



**MG CAR CLUB**  
**South Cape Centre**  
 Established February 2007  
 P.O. Box 732, Knysna, 6570  
[www.mgcarclubsc.co.za](http://www.mgcarclubsc.co.za)  
 Affiliated to the MG CAR CLUB Ltd. (UK).

## NEWSLETTER NO 11:11 NOVEMBER 2011

### COMMITTEE MEMBERS

Chairman	Bruce Henderson	082 568 7976	brucehenderson@gmail.com
Vice –Chairman	Ricky Cooper	082 822 2146	ccbkmweb.co.za
Secretary	Tony Lyons-Lewis	083 419 6566	lionsden@netactive.co.za
Treasurer	Duncan Paton	082 078 1392	dingles@telkomsa.net
Editor	Ray Mackey	082 922 6106	brmprojects@telkomsa.net
Events Organiser	Brian Davidson	082 495 0005	briandavidson@vodamail.co.za
Interclub Liaison	Ross Lawson	082 550 6473	antart@mweb.co.za
Regalia	Ron Hollis	082 859 8771	rphollis@gmail.com
MG Registrar for S. Cape	Keith Burton	083 733 7749	keiella@telkomsa.net
Member	Fred Mullany	082 321 4700	go.knysna@afrihost.co.za

### FROM THE HIGH CHAIR

Another almost national event is behind us and again the South Cape contribution is worth reflecting upon. I say, 'almost' because although it was a 'Combined Cape Centres Gathering', there were participants from all centres except KZN. 121 people booked to attend the event in 62 MGs varying from two TCs to modern TFs. Cape Town was the best represented centre with 16 cars and we fell a bit behind with 8. I feel sure that as our members get to know more about these events and what they miss by not attending, our numbers will increase.

Much of the talk is about the cars and their owners who are in the main but by no means entirely the men. The ladies do however play an enormous part in making these events the success they are and those who put up with discomforts such as first being frozen with no top or side screens and then being cooked by the sun are to be warmly thanked and complimented for their tolerance.

The first comment I have about South Cape is to congratulate the three members who attended in cars that they themselves have rebuilt, a highly important part of the MG movement. Firstly Ricky who came in his 1956 Green 'A' which won the Concours in Oudtshoorn last year; secondly Heinz in his 1957 ZB Magnette; and thirdly Tony in his 1948 TC which at last (dare I say it!) is very much on the road. The latter car had done 38 miles since 'coming off the assembly line' when we set off for Graaff Reinet and it led our convoy there and back without so much as a murmur of discontent – great testament to Tony's achievement in producing a magnificent and meticulous rebuild. The Magnette produced the odd headache once we were there with an electrical short but the brains trust of Ricky, Ron, Tony, Roger Lewis and Heinz himself finally resolved the problem. 'Buster' can certainly be excused for being difficult and behaved well on the trip there and back. Well done to the three of you.

The appearance of the N9 National Highway as it passed in front of the Drostdy Hotel was hugely enhanced by 54 shiny and colourful MGs parked transversely on it with the hotel and the sponsor's red flags flapping in the breeze behind them. Fortunately there are other routes through the town.

A visit to the village of Nieu Bethesda required a 3km drive on a rough gravel road. Fortunately, Dee Hollis's local knowledge enabled Tony, Ricky and myself to leave our MGs at a farm at the end of the tar and we were transported the distance by the kind farmer while some of the ladies completed the trip in a Rolls Royce. Great interest in the attractions was shown by some while others analysed the local brew.

To take our minds off the cars, an inter-centre quiz followed a morning's tours of several of Graaff Reinet's many museums. Although South Cape did not feature strongly in the final results, I have no doubt that we enjoyed the tours more than most because we took over a coffee shop mid-tour to reflect on our observations and generally had fun – after all, this is what these events are about.

On a slightly less exciting note, the committee has decided to raise membership fees by a small amount to R200 next year. With the 2014 Indaba not far away and despite the fact that the Indaba will be self-funding, it is necessary for the Club to have cash in the bank to call upon for interim funding of deposits and such like. It is also more acceptable to have slight but regular increases than to suddenly subject members to a large increase.

Some of you will know about The African Odyssey, an adventure being undertaken by two Englishmen in MG Midgets. They are driving from Abingdon to Cape Town and seven South African Midget crews including Ricky and myself will leave home on the last day of this month to meet up with them in Namibia. Unfortunately they have already experienced difficulties with trigger happy soldiers and their tanks in Syria, an unpleasant dog bite in Egypt which nearly aborted the trip for one of them and a few car problems. However they are nearing Kenya and remain optimistic that they will rendezvous with us as planned.

