



NEWSLETTER No 11/13 NOVEMBER 2013

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EDITORIAL

In this edition Geoff Mangan gives us an update on the rebuild of his TC and there are stories on the Goodwood Revival from Fred Mullany and the technical tour to PE from Bruce Henderson.

Those of you still able to throw your leg over (a bike that is) will be interested to know that this year's Fairest Cape Rally was won by club member Tony Lyons-Lewis on his 1926 Norton. Believe it or not Tony's brother came in second with only 2 seconds separating them. A great achievement and possibly unique - I wonder if brothers have ever achieved such a result previously?

There are a few events worth considering before the year ends, not least of which the popular prawn braai on the 6th December and a yet to be announced replacement venue for the last breakfast run of the year (which was scheduled for the Bistro) on the 24th of this month. More on those two events in future communication from Fred.

Keep the revs up !

Ray

FROM THE HIGH CHAIR, November 2013:

Already the end of the year looms around the corner and at the rate that time is passing, we will be into our big 2014 Indaba year in a flash. We look forward to seeing you at the penultimate event of this year, the traditional Christmas Prawn Braai. The club will this year be partially sponsoring the evening and in addition, Duncan will be awarding prizes to members who have 'stood out' during the year. Please let Fred know if you are coming.

Good news! - We have been assured by the Knysna Hillclimb organisers that the event WILL take place in 2014 over the week-end following the Indaba. Arrangements are being made for a public announcement by the sponsors who will sign an agreement believed to be for three years. As usual, the MGCC will be very much involved in the managing of various facets of the event.

2005 was the 50th anniversary year of the MGA. Mike O’Keefe and others of the Johannesburg Centre arranged what I am told was a magnificent tour to commemorate this milestone. Consequently they have been prevailed upon to celebrate the 60th anniversary in even better style! Mike and his team are already putting together a special tour for 2015 which will probably start in the KZN Drakensberg and extend via Kokstad, East London, Port Elizabeth, Knysna (surprise!) to Cape Agulhas before finishing at Graaf Reinet. They are looking for owners of MGAs and ‘Z’ Magnettes who might be interested in joining the tour. It should be noted that there will not be a restriction on where participants join or leave the tour; it will be their choice. If you are one of these owners, please consider coming along and let me have your details. South Cape is already the centre with the second most participants after Joh’burg.

The launch of the MG3 in the UK has caused a stir by the accounts in Safety Fast. Let us hope that the marque’s credentials are maintained into the future by this car and the MG6 but let us also hope that sanity will prevail and that a new sports car sees the light of day in the not too distant future. The South African agents will be receiving 80 MG3s to sell in the New Year and we are hoping that they will contribute to and participate in our Indaba with the car.

Royal Mail in Britain is due to celebrate “the best in British motor cars” with a new stamp series that will show six classics including an MGB, an E Type, an Aston, a Morgan, a Lotus and one other. Good to see MG at the head of the list!

The Peking to Paris rally for pre-war and pre 1975 classic cars is a known car breaker – ask Robert van Zyl. Most of you will recall Robert participating in the 2012 Car Show and doing the Hillclimb in a little blue 1920’s Bugatti. Robert and wife, Trish, accustomed to driving in the Baviaanskloof where they have a house, attempted the 2013 rally in a late 1940’s Chev coupe. Unfortunately a broken back axle in Western Mongolia could not be repaired and they had to abandon the rally. Not so the MGs in the event; an SA and a TC. They did themselves proud and although not without incident, finished together in Paris in the top ten of 96 classic starters. Read the story in the September Safety Fast.

Finally, warmest congratulations to Tony for not only completing the Fairest Cape Rally on one of his Nortons (recently his efforts have been plagued by a series of breakdowns) but for being placed FIRST in the event.

Drive safely and enjoy the MG outings in the warming weather.

Bruce.

