



NEWSLETTER NO 12:11 DECEMBER2011

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FROM THE HIGH CHAIR

With ‘bridgetthemidget’ safely in the care of the shippers for her return to the UK and Roy Locock in Terry Estment’s capable hands in Port Elizabeth, I am now able to return to normality and belatedly write this story. My apologies for delaying the production of this newsletter.

What an explosion of MG spirit the past two weeks has seen in Southern Africa! Firstly, a group of MG enthusiasts in their MGs made round trips of thousands of kilometres into Namibia to meet fellow enthusiast, Roy, who is to be congratulated and admired for his courage, determination and spirit of adventure. Amid the pomp and ceremony of having the town square closed in his honour for his departure in Bridget, a 1977 Midget, Roy left the home of MG, Abingdon, on September 11<sup>th</sup>. 94 days and 17,680 kms later, we said goodbye to Bridget in PE.

He traveled initially with Chris Vernon in a similar car but unfortunately Chris had to return to the UK from the Sudan and did not complete the trip. Having driven across Europe, they passed through Turkey and then Syria, the scene of recent political upheaval. Roy makes light of the soldiers, weapons and tanks that they encountered but there must have been some scary moments. Jordan, Egypt, Sudan and Ethiopia followed and then a rock thrown up by a passing truck destroyed Bridget’s windscreen. In the ensuing ‘blind moments’, huge potholes severely modified her steering. A truck was hired to carry Bridget for the remainder of the distance to Nairobi (looking at the photos of this part of the road, this may have been a good thing!) but unfortunately in loading her, it seems that she was dropped and suffered further severe damage to her ‘undersides’. On reaching Nairobi, Roy was allowed to work on her in the local Landrover workshop. Remarkably, a list of spares was dispatched by Moss in London within an hour of Roy’s emailed

request. These reached Kenya within 36 hours but the customs authorities took another 5 days to release them.

Despite long hours effecting the repairs, including installing a Kenyan manufactured exhaust system and a Perspex windscreen, the outcome was that Roy was several days behind his proposed schedule therefore making it extremely unlikely that he would be able to keep the planned rendezvous with the South African welcoming contingent. The latter consisted of Ricky and myself from Knysna in Midgets and the Loaders, the Cunninghames, the Mercer-Todds and Alan Uzzel and friend in a variety of larger and faster MGs driven from Joh'burg. We had all been on the road for two days when we met in Upington where we had a welcoming booze cruise on the Orange River. The next day we set off for Grunau in Namibia from where we planned to travel north to meet Roy the following day. He had informed us that he hoped to be 'on time' having driven for two weeks without a 'rest day' and having increased the original daily distances. To our astonishment, he was in the pub at Grunau when we arrived! Such is the dedication and commitment of the man. The party was now ON!

From Grunau we spent an enjoyable day and night at Noordoewer on the banks of the Orange before travelling (hood down as always!) in 50 degree heat to Clanwilliam. Here we met the Fletchers from Franschhoek in their Frogeye Sprite and the Stokes in their Midget which Nigel drove down Africa from the UK in 1970! A detour to Paternoster for lunch preceded our arrival at Blouberg Strand for a photo shoot. We then spent three nights in Cape Town before travelling home to Knysna. Joan Parker, President of the Cape Town Centre, kindly arranged an evening at the Crankhandle Club where Roy addressed a group of members and partners.

