sad-looking TR 7 in a shabby used car lot in a not-very-smart small town, known as 'cities' in that country. There were Corvettes, Mustangs and Porsches aplenty.

Our tour was in a camper van ("RV") which seemed enormous when I was driving it but which was the second from smallest available. The 'slider', a mechanism whereby when stationary, at the push of a button, the side of the vehicle extended sideways for about 0.6m, enlarged our living area making it very comfortable. However at 8 miles to the gallon, travelling was expensive despite the petrol cost of half ours. Most fortunately, I was a guest!

Our trip extended from Denver, Colorado, north to the Rocky Mountain National Park where we camped at 8500ft and drove to 12300ft into the snowline. Mount Rushmore was impressive and we then turned west to Yellowstone where a blizzard and a distant sighting of first a black bear and cub and then a 'grizzly' were the exciting features. We made our way south via various scenic extravaganzas to the Grand Canyon. Those of you who have visited the Fish River Canyon in Namibia, supposedly the second biggest in the world, have seen nothing! At a mile deep and 20 miles across, this is BIG. We then made our way back to Denver via three more parks including Mesa Verde where around 1000 AD, the local Indians built incredible settlements inside inaccessible caves in the sandstone cliffs. If you have generous friends as I do or if you win the Lotto or the pools, this was a wonderful way to see big and new things.

However it is now time to put feet on the ground and return to reality.

I look forward to seeing you at this month's events.

Bruce

Photos below were taken by Bruce - thank you



PAST EVENTS

Bingo Eve at Mitchell's Brewery

Not a great attendance but those of us who were there enjoyed every minute. Food was great, company even greater and laughs the greatest. Thank you Trevor and Marche for the effort.



Airshow in Oudtshoorn:





Thank you Wendy Leppard for the photos

Breakfast at Old Nick's



FUTURE EVENTS

MGSCCC EVENTS CALENDER 2015

Regular breakfast runs are held on the last Sunday of the month. Please see under forthcoming events in the current newsletter for more detail.

Meeting Places:

Knysna Quays: at the Waterfront end of Grey Street.

Sedgefield: Engen One-Stop

Oct						
Date	Day	Host Club	Event	Quays Start	Invited	Convenor
11-16th		GRMC	Tour Stellenbosch and Hermanus	9h00	MG incl.	PP
18th	Sun	MG	Bring and Braai/ Picnic The Slades	10h30	GRMC	TC
25th	Sun	MG	Breakfast Run Zuccini's Timberlake Village	09h00	GRMC	TC
Nov						
Date	Day	Host Club	Event	Quays Start	Invited	Convenor
8th	Sun	MG	Picnic/Braai Venue to be announced	10h30	GRMC	TC
22nd	Sun	GRMC	Bring and Braai Plettenberg Bay Angling Club	10h30	MG	PP
28th	Sat	GRMC	Christmas Party- Lunch/Dinner	TBA	MG	PP
29th	Sun	MG	Breakfast Run Sao Goncalo Plettenberg Bay	09h00	GRMC	TC
Dec						
Date	Day	Host Club	Event	Quays	Invited	Convenor
4th	Friday	MG	Prawn Braai Angling Club		No	All
11th	Friday	MG	Street Braai- Bodge/Frost/BB Museum		GRMC	TC
		FM	Fred Mullany; go.knysna@afrihost.co.za 044 381 0306			
		TC	Trevor Cooper; trevcoops@gmail.com 044 382 3322			
		PP	Peter Pretorius peterp@afrihost.co.za 044 533 5114			
		BH	Bruce Henderson brucejhenderson@gmail.com 044 382 1989			

REGALIA

Current Regalia Prices

The following changes to regalia prices – due to new ranges now being supplied. All garments carry the MGSCCC badge and approved wording where applicable.

Item	Sizes	Price
Caps - two tone peak, navy/blue	-	R 90.00
Windbreaker - water shedding (roll-up hood in collar), navy	S, M,L	R 365.00
	2XL, 3XL	R 390.00
Golfer shirt - high quality, trophy-line navy-blue curved inset	S, M,L	R 280.00
	XL, 2XL, 3XL	R 295.00
Members can ask for a garment to be embroidered with club badge	-	R 80.00

Some stock is available, subject to prior sale, but allow 1 to 2 weeks for delivery please. All Regalia to be ordered via Marche Cooper – payment by EFT to Club a/c, send proof of payment please.