DONATION TO THE MGCC SC CENTRE:

I would like to acknowledge a very generous donation to the Club from Kevin Bates of Belvedere. Kevin has been an MG fan in the past and had a collection of MG books of which any enthusiast would be envious. The books now belong to the Club and, for the moment, I shall take care of them but they are available to all members – please contact me if you would like to borrow any of them. The list is as follows:

TITLE	AUTHOR	TITLE	AUTHOR
MG CARS THE EARLY YEARS (Brooklands Books)	M ALLISON	MG MIDGET SERIES TD & TF	BMC Workshop Manual
MG CARS IN THE THIRTIES (Brooklands Books)	R M CLARKE	WORKSHOP MANUAL TA - TF Autopress Ltd	Kenneth Ball
MG CARS 1929 - 1934 (Brooklands Books)	R M CLARKE	SERIES A and MAGNETTE	PHILLIP SMITH
MG CARS 1952 - 1954 (Brooklands Books)	R M CLARKE	THE MAGIC OF MG	MIKE ALLISON
MG CARS 1955 - 1957 (Brooklands Books)	R M CLARKE	MAINTAINING THE BREED	JOHN THORNLEY
MG CARS 1957 - 1959 (Brooklands Books)	R M CLARKE	THE STORY OF THE MG SPORTS CAR	F WILSON McCOMB

Thank you, Kevin!

Bruce.

PAST EVENTS:

Technical Tour to Port Elizabeth

Towards the end of last month, Peter Pretorius and Peter Turner took 23 members of the MGCC and the GRMC (about half in classic cars) and a couple of brave ladies to Port Elizabeth on a "technical tour". After picking up the Plett contingent, the first stop was for lunch at Le Chameleon in Humansdorp. This set the benchmark for the very high dining standards of the rest of the trip!

The arranged visit to the Hi-Tech Automotive Plant was something we were all looking forward to but unfortunately this had to be cancelled as the factory was placed under business administration the day before. As a sideline, we believe that things are 'coming right' at the plant and we wish Jimmy Price and his staff well.

Instead, we went to the St Croix Museum off the Old Cape Road in PE where Eben de Vos kindly allowed us to spend time looking at his large and varied car collection.

A few of us had a pre-dinner drink at the EPVCC Club House. It was good to see how well supported it is and how dedicated the volunteer barmen are to keep it going. However the average age of the attendees suggests that there may unfortunately be a problem ahead unless younger members can be attracted. We were well dined with a braai at the V & A B&B in Walmer where most of us stayed.

The next morning saw us on our way to the VW plant at Uitenhage. A well run tour of the factory in a Polo 'train' to see the modern, computerised, robotic assembly of the VW Polo was most interesting although it would have been more so had the tour included the new automated body pressing section, the paint shop and the engine assembly plant. Their VW museum was well worth the time spent there. Many of us were surprised to discover that the Polo is the only VW model produced in this country.

Returning towards PE, the next stop was the first of Shatterprufe's factories to see the manufacture of automotive and other glass. Because of Peter's connections with the company, we were very well treated and given a talk about the business followed by lunch. We drove into PE to the second Shatterprufe factory where specialised large curved windscreens are made for busses and trucks and where more specialised items such as windscreens containing multiple sensors and aerials are made.

A stop off on the way 'home' at the busy Bridge Street micro brewery and pub replaced the fluid lost during the day and perhaps showed us that Mitchell's really needs a similar facility on the lagoon at the Waterfront.

The tour the following day started at the N M University. The various engineering departments put on most interesting displays for us which included engine assessment on a dynamometer, electronic, computerised machinery control, alternative energy production and use, and finally the department of Automotive Engineering showing us their energy conserving racing cars. Apart from providing the teachers and students with an enormous amount of fun, this research and the competing of these cars in an international racing series may well lead to useful developments in the harnessing of alternative energy.

This was followed by the final attraction starting with lunch at the SAAF museum adjacent to the airport and then a tour of the museum. Managed by a handful of dedicated enthusiasts, most of us felt a sense of sadness for these few men and women and the museum because they are battling to keep it going. Much of their working equipment and especially a flying Harvard has been 'hi-jacked' by the 'big brothers' in Cape Town

and Pretoria. Never-the-less, the hangars contained a large amount of most interesting material and we enjoyed the visit.

Sincere thanks to the two Peters for arranging an exceptionally good tour and especially to Ann Parker who very kindly was our evening bus driver allowing us to let our hair down just a tad!

Bruce.