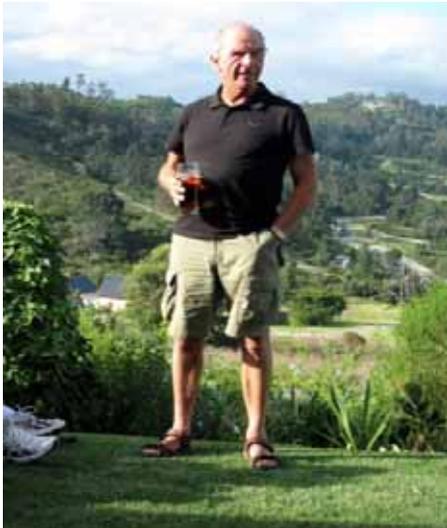
Was the travelling trouble free? **Not by any means!** My Midget was the first casualty, squirting water from the gasket behind the water pump and over-heating. A very poor design fault is brought up by the fact that the temperature sensor is in the thermostat housing, the highest point in the cooling system. When water is lost, an airlock forms at this point, the radiator stays nicely cool but the water in the block overheats and the sensor within the airlock does not reflect the engine temperature. What a pleasure it is to have Ricky's company and experience on these trips. He towed my car for 50 kms until the engine cooled. We then topped up the water and it became clear that as long as we drove no faster than 55 mph, there was no problem. The most valuable advantage for me was Ricky's reassurance that I could continue driving the car. Despite my slow pace, the 'convoy' stayed together for the rest of the trip again demonstrating the 'togetherness' of any MG group.

Kevin Loader's modern 'TF' was the next 'to go' with a burst rubber pipe bringing cooling water to the oil cooler. A metal alternative made up by a country mechanic saw him return to Joh'burg without further problems. Ricky's Midget then 'blew' a cylinder head gasket and subsequently damaged the head itself. Much hilarity ensued when he was towed by Roy, Bridget having already travelled the length of Africa! At the time, I was 'on tow' for the second occasion having lost more water. Ricky's stock at Knysna Motor Strippers included a spare head which was couriered to Sea Point and installed before our departure for Knysna. On the last leg, Ricky regained his composure and status by diagnosing a burnt coil in Bridget but despite his offers to tow her, the coil was replaced and off she went. Further mirth was caused by Roy's assurance that he would push the car to Knysna rather than be towed by Ricky!

The next demonstration of MG camaraderie was at our Christmas Prawn braai. We had a "full house", I think our biggest attendance ever, and were honoured to have with us, Roy, Norman Ewing, our National

Chairman, (who had flown to Cape Town and travelled with us to Knysna), and most of the the Joh'burg-Namibia group. The prawns were delicious and our thanks go to Brian, the organiser, those who "sweated over the hot stoves" and all others who helped.

Three days later, 30 members plus partners gathered to listen to Roy's account of his travels which included snippets of his first extended European tour in Bridget, his round-the-world journey and the recent drive down Africa. He gave us an entertaining and amusing talk which was much enjoyed by all. Roy, we salute you; go well friend!



From the MG point of view, next year promises to be as enjoyable as this year and I look forward to many hours of pleasure in your company. The time has come to wind down for the year end and I wish you and your families a very happy Christmas and everything of the best for 2012.

*Bruce*

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## EDITORIAL

In this, the last edition for 2011, I have tried to catch up on several recent events including the mind boggling trip undertaken by Roy Locock and reported on in detail by Bruce, the MGTC rebuild undertaken by Tony Lyons-Lewis, the visit to the Rudi Grevenstein and Lew Baker garages, and a recent ride on the Choo-Tjoe line reported on by Tony, probably the first bit of rolling stock to move along the line for some years and something of an adventure, arranged by Ron Hollis.

The trip to the garages of Rudi and Lew was thoroughly enjoyed by those who attended and perhaps the format for similar visits to other private car collections in the near future ? I have included a few selected pictures and a description of the event, curtailed due to space considerations ( I could have filled the entire Newsletter with the pictures supplied by enthusiastic members)

The Christmas prawn braai was attended by some 70 people according to the attendance register. This was a turnout sufficient to draw praise from guests Terry Estment and Norman Ewing who suggested that the South Cape branch of the MG car Club was the most active and best supported in the country. This was a well organised event thoroughly enjoyed by all and thanks once again go to Brian Davidson for putting it

together. Brian is relinquishing the post of Events Organiser at the end of the year and his portfolio is being taken on by Fred Mullany, good luck Fred, you have big shoes to fill and we know you will do so admirably.