Normal club accessories (i.e. key rings, bumper badges, additional name tags etc.) via Ross Lawson direct or Ron at Bodge.

Came 1929 and the advent of the 6-cylinder. What was it to be called? Mark V? But not only was this Six something quite new; it was being built in a new works at Abingdon. The company was making a fresh start and, as the names Marks I, II and III had not been previously publicised, they were the natural choice for the new series. (Maintaining the Breed - by John W. Thornley)

FOR SALE & WANTED

(Would members please contact the Editor if they have any MG cars or spares for sale)

For Sale - For used MGA and MG Magnette spares, contact Ricky Cooper on 0828222146 or ricky@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 ricky@cyberperk.co.za

BIRTHDAYS:

9 Oct - Yvonne slade

10 Oct - Trevor Cooper

11 Oct - Dave Gough and Margee Gough

20 Oct - Ret Orsmond and Alan Wame

24 Oct - Tony Lyons-Lewis

28 Oct - Colleen Cooper

SERVICE PROVIDERS:

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

Car Care Products:

For all your **Autoglym** requirements contact Sylvia at 082 9582498 or Sylvia.vintagerose@gmail.com
Official stockist.

Mechanical Repairs and Servicing

Bodge Engineering, Ron Hollis 0828598771

Classic Car Storage:

Ricky Cooper, 082 822 2148

info@rickycooperstorage.co.za

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

Panel beating, 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

Exhausts, brakes, suspension, steering etc

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

Windscreens and Glass

Classic Car Windscreens - Contact julien@classiccarwindscreens.co.za

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.

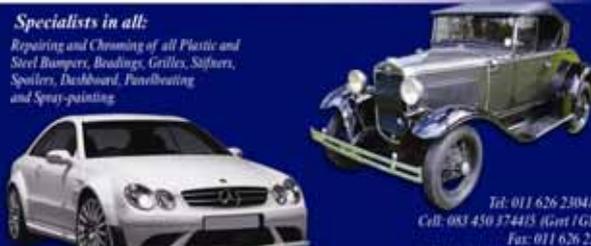
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Contact person: For friendly service phone Alan or Denise
Postal address: 11 Westmeath Rd, Parkview, Johannesburg
Telephone number: (011)486-0021 or (011)646-1631
Email address: sportscar@mweb.co.za

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Dear Members.

We have been approached to offer this car for sale, a very nice, low mileage car!

MG TF 160
Year 2003
36.200KMS
Asking price R120k

If interested, please contact the owner, Patti Geber. on:

cell: 074 227 0348

email: pattigeber@gmail.com

WHAT IS A COSTELLO? By Fred Bickley

I had no idea myself until I saw an MGBGT V8 Costello for sale at Norman Frost's.

Having purchased the car I have found many people, including Club members, who were also unaware of the MG Costello.

During the late 60's Leyland management were aware that for the MGB to continue more power was required. Initially this was accomplished by installing the 2912cc 6 cylinder engine, but some of the increased power was offset by the higher engine mass. The press, in particular, gave a thumbs down to the handling of the MGC, and the car did not sell very well and production ceased within 2 years.

At around this time Leyland had also been investigating the use of a lightweight alloy V8 engine which was available to them from an earlier deal with General Motors in the States. The concept was rejected the basis of too much retooling would be required and the cost prohibitive.

Also around this time, an innovative engineer by the name of Ken Costello, had noticed a 3500 Buick V8 engine at a friend's business premises. The power plant was just what Ken was looking for. At the time Ken was a keen racer and had come to appreciate the smooth running power of the V8.

He disagreed with Leyland that the V8 engine would not fit into the MGB body, and after some initial development formed his own Company to begin converting standard B's into Costello V8's with a claimed output of 150bhp.