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Goodwood Revival 2013 Tour & Hi-Lites (words and pictures by Fred Mullany)

Graham Yendall talked so enthusiastically, of his experience 2 years ago, that I asked if he considered going again, I'd be appreciative of tagging along. Suddenly, towards the end of 2012, I was told – we've been offered 4 tickets – do you want to go? A rare occurrence, as all 145,000 tickets were sold out. Immediate acceptance and the trip to a Classic Car Extravaganza, was on – frantic searches by Sylvia Harvey – Grahams partner, for accommodation and flights etc started.

On September the 11th Sept I left George and flew to Dubai, connecting to Gatwick- landing 07h30 on the 12th. Graham & Sylvia picked me up, en-route to their Daughter, who lives close by. We had a cuppa and G & I headed for Brooklands.

Graham joined his family for lunch and I headed for Merc-World – the sales base, for Mercedes vehicles in the UK, which includes a skid-pan and test track. One is allowed to drive a vehicle, with a pro, for 275 quid.!! A really top-notch professional exhibition, of a great manufacturer and lots of historic vehicles displayed.

Peter Pretorius joined us at the Museum and we looked around together. He had driven in independently, having visited the Morgan plant and many other suppliers.

We then headed for Chichester, me with Peter, using his cell phone tracking system - I found it amusing, that we were tootling down an A... Freeway, looking for typical English signage, a voice said: "Ry reguit aan, om die Sirkel 300m voor, en vat die tweede afrit links, dan regs - na die een-sewevier".

Bugger me, if we didn't wind up outside the Hotel!!

Shower, then Italian restaurant meal and early to bed, to head for **Goodwood** - 07h00 start.

We had agreed to participate as dress theme; by wearing Simola Hillclimb – Marshall's - Overalls, with MG and RSA flag-badges – we received quite a number of compliments, at the circuit, on our attire.

(I borrowed Ricky's overall and had a piece let in to the waist band, so I could wear it and promptly lost 7kgs – in the cause.!!)

One has no idea – certainly I did not appreciate - the crowd participation and special effort everyone makes, in dressing the part and in tune, with 60's, 70's, 80's dress code and the tribute / involvement of armed forces, Flying Core, Service Organisations. Even the Police are present in their Triumph Heralds Sunbeam Rapiers, plus Motorcycles of the era.

This year was dedicated to Aston Martin as a marquee and a special dedication to Jim Clark and his Career, with most of his vehicles being driven in a Parade each day and raced by Jackie Stewart and Dorio Franchetti., amongst others. One of the features in going into the pit area , was that you could see & be within a meter of Tom Kristenson, Jon Alesi, Adrian Newey, Phil Reid , Derek Bell and a host of celebrity –ex world champions – Wayne Gardner was in the bike Pits, along with a host of ex Superbike and GP riders.

This year Lord March and his Committee had a new "Earls Court" replica of model launches, together with new models like the Jag and Aston. The Auction was advertised prominently and on the first night, results exceeded expectations and set the tone, when the Alfa was sold for 5.9 million quid. The quality and presentation of everything was outstanding.