Have a nice Christmas and a healthy 2012

Ray

## RECENT EVENTS

VISIT TO THE GARAGES OF RUDI GREVENSTEYN AND LEW BAKER - A SPECTACULAR & HISTORIC DAY 8<sup>TH</sup> NOVEMBER, 2011

Fourteen cars met at the Quays, we picked up another 8 in Sedgefield & a few guys came directly from George – so altogether we had about 30 cars & a wonderful gathering of approximately 45 girls & guys. Mostly MG's, but a good selection of GRMC cars.

Rudy & Sharon's new home is in a prime position at Wilderness, with 5 double wooden garage doors – the sight of his magnificent collection is fantastic. The garage is paved in an off-white ceramic tile, with posters, banners, and memorabilia....and then there's the cars.

Pride of place, the Hispano Suiza – only 1 in Southern hemisphere, Lagonda, Rolls Royce's, 2 W.O. Bentleys, Alvis, Packard, Aston, Jag, Alfa, Porsche & so on. The collection includes the ex Sir Malcolm Campbell's Bentley coupe - in pristine condition. Some 20 cars, all in excellent condition.



Well done Rudolph – a long to be remembered experience, thanks to you and Sharon for inviting us to your home.

On to Lew & Heather Bakers lovely home in Heatherland’s George - marvellous setting.

Parked in the garden we had 4 x TC’s, alongside one another, flanked by Bunny’s TF & Don’s Morgan - to the side. What a spectacle!!

Many congratulations to Lionel, Ricky, Tony and Dennis on their cars – a truly historic occasion.

Lew’s workshop is a great talking point, filled with nostalgic, historic & modern motoring “bits” - all of which Lew can rattle off book chapter and verse, in his inimitable way! His machine shop and facility is envious - I think most of us felt our garages paled into insignificance. (Lots of oohs & aahs and... look at that!)

Lew’s personal cars are eye catching, complemented by a reworked AC Aceca about 1955 vintage, with a Bristol 2litre 6cylinder engine and an Aston Martin. The ex Doug Serrurier racing early Lotus and an old Austin 7 special hillclimb racer - looking a bit forlorn, await attention. Lew is busy with his single seater sports racer with offset 1,5l motor, the quality of build & workmanship is apparent.

In a separate section is a refurbished 1934 Aston Martin chassis. Lots of engine blocks, wheels & bits, adorn the rest of the garage, which has a room dedicated to a milling machine, lathe, grinders etc; a well used work place.



Thanks to our hosts Lew and Heather and helpers, for an enjoyable braai, in a lovely garden setting.

Without doubt, enjoyed by all & will be long remembered. An enthusiastic gathering, with lots of smiles & cheer!!

*Text by Fred Mullany, pics by Fred and Tony Lyons-Lewis.*

## A FUN OUTING ON THE KNYSNA RAILWAY LINE

Dee Hollis' brother farms in the Graaff-Reinet area and, on their farm, there is a stretch of disused SAR & H railway line.

An abandoned Gangers trolley has been refurbished, a 5HP petrol engine added and the whole contraption christened "Rooibok". It is used to take visitors to the top of the pass and back again and can carry 8 or 9 people.

The aforementioned "Rooibok" recently spent some time in Bodge Engineering, having some maintenance and repairs carried out and a very stylish canopy added and, of course, the modifications needed to be suitably "checked out" before it returned home.

Sunday 6 November I dragged Lorna out of bed at 06h00, fed her and set off to meet Ron and the group up at Keyter's Neck, just opposite the Rheenendal turn off on the N2. Warm jackets and a knee rug were the order of the day, Pat & Allie Clough joined the group and 9 of us set off at 07h00 along the Outeniqua Choo-Tjoe line. There is a lot of vegetation encroaching on the line, generally this stretch is in fair condition but desperately in need of a new lease of life – when will our dumb authorities wake up to the fact that this is a national treasure and really needs to be properly utilised.