Finally I wish to record our sadness at the loss of Simon Bosch. Simon was a stalwart member of the PE Centre of the MGCC for very many years and organised the first Cape Centres gathering in the early 70s. He passed away on October 4<sup>th</sup>. Our condolences were sent to his family.

See you at the Christmas party.

*Bruce*

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## EDITORIAL

No apologies from me for inserting a picture of Tony Lyons-Lewis standing with his recently restored TC and about to depart for Graaff Reinet and the Cape Centres' gathering as its first outing. Well done Tony, a great advert for your restoration skills.

I have been inundated this month with articles and information on Graaff Reinet, Goodwood, the visits to Rudolf Greyvensteyn and Lew Baker's garages and other recent events so please bear with me if articles you were expecting to see are not in this issue, I will catch up! In this issue we have reports on the recent Cape Centres' gathering and the 2011 Goodwood Revival together with a look at the Y type of the immediate post-war era.



Members are advised to check the content of “Forthcoming Events”, there have been a few changes which may affect your diaries.

You will all be aware of the Club's support for the Lukhanyisu Safe House. Well, progress at last, - today we can report that construction of additional accommodation is under way, partly funded by our contribution. By the time you receive this I would expect the structure to be complete and the project well on its way to completion (see picture above).

Ray

## RECENT EVENTS

CAPE CENTRES GATHERING – GRAAFF-REINET (WITH THANKS TO TONY LYONS-LEWIS. ED)

Port Elizabeth Centre had the responsibility for organising the bi-annual Cape Centres MG gathering in 2011 and chose to host it in Graaff-Reinet. This event caters for the 4 clubs in the Cape Regions but generally attracts participants from the remaining 3 centres. This year the only centre not represented was Kzn!

We had 8 members entered for the event and 5 of the Cape Centres contingent met, as usual, at the Knysna Quays on Thursday 27 October and set off in convoy to drive the 400 kms to Graaff-Reinet. Ray Mackey accompanied us as far as Sedgfield in his white B GT.



The rest was made up by Bruce in his B roadster, Ricky & Colleen in the A, Duncan & Lesley in their newly-acquired B GT, Ron & Dee in the C roadster and Tony & Lorna in the TC.

First stop was for petrol at the foot of the Outeniqua Pass, where Heinz Koncki joined the group in his recently completed ZB Magnette and then up to the top of the pass where we stopped for coffee and slices of pizza at the Roadside Deli. Ross Lawson spotted us there and stopped for a chat – he was headed for the gathering, delivering regalia for the event.

We refuelled in Willowmore and then pressed on to a spot after the empty Beervlei Dam, where we enjoyed our pre-packed picnic lunch before continuing to Graaff-Reinet, joining up with George & Liesel Winter and Neil & Norma Metelerkamp.

Thursday evening consisted of an outdoor meal near the swimming pool and a general chat to friends from all over the country before retiring for a well-earned night's sleep!

Friday morning we all lined up in the main street for a group photograph before driving to Nieu Bethesda to visit the Owl House and the little village, where we enjoyed an excellent lunch at the Karoo Lamb Restaurant. The Owl House sculptures really are an intriguing sight!



That evening we all joined in a fancy dress party after dinner with the theme being the wild west – Heinz and Paula won best-dressed couple, too!

Saturday morning some of the MGs were parked in Parsonage Street as part of the Withond Festival – a locally brewed white brandy spirit. There were some street stalls and handicrafts for sale.

We were sent off in Centre Groups to view 5 historical buildings and were told we had to observe as we would have a quiz later which proved to be good fun but we did not win – Border did!

That afternoon we drove up to the Valley of Desolation where ABSA, the sponsors, had laid on drinks and snacks under some umbrellas which was most welcome.

Saturday dinner consisted of a very nice braai in the open air and a small prize giving before we said our good-byes as we were all setting off home the following morning. All in all, it was a very pleasant event, very well organised and enjoyed by about 130 MG enthusiasts. Our thanks to Terry Estment of Port Elizabeth and his team for a job well done!

*Tony Lyons-Lewis*

## THE GOODWOOD REVIVAL 2011

I had wanted to see the historic racing at Goodwood in the UK for a long time, especially after hearing what an enjoyable event it was for Ricky and the gang that visited there a year or two ago, as well as my younger brother who had attended with his Triumph Club buddies a number of years ago.

We also wanted to visit our two children, both of whom live and work in London, so a trip was planned for September this year.