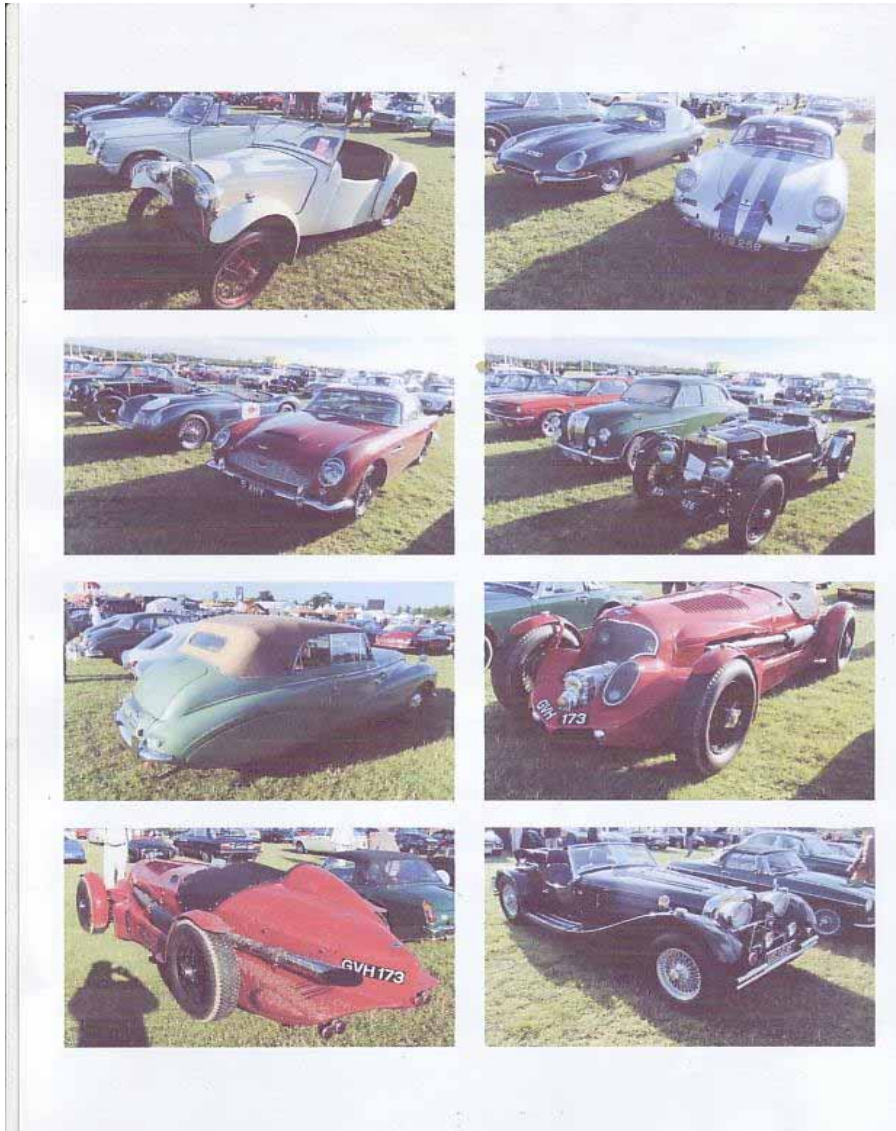
See separate press release from Lord March saying the value of cars for the grid – special feature 2hr endurance race for "Racing" GT 40's exceeded 150 million quid. 28 starters on the grid – cars which had raced in Le Mans, Daytona, Sebring, Silverstone and The Brickyard- Indianapolis, amongst other illustrious racing venues.

The roar was ear / nerve-shattering, on the start grid– excitement equates to noise – a fact !!

We spent most of one morning in the Classic car Park (see pictures below) nearest to the circuit- about 1500/2,000 vehicles parked row upon row - ranging from Austin Sevens, to a street legal Bentley - with fish-

tail and supercharger up front, huge chromed exhaust exposed at cockpit height on the side finishing at the end of the body – painted in Ferrari red. Armstrong -Siddley's, SS jags, even a couple of MG's and hosts of everyone's pride and joy. Just simply an overwhelming gathering of Classic and vintage vehicles, in outstanding condition, which enthusiasts had driven to one of the greatest spectacles for this type of racing in the United Kingdom.

More on the show and exhibitors, in the next newsletter.



FUTURE EVENTS

2013 MGCC EVENTS CALENDAR (Revised)					
When possible runs will be on the 2nd Sunday and Noggins on the 2 nd Tuesday of the month. Regular breakfast runs on last Sunday of the month Please see under "Forthcoming Events" in the current newsletter for details: Meeting places: Knysna – The Quays at Waterfront Drive end of Grey Street Sedgefield – Engen One Stop					
Date	Day	Host Club	EVENT	Quays Start	GRMC Invited
November					
10th	Sun	MG	De Vaselot Bring & Braai Run via coupla passes	10h00	yes
24th	Sun	MG	The BISTRO L.Pleasant Sedge B'fast	09h00	yes
December					
6th	Fri	MG	Prawn Braai Angling Club	18h00	no
13th	Fri	MG	Kick wheels Bodge/Frost/Bruce # - Braai **	16h00	no
* Limited to 22 MG cars					
** Club Sponsored Sosaties & Bangers & a beer					