We glided down the gradient, crossed the Brenton road and dropped steadily to the Lake Brenton "station". Thereafter it was a steady trundle over the two bridges on the lagoon and finally into Knysna station.



The amazed look on the faces of passers-by caused some giggles amongst the passengers.

After coffee at the Waterfront Caltex, we returned the same way (duh! Obviously!) with a great many photo shoot stops. One certainly gets a different perspective on the beauty of the place we all call home. No wonder the steam train was such a popular tourist attraction!

**Thanks, Ron, for a really enjoyable morning – we all look forward to the commissioning of the Inspection Car currently being restored by The Friends of the Choo-Tjoe!**

*Members might be interested to hear that the SAR gangers Inspection cars supplied during the early part of the last century were built in big numbers by the Riley Motor Co. and powered initially by a 41/2hp single cylinder water cooled engine coupled to a 2 speed gearbox. Two versions were built, one having an upholstered seat for long distance inspections, the other pulling a trailer which was fitted with a dynamo. The durability of the Riley engine was acknowledged further when SAR bought more trolleys, this time powered by a V twin engine and fitted with a 3 speed gearbox. When Stanley Riley visited South Africa in 1912, the original trolleys were still in use. (It would be interesting to find out if the trolley being restored in Ron Hollis' workshop started life powered by a Riley engine?) Ed*

#### THE CAPE TOWN CLASSIC CAR SHOW

Graham Yendall and Sylvia along with their German Pointer called "Star" attended the Cape Town show and Graham reports the following:

"The B ran like a bird and we were the only entrant from our neck of the woods but I would like to think that we kept the flag flying high as most of the Cape Town members were quite impressed that we made the effort to travel all that way.

The MGs were not all that well represented but the Dart Club as well as the Morris Minor Club showed up in numbers.

The weather played along and it was interesting to browse through the plus minus 1500 exhibitors and stall holders.

Just a reminder to all the members that we will be hosting our second annual **Classic Car Show in Plett on Sunday 1st April 2012** and hope to improve on our first one and raise a lot more money for local charity.

We look forward to seeing all the members and their cars at our show."

*Graham Yendall*

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#### NEW MEMBERS

This month we welcome Mike and Jan Gregory who now own the ex Ricky Cooper MGA Twin Cam. We hope to see you both on next year's events.

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## 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.**

| <u>Date</u>                | <u>Event and venue</u>                                   | <u>Details</u>  |
|----------------------------|--|---|
| <u>January</u>             |  | <a href="#">1 and 2 January New Year Holidays</a>   |
| Tuesday 17 January         | Noggin-Picnic at Brenton on Sea to view the sunset       | Meet there at 1700  |
| Sunday 29 January          | Breakfast run to Cafe Francois                           | Meet there or at the Quays at 09h00   |
| <u>February</u>            |  | <a href="#">British Motor Bike Association 10 -12 February</a>  |
| Saturday 11 February       | George Car Show  | Leave the Quays at 0830 to travel to George   |
| Sunday 19 February         | Gymkhana and bring and braai at Buffalo Bay caravan park | Meet there or at the Quays at 10h00   |
| Sunday 26 February         | Breakfast run to Old Nicks                               | Meet there or at the Quays at 09h00   |
| Tuesday 28 February        | MGCC AGM with bring and braai                            | Meet at Knysna Angling club at 18h00 sharp  |
| <u>March</u>               |  | <a href="#">Australian GP 15-18 Mar</a><br><a href="#">Malaysian GP 23-25 March</a><br><a href="#">DJ Run 11 to 13 March</a><br><a href="#">Wed 21 March Human Rights Day</a> |
| Monday 5 to Friday 9 March | Tour   | TBA   |
| Tuesday 20 March           | Pensioners' lunch run to Enrico's                        | Meet there at 12h00 or at the Quays at 11h00  |
| Sunday 25 March            | Breakfast run to Cafe Francois                           | Meet there or at the Quays at 09h00   |

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## MAINTAINING THE BREED

### THE LYONS-LEWIS TC

The year after I finished Matric in Cape Town, a pal of mine bought a left-hand drive MG TD. The car was partially stripped and we set about a rebuild, guided by his father, who was a very good woodworker.