First came the MK1 3528cc with twin SU carburettors. In order to provide clearance for the SU's on a standard Rover P6 pentroof manifold, a sculptured fiberglass bonnet was manufactured. Using a standard MGB body, the rear bulkhead and inner front wings were re profiled to allow clearance for the Rover V8 engine and specially fabricated tubular exhaust manifolds. The steering column had to be modified for clearance and a centrally mounted expansion tank installed, with the top hose passing underneath the fan belt. The ducting panel was redesigned with an oil cooler underneath, and a remote oil filter fitted to the right hand wing. An electric thermostatically controlled fan replaced the original belt driven fan.

An MGC 3.07:1 crown wheel and pinion was fitted, a bell housing adaptor and internal modifications to the gearbox were done. Overdrive on 3rd was locked out as it was unable to take the torque of the V8.

Cosmetically an aluminium "egg box" style grill was fitted and a Costello V8 badge attached to the rear panel.

Some 50 cars were modified before the introduction of the MkII version. Here the inlet manifold arrangement was re-engineered to use a Costello designed rear facing alloy plenum to take 2 SU HIF-6 carburettors or one rear facing 40DCOE Weber carburettor. This not only gave the car improved performance, but he was able to do away with the specially manufactured bonnet. Consequently, apart from the grill and badge Costellos' cars looked the same as a standard MG. The Mk1 1 formed the bulk of Costello production.

Some 225 conversions were produced of which about 190 were BGT's in MK1 and MK11 guise. Other versions were the MK111 with either a 3.9 or 4.2 motor, a unique 5.0 litre, 8 port injected, and 2 MGCGT's

Having seen the success of the Costello cars, BL introduced their own V8 with a lower selling price and, coupled with the energy crisis of 1973, lead to the demise of Costello Engineering.

Regrettably Ken Costello has recently passed away on July 28th. He will be well remembered as a skilled engineer, racing driver, and as the man who helped retain the MG brand in the marketplace when BL's thoughts were favouring Triumph.

For in depth information, including an obituary to Ken published in the Daily Telegraph, readers will be able to access www.mgcostello.com. This site has been created and maintained by Lawrence Wood and has a comprehensive listing of known Costellos worldwide. It is well worth a visit to view the cars and read the history of this unique marque.



JUST FOR LAUGHS

A man and a woman were having a quiet, romantic dinner in a fine restaurant. They were gazing lovingly at each other and holding hands. The waitress was taking another order at a table a few steps away. Suddenly the waitress noticed the woman slowly sliding down her chair and under the table, but the man stared straight ahead. The waitress watched as the woman slid all the way down her chair and out of sight under the table. Still, the man stared straight ahead. The waitress, thinking this behavior a bit risqué and worried that it might offend other diners, went over to the table and, tactfully, began by saying to the man “Excuse me sir, but I think your wife just slid under the table.: the man calmly looked up at her and said, “No, she didn’t... She just walked in.”

Sensitive Australian: - Three Aussie blokes working up on an outback mobile phone tower: Mogrel, Coot and Bluey. As they start their descent, Coot slips, falls off the tower and is killed instantly. As the ambulance takes the body away, Bluey says, “Well, bugger me, someone’s gotta go and tell Coot’s wife. Mongrel says, “Okay, I’m pretty good at that sensitive stuff, I’ll do it.” Two hours later, he comes back carrying a case of beer. Bluey says, “Where’d you get the grog, Mongrel?” “Coot’s wife gave it to me”, Mongrel replies. “That’s unbelievable, you told the Missus her husband was dead and she gave you a case of beer?” Well, not exactly, Mongrel says. “When she answered the door, I said to her, You must be Coot’s widow. She said, “You must be mistaken.... I’m not a widow” to which I replied “I’ll betcha a case of beer you are!” Aussies are good at that sensitive stuff.

5TH JUN 2015

MG’S HOPES TO MARK 100TH RACE WITH A WIN

With a racing history going back as far as the 1930s, MG has enjoyed a rich motorsport heritage. In 2012, MG joined the British Touring Car Championship and this weekend the team celebrated its 100th race.