The event takes place at Goodwood Motor Circuit which is situated in the south of England, near Chichester and we arranged to stay at a B & B in a lovely little hamlet called Selborne, just off the A3. This was a convenient location as we could drive to the circuit in less than 30 minutes, but did not have to pay the inflated prices of similar places close to the track.

The event runs for three days with the first day, Friday, being practice, and then racing on Saturday and Sunday. Spectators are encouraged to dress in period costume and those arriving in classic vehicles are afforded parking in a special area, very close to the main entrance.

As we had a hired car, we were parked in the general area and walked to the main gate, through the classic car park. Well, you could spend the whole day there, just drooling over the vast range and number of highly desirable cars – a whole row of Ferraris, Aston Martins by the score all in immaculate condition, E-Types galore, not to mention the MGs, Morgans, Triumphs etc!!!

Most of the spectators dress in period style which adds to the whole fun of the event. What is also very nice is the general access to the cars and pits. You can cross under the track and walk around the pits – you need a pass to get into the actual pit area but from where we were you could reach out and touch the cars – if you dared!!

The Maserati pit featured a number of very nice GP cars that raced between 1950 and 1960. They competed for the Richmond Trophy with Aston Martin DBR4s, Lotus 16s, BRM type 25s and Ferraris to name a few!

The safety car for Saturday was an Aston Martin DB4GT Zagato – probably the most beautiful Aston ever and, on the Sunday, it was the turn of a DB5!! How's that for choice?



There were an estimated 135000 visitors over the 3-day period so you are constantly in the crowd, but what an atmosphere. Hopefully I will be able to repeat the experience again in the future

*Tony Lyons-Lewis*

## NEXT LIFE BY WOODY ALLEN

In my next life I want to live my life backwards. You start out dead and get that out of the way.

Then you wake up in an old people's home feeling better every day.

You get kicked out for being too healthy, go collect your pension and then you start work, you get a gold watch and a party on your first day.

You work for 40 years until you're young enough to enjoy your retirement.

You party, drink alcohol and are generally promiscuous, then you are ready for high school.

You then go to primary school, you become a kid, you play.

You have no responsibilities, you become a baby until you are born.

And then you spend your last 9 months floating in luxurious spa-like conditions with central heating and room service on tap, larger quarters every day and then Voila – You finish off as an orgasm!

I rest my case.

## FORTHCOMING EVENTS

The following table indicates the events remaining for the last two months of the year. **Members are however referred to our website to access the full calendar for 2012 which has now been uploaded.**

### GRMC and MGCC Event Calendar – 2011 Updated 12 July 2011

Date	Event and Venue	Details
<b>November</b>		Abu Dhabi Grand Prix 13 Nov Brazilian Grand Prix 27 Nov East London Grand Prix Era Revival 11 <sup>th</sup> -13 <sup>th</sup> Nov
Nov 20 <sup>th</sup> Sunday	GRMC/MGCC "Groggin"	TBA Open to members of both clubs
Nov 27 <sup>th</sup> Sunday	MGCC/GRMC Breakfast Run Old Nick's – Plettenberg bay	Meet there or at the Quays 09h00. Open to members of both clubs.
<b>December</b>		Day of Reconciliation 16 Dec Christmas Day 25 December Day of Goodwill 26 December
Dec 2 <sup>nd</sup> Friday	GRMC Christmas Dinner	GRMC members only
Dec 9 <sup>th</sup> Friday	MGCC Christmas Dinner	MGCC members only

Please be aware of the following notices from non-MG club event organisers.

### EAST LONDON GRAND PRIX ERA REVIVAL.

To all competitors and car clubs,

The committee met last night and due to a large number of vehicles/competitors not being able to make the November date, we have decided to rather postpone the event to late 2012 (dates tba), to enable us to provide competitors and spectators with a worthwhile, well supported event.

We apologise for this postponement and thank you for your keen interest. We will communicate the new dates to you as soon as we know which weekend will be suitable to most of the appropriate classes of competitors.

Kind regards,

Dave Kirkman

## INVITATION TO THE EASTERN PROVINCE VETERAN CAR CLUB NELSON MANDELA BAY MOTOR FAIR

When: Saturday 3rd December 2011

Venue: Newton Tech Sports Field, Westview Drive Port Elizabeth.

Entrance Fee: R20 – Adults R10 – Scholars.

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### NEW MEMBERS

A warm welcome to Brian and Lyn Madeley They have acquired a 1977 MGB roadster and we look forward to meeting them at future events.