Many body timbers were fabricated and the car was put back on the road – and he still owns it to this day.

The TD was okay but I really fancied a TC, which I could not afford. In 1973, Afrox sent me off to the UK as part of my career development, returning in 1975. I was transferred to Johannesburg and very soon after that, my brother dragged me off to see a TC in Edenvale that was for sale. I paid R1500,00 – all I had to my name, and drove it home

It was not in very good condition, had all the wrong instruments and steered like a super tanker in high seas!!

The long-term plan was for a full rebuild one day but, in the meantime, to use it if possible. After a bit of a fiddle, I transferred it into my name without a roadworthy (it would have failed) and proceeded to run it on various events in Johannesburg. One such event was to parade the drivers for the F1 Grand Prix at Kyalami in 1979 and I got Niki Lauda and Miss South Africa as my passengers!



*(I thought this picture deserved a little more space. Ed)*

Later my dear wife Lorna joined my life and, as happens, children and a career followed, with all the commensurate demands on time and attention! The TC continued to run in it's shabby state for many years.



Finally, it broke a half-shaft and, upon inspection, diff oil was found to be leaking into the back drums, steering was now half a turn free play and the brakes worked sometimes! The car was put on blocks and it's licence kept valid.

Every time I went overseas on business, much needed parts for the eventual rebuild were obtained. I bought an original rev. counter and speedometer, all the curved English Ash wood sections, a brake master cylinder and a host of other bits and pieces. A voltage regulator, tail lights and parking lights were purchased at a club swop meet in Johannesburg and steadily the MG Shelf started to look like there was enough for a rebuild. Fat chance!!!

Early retirement and the time arrived for a rebuild to start. On 14 February, 2008, the stripping of the car began.



The chassis had been badly abused and critical parts were missing. The likes of Bob Baylis in Johannesburg and Mike Allison in UK provided important detail and parts and the whole assembly was finally sand blasted and I spray-painted it in the driveway!

The engine, gearbox and differential were all fully overhauled and painted, ready for final assembly into the car. Steady progress was made over the next three-and-a-half years ! The body went back onto the chassis and then all the brake pipes were remade and installed.



The next major task was to install the overhauled engine and gearbox.

Wiring went in and about a thousand other activities took place, not the least of which was the upholstery and hood. Here Lorna played an invaluable role in cutting, stitching, gluing and generally managing the whole project!

On the 17<sup>th</sup> July 2011 the engine was started for the first time in many years and ran smoothly – but there was a whole load of work still to be done before the car would be on the road.

I owe a huge amount of gratitude to people like Don Steenkamp for all the powder coating, Ricky Cooper and Ron Hollis for many bits of advice and help, Roger Davis for marine ply to re-make a botched dashboard backing bit and many others.



Lorna spent an awful lot of time on the Internet, researching advice and information where I did not know how something needed to fit or what it looked like as mine was missing.

Finally the car took to the road on 9 October, some 44 months after the strip started.

Shortly thereafter we set off to the Cape Centres gathering in Graaff-Reinet in the car and it ran there and back without any difficulty!



As would be expected, there are still a number of things needing attention and I don't for a moment expect the job to ever be totally complete – every time an old vehicle is used, some adjustments and attention thereafter are called for!!

*Tony Lyons-Lewis*

# 34 Tapas & Oysters

NOW OPEN

The eating place where great food, good friends and sticky fingers meet. 34 Tapas & Oysters is all about Knysna's laid-back lifestyle: a water-side mixture of all the good things in life with a touch of the old Outeniqua Rust that makes living in the Garden Route so appealingly comfortable.