Nelson Mandela Motor Fair Port Elizabeth 7th December

Not an MG club event but one which was enjoyed by those who travelled through to PE last year. *(The effects of the previous evening's prawn braai may well have an effect on numbers. Ed)*

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MAINTAINING THE BREED

The Rebuild of Black Beauty (part 2) (words and pictures by Geoff Mangan)





THE REBUILD OF BLACK BEAUTY

My previous write up on my MGTC covered the easy part of the rebuild, the stripping of the car. Now time has seen my February 1946 MGTC progress from a rather sad looking post war sports car into something resembling a beautiful machine.

Many stressful corners have been turned with help from Tony L-L, RICKY Cooper, Keith Burton, Denny Williams and Oscar just to name a few people.

Denny & I took on the task of refilling the MGB temperature gauge with Ethanol under frozen conditions. Information gained off Google & not expecting it to be successful, we to our surprise found that the gauge worked perfectly. When being tested in boiling water, we saw 100degrees on the gauge. As you would see this then opened the door to the fitting of new decals purchased from a company in the USA named "From the Frame", to all the instruments, getting the French watch maker in Knysna to repair my electromechanical clock of close to 70 years old which works now as it did when new. The carb's came next & thanks to Keith Burton this included a cleanup & polish plus a stainless steel heat shield. All followed by overhauling of the starter motor & generator; my confidence was at an all-time high, nothing could stop me in making my stripped almost naked MGTC into something of beauty. So I decided to reset the 4 leaf springs using a chart of sizes given to me by Keith. This meant cold bending each spring assembly in my bench vice to the charts size. How my vice stood up to the abuse I gave it I am not sure, as I used a 1, 2 meter extension to bend the springs. New polypropylene bushes were brought in from John James of Totally T Type 2 (TTT2) & fitted. Now these sounds easy to me as I write this update, but let me say here & now it was an absolute swine to assemble by myself, the bushes are firm to being utterly tight on the shafts. I finally managed it.

Petrol tank went into Silverton just for a clean & brush up, so I thought! Leaks were evident, repaired & now in excellent state. I rush ahead. I forgot to say that by now all the body panels were off the car. My front wings came under focus as they did not look quite correct on the nose section. Well how could they, they were off a very later MGTC? Not satisfactory I said. Moss offered me 2 new wings & with transport costs it would have been R25000 minimum. Their photo's showed only the later TC designs, so not suitable. So how to solve this problem? I decided to photograph every TC I could find only to see all were slightly different from each other. Much to the amusement of The Houseman's, I decide that theirs were the closest to the pictures in "TC's Forever" so I made up a 3D mould in cardboard & had the nose section completely reworked by an excellent handyman in Knysna. Now we are in business & can go forth. The MGCC clubs editor offered to paint all my TC's body panels. What I didn't know at the time was that this was his training programme for the paint job on his own MGB, so there was plenty of paint applied.

Having solved some major problems on the car I boldly said I would finish the paint job by flattening the panels with 2000 wet & dry & then polish the results with Ricky Cooper's special polisher. Thankfully I had a 2 month holiday with family & met my future mother in law in the UK. So I'm rested & raring to go. It took the whole of July & August of flattening & polishing. The owner of Steyns in Knysna said a half a litre of polish was all that was required, so how come I used near 2 litres? But the job was complete.

The new electrical harness purchased from MOSS UK arrived, had to pay import duty & VAT. Tony L-L & I then examined the terminations only to find that Moss had sent me a harness that interrupts the rear brake light circuit to show indicating either right or left. As I had already fitted 2 motor cycle indicators on the rear I now need to modify the harness design to get this lot to work. I've been putting this off as it needs me to get inside the foot well on my back to start this .I recently had a knee operation which means my crawling days are over for a while. Anyone fancy spending a few idle hours on their back?

Wheels are now painted, what a job? First shot blasting, then undercoating quickly before rust starts. Spraying 5 wheels with spokes is like watching grass grow, plenty of paint applied but each & every spoke has got to get a full coating of paint. Thankfully this is now complete & Tony L-L says I should be able to fit the 19 inch tires myself. I think this can wait a while!