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### MAINTAINING THE BREED

#### THE MG Y TYPE

The MG Y-Type was a small [saloon](#) and limited production open four-seat [tourer](#) built by the between 1947 and 1953. When production ceased in 1953 8,336 “Y” Types had been produced, the breakdown being: 6,151 “YA”s, 1,301 “YB”s and 877 “YT” Tourers.



#### DEVELOPMENT AND LAUNCH

In the years immediately before the Second World War, MG had sought to supplement its popular range of ‘Midget’ sports cars with three saloons of various sizes and engine capacities. These were the “S”, “V” and “W” models. The MG factory at Abingdon on Thames had grown by developing what were in essence Morris based products and they were always to be closely associated with what was to become the

Nuffield Organisation (Morris, Wolseley and later Riley). The "WA" had an engine displacement of 2,561 cc, the "SA" 2,288 cc and the smallest of the group, the "VA", had an engine of 1,548 cc. The next development to the range was to include one more saloon, of smaller engine capacity than the "VA", and for a component base the Cowley design office turned to Morris's Ten-Four Series M saloon, which was introduced during 1938, and the smaller Eight Series E which was launched at the Earls Court Motor show the same year.

The prototype "Y" Type was constructed in 1939 with an intended launch at the Earls Court Motor show, the following year. However, as a result of the hostilities the public had to wait a further eight years before production commenced. All prototypes originating from the MG Factory at Abingdon were allocated numbers prefixed by the letters EX; this practice continued until the mid-fifties. Although the prototype of the MG "Y" Type was primarily a Morris concept from Cowley, much of the 'fleshing out' was completed at Abingdon. As a result it was allocated the prototype number EX.166 When the car was launched the MG Sales Literature stated "A brilliant new Member of the famous MG breed. This new One and a Quarter Litre car perpetuates the outstanding characteristics of its successful predecessors – virile acceleration, remarkable 'road manner,' instant response to controls, and superb braking. A 'lively' car, the new One and a Quarter Litre provides higher standards of performance." The UK price of the car was £525.0.0 ex works plus purchase tax of £146.11.8d.

#### THE YT TOURER

In 1948 several (currently believed to be 9) "YA" Types (consisting of chassis, engines and some body parts) were imported into Switzerland and given cabriolet bodywork by various coachbuilders, such as Reinbolt & Christé. The idea of the open four-seat tourer had been popular before the war and in theory there was still a market. As a result a "TC" specification of the XPAG engine was married to a pressed-steel open body with fully folding hood and coach built doors.

A production tourer, the MG "YT", was launched at the Motor Show in 1948. It was available for export only in both right and left hand drive models. Only 877 of these cars were produced when production ceased in 1950 - it was not the success that MG had hoped for, and indeed other British manufacturers were also having problems selling open tourer versions of their saloons.

The "YT" Tourer did not benefit from 'displayed' woodwork but had the same standard of seat trim. It did have more instrumentation, in that there was a tachometer (or Rev counter) in front of the driver, the speedometer was positioned in front of the passenger with a central bank of subsidiary dials in the centre giving a similar sporting appearance to the TC with a "double scuttle" dash.

#### THE YB

In 1952 MG Car Company updated the "Y" Type and an improved model was launched, known as the "YB". The "YB" had a completely new Lockheed braking system and a much more modern hypoid type of back axle. Road holding was also improved by the introduction of smaller 15-inch (380 mm) wheels (the "Y" and the "Y/T" both had 16-inch (410 mm) wheels). The "YB" also had an anti-roll bar fitted to the front of the car and stronger shock absorbers, or dampers, were fitted.

Little else was changed about the car, which was by now looking extremely dated. The YB soldiered on until the end of 1953 and the MG ZA Magnette was introduced in 1954.

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## 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](mailto:keiella@telkomsa.net) or P O Box 1154, Sedgfield, 6573).

## WEBSITES WORTH VISITING:

[www.mgcarclubsc.co.za](http://www.mgcarclubsc.co.za)

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

[www.mgcc.co.uk](http://www.mgcc.co.uk).

[www.motoring.co.za](http://www.motoring.co.za)

[www.mgcc-north.co.za](http://www.mgcc-north.co.za)

[www.motorheads.co.za](http://www.motorheads.co.za)

[www.motorheadsdiary.com](http://www.motorheadsdiary.com) (for motor sport / Historic racing diary)

## REGALIA

For Club Regalia, please email your requests to Ron Hollis ([rphollis@gmail.com](mailto:rphollis@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.