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supremebumpers1@cybertrade.co.za

## 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).

## WORDS WOMEN USE

- (1) **Fine:** This is the word women use to end an argument when they are right and you need to shut up.
- (2) **Five Minutes:** If she is getting dressed, this means a half an hour. Five minutes is only five minutes if you have just been given five more minutes to watch the game before helping around the house.
- (3) **Nothing:** This is the calm before the storm. This means something, and you should be on your toes. Arguments that begin with nothing usually end in fine.
- (4) **Go Ahead:** This is a dare, not a permission. Don't do It!
- (5) **Loud Sigh:** This is actually a word, but is a non-verbal statement often misunderstood by men. A loud sigh means she thinks you are an idiot and wonders why she is wasting her time standing here and arguing with you about nothing. (Refer back to # 3 for the meaning of nothing.)
- (6) **That's Okay:** This is one of the most dangerous statements a woman can make to a man. That's okay means she wants to think long and hard before deciding how and when you will pay for your mistake.
- (7) **Thanks:** A woman is thanking you, do not question, or faint. Just say you're welcome. (I want to add in a clause here - This is true, unless she says 'Thanks a lot' - that is PURE sarcasm and she is not thanking you at all. DO NOT say 'you're welcome'. That will bring on a 'whatever').
- (8) **Whatever:** Is a woman's way of saying "Go to hell." (edited)
- (9) **Don't worry about it, I got it:** Another dangerous statement, meaning this is something that a woman has told a man to do several times, but is now doing it herself. This will later result in a man asking 'What's wrong?' For the woman's response refer to #3.

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## GERMAN SEX

German guy approaches a lady of the night.....

“I vish to buy sex vit shoo”

“OK” says the girl, “I charge 50 dollars an hour”

“ist gutte, but I must varn you, I am a a little kinky, ja ?”

“No problem”, she replies cautiously, “I can do kinky”

So off they go to the girl's flat where the German produces 4 large bed springs and a duck caller

“I vant zat you tie ze springs to each of your hans and knees”

The girl finds this most odd, but complies, fastening the springs as he had said to her hands and knees.

“Now you vill get on your hans and knees”

She duly does this, balancing precariously on the springs,

“You vill please to blow zis quacker as I make love to you”

She finds it odd, but figures it's harmless, (after all the guy is paying)

She finds the sex is fantastic as she is bounced all over the room by the energetic German, all the time honking on the duck caller,

Her climax is the most sensational; she has ever experienced and it is several minutes before she has enough breath to say, “Wow, that was totally amazing, what do you call that position ?”

“Ah”, says the German, “zat is ze” .....wait for it.....”Four-sprung duck technique”

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## 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)

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## 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.

*(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.

## 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** 2 X Lucas ignition/charge warning lights, chrome bezel red lens. Good condition. R120,00 ea. Tony 083 419 6566

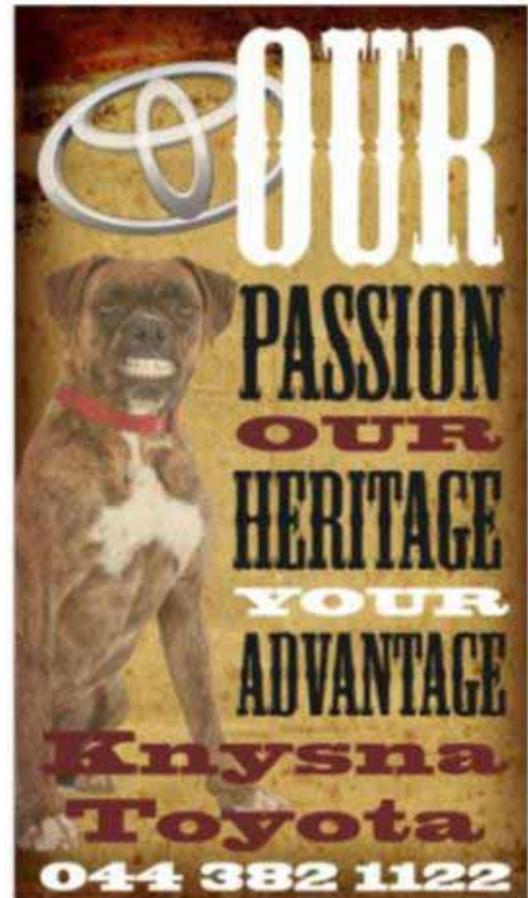
**For Sale** MG TD hood frame, new, bought from Moss, contact Jeff Levy 044 6202474 or [levy.jeff@gmail.com](mailto:levy.jeff@gmail.com)