So Black Beauty has tested my resolve & I can still stand upright & say I am nearly there. A question I keep asking myself is why my cost estimates seem to turn out to be 35% of the actual cost? I am not complaining as Black Beauty has given me hours of frustration, hard work & a dedication I didn't know I had in me.

It's all worthwhile I keep telling myself, as my car takes shape as you will see from the photographs.

Geoff Mangan

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F1 GRAND PRIX 60 years ago

Place	Driver	Car	Laps	Time/reason for retiring	Grid
1	Fangio	Maserati	80	2h 49m 45.9s	2
2	Farina	Ferrari	80	2h 49m 47.3s	3
	Ascari	Ferrari	79	accident-unclassified	1
3	Villoresi	Ferrari	79		5
4	Hawthorn	Ferrari	79		6
5	Trintignant	Gordini	79		8
6	Bonetto	Maserati	77	out of fuel	7
7	Mieres	Gordini	77		16
8	Mantovani/Musso	Maserati	76		12
9	Marimon	Maserati	75	accident	4
10	Maglioli	Ferrari	75		11
11	Schell	Gordini	75		15
12	Chiron	OSCA	72		25
13	Bira	Maserati	72		23
14	de Graffenried	Maserati	70	engine	9
15	A Brown	Cooper-Bristol	70		24
16	Moss	Cooper-Alta	70		10
17	H Stuck	AFM	67		29
18	Giraud-Cabantous	HWM	67		28
19	Rosier	Ferrari	65		17
20	Fairman	HWM	61		22
21	Wharton	Cooper-Bristol	57		19

22	McAlpine	Connaught	56		18
	Carini	Ferrari	40	mechanical	20
	Salvadori	Connaught	33	throttle	14
	Landi	Maserati	18	piston	21
	Bayol	OSCA	17	mechanical	13
	Fitch	HWM	14	engine	26
	Claes	Connaught	7	fuel pipe	30
	Macklin	HWM	5	engine	27

Fastest Lap Fangio 2m 04.5s 113.2mph / 182.17kph

World Championship 1953

- | | | |
|-----|--------------------------------------|------|
| 1. | Ascari | 34.5 |
| 2. | Fangio | 27.5 |
| 3. | Farina | 26 |
| 4. | Hawthorn | 19 |
| 5. | Villoresi | 17 |
| 6. | Gonzalez | 13.5 |
| 7. | Vukovich | 9 |
| 8. | de Graffenried | 7 |
| 9. | Bonetto | 6.5 |
| 10. | Cross | 6 |
| 11. | Marimon, Trintignant | 4 |
| 13. | Carter, Galvez, Hanks, Lang, McGrath | 2 |
| 18. | Agabashian, P Russo | 1.5 |

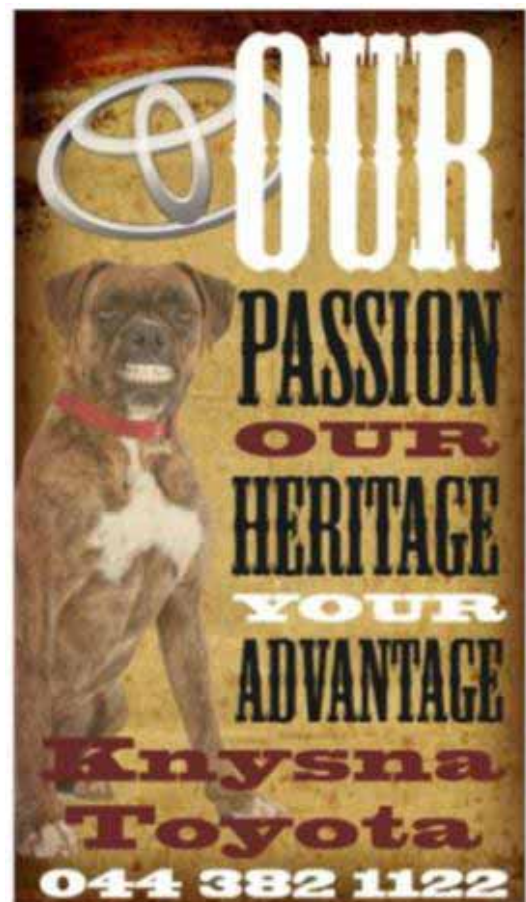
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Once upon a time in darkest Yorkshire....2 immigrants befriend a Yorkshire lass.....