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*(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](mailto:linda@inkfight.com) Bruce has several items already satisfactorily embroidered as a trial and will show them on request.

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## FOR SALE

*This section of the Newsletter is sadly lacking in input from members, c'mon guys, where are all those spares or potential rebuilds you can no longer contemplate. Ed.*

**For Sale** MG TD hood frame, new, bought from Moss, contact Jeff Levy 044 6202474 or [levy.jeff@ymail.com](mailto:levy.jeff@ymail.com)

**For Sale:** For used MGA and MG Magnette spares, contact Ricky Cooper on 0828222146 or [rcooper@cyberperk.co.za](mailto: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](mailto: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](mailto:brucejhenderson@gmail.com).

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**FOR ANY CLUB RUNS:**

- Meeting place: **KNYSNA** – The Quays at the Waterfront end of Grey St.  
**SEDFIELD** – Engen One-Stop.

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.

## ATTENDANCE REGISTER

The attendance register, below, has been updated to include all events to end of October.

MEMBERS NAME	PARTNER	THIS MONTH	ACCUM	TOTAL
Albisser Tony	Elsbeth	2	2	8
Baker Lew	Heather			2
Battison Dave				
Bechlars Philip	Martina			
Bickley Fred	Cheryl	2	2	7
Burton Keith	Ella			16
Bush Marion	Gavin			
Cleland Jim	Glen			11
Clough Pat	Ali			9
Cooper Ricky	Colleen			23
Davey George	Margie	2	2	2
Davidson Brian	Jose	1	1	16
Doig Pete	Anne			
Douglas Murray	Anne	22	4	16
Dunlop Denis	Gill	22	4	18
Esterhuizen Tom	Jeanette	2	2	15
Fisher Roger	Alva			7
Frost Norman	Jennie			6
Giggins Barry	Joan	2	2	7
Gilbert Greg	Rae			
Grevensteyn Rudolph	Sharon			9
Hamilton Allan	Brenda			
Henderson Bruce		2	2	30
Henderson Mike				
Hewitt Lionel	Rose			9
Holliday Clive				2
Hollis Peter				4
Hollis Ron	Dee	2	2	29
Houseman Marilyn	Dennis			3
Jones Dave	Fay			4
Koch John	Jillian			
Koncki Heinz	Paula			10
Langman Frostie	Sue			14
Lawson Ross	Antoinette			6
Le Feuvre Tim	Sheila			
Lyons-Lewis Tony	Lorna			27
Mackey Ray	Angela	22	4	21
Mangan Geoff		22	4	10
McCallum John	Louise			
Metelerkamp Neil	Norma			4
Mentz Bunny	Jan	2	2	15
Mulder Chris	Ludy			
Mullany Fred	Jo	2	2	20
Orsmond Ret	Julie			
Parfett Ed	Jennie	2	2	11
Parker Wilf	Jenny	2	2	11
Paton Duncan	Lesley	22	4	23
Putter Willie	Linnea			
Reitz Fritz	Madene			3
Rolf Anthony	Corrine			

Rosser Phillip	Amanda			2
Scanlen Errol	Iorr			
Scheepers Bert	Renate			
Slade Keith	Yvonne			
Stead Heyns	Anne			
Stockdale Brian	Dawn			2
Tops Paul	Barbie			
Underwood Colin				
van den Bor Frans	Ellen			
van der Hoven Hugo	Kath			
Vadas Peter	Vivian	2	2	14
Vadas Robert	Annabel			
Wessels John	Jane			4
Williams Denny	Pat	2	2	11
Wilsher Martin	kim			
Winter George	Liesel			7
Woodgate Geoff	Merceda			6
Yendall Graham	Sylvia			18

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	1/2
5	Cafe Francois	11/02/27	14/18
6	AGM	11/03/01	27/27
7	Old Nicks	11/03/27	2/5
8	Cafe Francois	11/04/17	16/19
9	Knysna Car Show	11/05/15	30/34
10	Old Nicks	11/05/29	2/5
11	Duttons Cove	11/06/07	1/2
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	1/2
16	Witsand w/end	11/08/19	3/5
17	Cafe Francois	11/08/28	2/3
18	Lemon Grass	11/09/06	14/16
19	Old Nicks	11/09/25	9/14
20	Cape Centres	11/10/27	9/10
21	Cafe Francois	11/10/30	8/11



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Norman & Jennie Frost

E-mail: [norman@frostbrothers.co.za](mailto:norman@frostbrothers.co.za) Website: [www.frostbrothers.co.za](http://www.frostbrothers.co.za)

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