The race took place on Sunday 7 June at Oulton Park, Cheshire. With the track offering kindness to the team in the past, MG Triple Eight Racing was hoping to celebrate this milestone with one of the team’s drivers on the top step.



Three years ago, MG took the opportunity to promote its new MG6 by launching it into the UK’s premier racing series, the Dunlop MSA British Touring Car Championship.

The MG6s were taken under the wing of Triple Eight Race Engineering, the most successful team within BTCC, to be built and race prepared. The first driver to join the MG Triple Eight Racing team was the most successful driver in the history of the series; Jason Plato. He, along with team mate Andy Neate, ensured the first season went with a bang by securing a number of wins and a fifth place finish in the team standings.

In 2013, rookie Sam Tordoff replaced Andy Neate and immediately showed his potential with a podium finish in the first weekend of the season. The team boosted themselves to a second place finish at the end of the season.

Whilst the 2014 season didn't see a top spot for either drivers in the driver standings, the overall consistency of Plato and Tordoff was rewarded when MG Triple Eight Racing were named the champions in the Manufacturer/Constructor Championship; ending the reign of the Honda Yuasa team.

In 2015 it was decided that, in a bid to bring new energy and momentum to the next season, a fresh line up would give the team what it needed. Team Principal and Triple Eight Managing Director, Ian Harrison, worked hard to get 2013 BTCC champion Andrew Jordan on board. The determination to get this experienced driver paid off and, as expected, Andrew has been a great addition to the team.

MG Triple Eight Racing wanted another young driver to join the revised 2015 team so they could grow with the brand and retain the 2014 title. With a background in the MG Car Club's MG Trophy racing series, Jack Goff has already earned his place within BTCC by sitting 7th in the overall standings.

8TH JUN 2015

POINTS APLENTY AS MG CELEBRATES 100TH BTCC RACE

MG celebrated 100 races in the MSA Dunlop British Touring Car Championships this weekend at Oulton Park.

The two MG6s each took decent points in all three of Sunday's races to help build momentum as the season mid-point approaches.

There was no fairytale in MG's 100th race though as former driver Jason Plato took the chequered flag from pole position after a dominant race.

Andrew Jordan, starting from fourth on the grid, just missed out on a place on the podium as he was unable to get his MG6 passed Andy Priaulx's BMW. Jack Goff came home in seventh, picking up one place from his eighth-placed Saturday qualifying position.

Race two saw Jordan start from third on the grid and, in an afternoon somewhat devoid of overtaking manoeuvres, was where he finished. The 2013 champion went one better in the final race of the day but was left frustrated behind another BMW, this time in the form of a stubborn Sam Tordoff. Goff backed his team-mate up with two more points finishes, rounding race two and three off with ninth and eighth respectively.



ATTENDANCE REGISTER MEMBERS NAME	PARTNER	TH IS M NT H	AC CU M	TO TA L
Baker Lew	Heather		1	1
Battison Dave				
Bechlars Philip	Martina	1		1
Bickley Fred	Cheryl		18	18
Bruce Brian			1	1
Burton Keith	Ella		16	16
Bush Marion	Gavin			
Cairns, David	Susie		3	3
Clary George	Carole	2		2
Cleland Jim	Glen		5	5
Clough Pat	Ali		13	13
Cooper Ray	Pat		2	2
Cooper Ricky	Colleen	2	15	17
Cooper Trevor	Marche	3	15	18
Cox Stuart	Dottie	1	6	7
Davey George	Margie	1	10	11
Davidson Brian	Jose	1	9	10
Davidson Brian (2)	Bernie			
Day John	Margaret		7	7
Davies John	Babs			
Doig Pete	Anne			
Douglas Murray	Anne	2	22	24
Dunlop Denis			3	3
Du Plessis , Alex	Janet		4	4
Esterhuizen Tom	Jeanette			
Fisher Roger	Alva		9	9
Frost Norman	Jennie		2	2
Gough Dave	Margee		10	10
Gregory Mike	Jan			
Grevensteyn Rudolph	Sharon			
Hartzenberg Louw	Sarah			
Hamilton Allan	Brenda			
Henderson Bruce	Diane		21	21
Henderson Mike				
Hewitt Lionel	Rose		5	5
Holliday Clive	Charlotte	4	23	27
Hollis Peter			1	1
Hollis Ron	Dee		7	7
Horak Leish	Ingrid			
Houseman Marilyn	Dennis		12	12
Hunt Bob	Lindsey		4	4
Jones Dave	Fay		9	9
Jones Ian	Gay		4	4
Jones Nick	Sandie		4	4
Kells Trevor	Hilary		1	1
Koch John	Jillian			
Koncki Heinz	Paula		5	5
Krahe Alexander			2	2
Kruger Johan	Ilse	2	4	6
Langman Frostie	Sue		11	11
Lawson Ross	Antoinette		1	1
Le Feuvre Tim	Sheila		1	1
Lodder Hugo			2	2