When the Romanian finishes his beer he throws his glass in the air, pulls out his pistol and shoots the glass to pieces. He says, "In Romania our glasses are so cheap, we don't need to drink with the same one twice"

The Arab, obviously impressed by this, drinks his non-alcoholic beer, throws it into the air, pulls out his AK-47 and shoots the glass to pieces. He says 'In the Arab world, we have so much sand to make glasses that we don't need to drink with the same one twice either'

The Yorkshire Lass, cool as a cucumber, picks up her beer, downs it in one gulp, throws the glass into the air, whips out



her Colt 45 and shoots the Romanian and the Arab. Catching her glass, setting it on the bar and calling for a refill, she says 'In Yorkshire we have so many illegal immigrants that we don't have to drink with the same ones twice'

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Thought for the day - Seat Belts are not as confining as a wheelchair !!!

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 (keiella1@telkomsa.net)

WEBSITES WORTH VISITING:

www.mgcarclubsc.co.za

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

www.mgcarclub.co.uk

www.motoring.co.za

www.mgcc-north.co.za

www.motorheads.co.za

www.motorheadsdiary.com (for motorsport/Historic racing diary)

<http://www.myclassics.co.za/clubs.aspx>

REGALIA

For all regalia items please order directly from Ron Hollis (e-mail ron@bodge.co.za).

Item	Description	Size	Price
1	South Cape Windcheater	S to XL	R 300.00
2	South Cape Windcheater	XXL	R 310.00
3	South Cape Windcheater	XXXL	R 320.00
4	South Cape Golf Shirt - short sleeve	S to XL	R 210.00
5	South Cape Golf Shirt - short sleeve	XXL	R 220.00
6	South Cape Golf Shirt - short sleeve	XXXL	R 230.00
7	South Cape Cap	Fits all	R 70.00
8	South Cape Cloth Badge (to sew onto personal clothing)		R 20.00
9	Club Name Tag (Please specify required name & surname)		R 70.00
10	Bumper Badge (Brass) Lower tongue for drilling/mounting		R 150.00
11	Bumper Badge (Brass) 2 rear studs for grille mounting		R 150.00
12	South Cape Licence Disc Holder (permanent type)		R 30.00
13	South Cape Licence Disc Stickers		R 10.00
14	South Cape Club Sticker (smaller size than licence disc stickers)		R 8.00
15	South Cape Lapel button (approx 12mm)	12mm	R 20.00
16	South Cape Lapel Badge (approx 25mm)	25mm	R 40.00
17	South Cape Club Key-ring		R 80.00
18	MG Key-ring (please state colour preferences)		R 80.00



South Cape Golf Shirt



South Cape Wind Cheater



South Cape Cap



MG Key Rings and License Disk Stickers



South Cape Bumper Badges, License Disk Holder, License Disk Sticker, Sticker, Lapel Badges



South Cape Name Tags and Key Ring

FOR SALE & WANTED

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

For Sale Pair of newish Bullett -style wing mirrors - excellent chrome/condition (phone Fred 082 321 4700 or : go.knysna@afrihost.co.za) *

For sale MGA Twin Cam (YDH 5/930) roadster. All mechanics and hydraulics overhauled, new carpets and upholstery, fitted Weber 40 DCOE's on a Peter Wood Manifold (S.U.'s go with the car). Heritage Certificate.

R330 000-00. Phone Trevor 083 6525151 ***

For Sale 1967 MG1100 contact Christina Rock on 0823589273 or christinalynnrock@gmail.com***

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

For Sale MG TC or TD (maybe TF) original steering wheel.

It's rusted in spots but repairable. If any one is interested, they can e.mail me and I can send them pics. I am in Upper Claremont. 082 5723914 or leon@monzagroup.com ***

Wanted Conversion kit for MGA '60, from old Tecalemit style oil-filter (bolt thro centre), to spin-on modern, disposable, enclosed cartridge - Oil Filter (P'se phone Fred : 082 321 4700 or : go.knysna@afrihost.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 MG TC Two front shock absorbers and a starter motor. Phone Trevor 0836525151 ***



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ATTENDANCE REGISTER

MEMBERS NAME	PARTNER	THIS MONTH	ACCUM	TOTAL
Albisser Tony	Elsbeth			9
Baker Lew	Heather	1	1	1
Battison Dave				
Bechlars Philip	Martina			2
Bickley Fred	Cheryl			16
Bruce Brian				3
Burton Keith	Ella	2	2	24
Bush Marion	Gavin			
Cairns David	Susie			
Cleland Jim	Glen			17
Clough Pat	Ali	2,2,2	6	21
Cooper Ray	Pat	2	2	4
Cooper Ricky	Colleen	2,1	3	33
Cox Stuart	Dottie	1	1	1
Dabner Len	Sonia			
Davey George	Margie			9
Davidson Brian	Jose	1	1	15
Day John	Margaret	1	1	8
Doig Pete	Anne			
Douglas Murray	Anne			18
Dunlop Denis	Gill			13
Esterhuizen Tom	Jeanette			8
Fisher Roger	Alva			5
Frost Norman	Jennie			4
Giggins Barry	Joan			3
Gilbert Greg	Rae			
Gough Dave	Margee	2	2	13
Gregory Mike	Jan			
Grevensteyn Rudolph	Sharon			6
Hamilton Allan	Brenda			4
Hartzenberg Louw	Sarah			
Henderson Bruce		2,2,2	6	43
Henderson Mike				
Hewitt Lionel	Rose			14
Hogg John	Gill			10
Holliday Clive				1
Hollis Peter				4
Hollis Ron	Dee	2,2.	4	22
Houseman Marilyn	Dennis	2	2	8
Hunt Bob	Lindsey			6
Jones Dave	Fay			4
Koch John	Jillian			1

MEMBERS NAME	PARTNER	THIS MONTH	ACCUM	TOTAL
Lawson Ross	Antoinette			2
Le Feuvre Tim	Sheila			3
le Grange Poena	Rika			
Lodder Hugo				4
Lyons-Lewis Tony	Lorna	2,2,2	6	34
Mackey Ray	Angela	2,2.	4	20
Madeley Brian	Lyn			12
Mangan Geoff	Chris	2	2	12
Marsden Susan				2
Marucci Oscar				
McCallum John	Louise			2
Metelerkamp Neil	Norma	2	2	4
Mentz Bunny	Jan	2	2	11
Miller Garth	Shirley	2	2	10
Mulder Chris	Ludy			
Mullany Fred	Jo	2	2	35
Orsmond Ret	Julie			
Parfett Ed	Jennie			11
Parker Wilf	Jenny	2	2	6
Paton Duncan	Lesley	2,2,2	6	36
Posniak Peter	Patti			1
Pretorius Peter		1,1	2	11
Putter Willie	Linnea			3
Reitz Fritz	Madene			3
Rolf Anthony	Corrine			
Rosser Phillip	Amanda			2
Scanlen Errol	Iorr			
Scheepers Bert	Renate			2
Slade Keith	Yvonne	2	2	19
Smart Laurie	Kate	2,2.	4	22
Stead Heyns	Anne	1	1	3
Stockdale Brian	Dawn			
Thornborough Jim	Maxine			2
Tops Paul	Barbie			2
Urbanc Mirka				
van den Bor Frans	Ellen			
van der Hoven Hugo	Kath			
Vadas Peter	Vivian			9
Vadas Robert	Annabel			
von Zeil	Margie			9
Warne Alan	Jillian			4
Waterston Allan	Pam	2	2	10
Wessels John	Jane			
Whitehead Neville	Enid			
Williams Denny	Pat			6
Wilsher Martin	kim			
Winter George	Liesel	2	2	10
Witemann Otto	Rosy			
Woodgate Geoff	Merceda			2
Yendall Graham	Sylvia	2	2	18
Zerwick Rick	Dolla			1
Zerwick Karel				1



FROST BROTHERS
CLASSIC & VINTAGE CARS

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