Lyons-Lewis Tony	Lorna	2	19	21
Mackey Ray	Angela		17	17
Macmillan Ros	Gordon			
Madeley Brian	Lyn		12	12
Marsden Susan			8	8
Marucci Oscar				
McCallum John	Louise		2	2
Metelerkamp Neil	Norma		3	3
Mentz Bunny	Jan		7	7
Miller Garth	Shirley		10	10
Milton Podge	Merrill		10	10
Mullany Fred	Jo	1	17	18
Orsmond Ret	Julie		2	2
Page, Gerry	Mary	3	22	25
Parfett Ed	Jennie		9	9
Parker Wilf	Jenny		7	7
Paton Duncan	Lesley	2	22	24
Posniak Peter	Patti			
Pretorius Peter		1	3	4
Putter Willie	Linnea			
Reitz Fritz	Madene		1	1
Rolf Anthony	Corrine			
Rosser Phillip	Amanda			
Scanlen Errol	Iorr			
Scheepers Bert	Renate			
Schnitzler Erwin				
Slade Keith	Yvonne		9	9
Smart Laurie	Kate		13	13
Spencer Mike	Jill			
Stead Heyns	Ann			
Steenkamp Don	Joan			
Stockdale Brian	Dawn			
Swart Hendrik	Tina			
Thornborough Jim	Maxine			
Tops Paul	Barbie			
van der Hoven Hugo	Kath			
Vadas Peter	Vivian	2	6	8
Vadas Robert	Annabel			
v Loggerenberg Johan	Shirley		4	4
van Niekerk Charles	Carrol		1	1
von Zeil	Margie	1	7	8
Warne Alan	Jill		5	5
Waterston Allan	Pam	1	5	6
Wessels John	Jane			
Whitehead Neville	Enid		4	4
Williams Denny	Pat		5	5
Wilsher Martin	Kim			
Winter George	Liesel		3	3
Witzmann Otto	Rosy		1	1
Woodgate Geoff	Merceda		1	1

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NO.	EVENT	DATE	ATTENDANCE	
			MBRS	NON MBRS
1	Sundowner picnic	2015-01-13	34	2
2	Old Nick's bfast	2015-01-25	25	8
3	George Car Show	2015-02-14	29	5
4	Zucchini's	2015-02-22	20	3
5	AGM	2015-02-30	33	0
6	Glentana F R	2015-03-15	23	10
7	Old Nick's bfast	2015-03-29	27	8
8	Zucchini's	2015-04-26	17	9
9	Old Nick's bfast	2015-05-31	13	2
10	Sop & Dop Eve	2015-06-09	16	2
11	Zucchini's	2015-06-28	26	6
12	Quizz at Bell	2015-07-09	12	5
13	Breakfast in Wilderniss	2015-07-21	15	0
14	Old Nick's bfast	2015-07-26	20	4
15	2 Passes Fun Run	2015-08-09	10	5
16	Zucchini's	2015-08-30	18	3
17	Bingo at Mitchell's	2015-09-08	10	0
18	Old Nick's bfast	2015-09-27	13	3

Note: Numbers above refer to each entry on attendance sheet and do not take account of passengers or spouse.

Members with one MG which is under restoration can be awarded 2 points for attending in a "modern" if the editor is made aware of it.



FROST BROTHERS
CLASSIC & VINTAGE CARS
Norman & Jennie Frost

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