**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)

**Wanted:** Half-shaft for an MG TC, contact Oscar at Teds Motor Spares 044 3821335 \*

**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    | 1          | 1     | 9     |
| Baker Lew           | Heather    | 1          | 1     | 3     |
| Battison Dave       |            |            |       |       |
| Bechlars Philip     | Martina    |            |       |       |
| Bickley Fred        | Cheryl     | 1          | 1     | 8     |
| Burton Keith        | Ella       | 1          | 1     | 19    |
| Bush Marion         | Gavin      |            |       |       |
| Cleland Jim         | Glen       | 1          | 1     | 14    |
| Clough Pat          | Ali        | 1          | 1     | 11    |
| Cooper Ricky        | Colleen    | 2,2        | 4     | 29    |
| Davey George        | Margie     |            |       | 2     |
| Davidson Brian      | Jose       | 1,1        | 2     | 19    |
| Doig Pete           | Anne       |            |       |       |
| Douglas Murray      | Anne       | 2          | 2     | 18    |
| Dunlop Denis        | Gill       | 2,2,2      | 6     | 24    |
| Esterhuizen Tom     | Jeanette   | 1          | 1     | 16    |
| Fisher Roger        | Alva       | 1          | 1     | 8     |
| Frost Norman        | Jennie     | 2          | 2     | 10    |
| Giggins Barry       | Joan       |            |       | 9     |
| Gilbert Greg        | Rae        |            |       |       |
| Grevensteyn Rudolph | Sharon     |            |       | 10    |
| Hamilton Allan      | Brenda     |            |       |       |
| Henderson Bruce     |            | 2,2,2      | 6     | 38    |
| Henderson Mike      |            |            |       |       |
| Hewitt Lionel       | Rose       | 1,2        | 3     | 12    |
| Holliday Clive      |            | 2          | 2     | 4     |
| Hollis Peter        |            |            |       | 4     |
| Hollis Ron          | Dee        |            |       | 31    |
| Houseman Marilyn    | Dennis     |            |       | 3     |
| Jones Dave          | Fay        | 2          | 2     | 6     |
| Koch John           | Jillian    |            |       |       |
| Koncki Heinz        | Paula      |            |       | 12    |
| Langman Frostie     | Sue        | 2          | 2     | 18    |
| Lawson Ross         | Antoinette | 1          | 1     | 8     |
| Le Feuvre Tim       | Sheila     | 1          | 1     | 1     |
| Lyons-Lewis Tony    | Lorna      | 1,1        | 2     | 31    |
| Mackey Ray          | Angela     | 2,1,2      | 5     | 26    |
| Mangan Geoff        |            | 1,1        | 2     | 12    |
| McCallum John       | Louise     |            |       |       |
| Metelerkamp Neil    | Norma      | 1          | 1     | 7     |
| Mentz Bunny         | Jan        | 2,1        | 3     | 18    |
| Mulder Chris        | Ludy       |            |       |       |
| Mullany Fred        | Jo         | 2,1        | 3     | 23    |
| Orsmond Ret         | Julie      |            |       |       |
| Parfett Ed          | Jennie     |            |       | 11    |
| Parker Wilf         | Jenny      | 2          | 2     | 15    |
| Paton Duncan        | Lesley     | 2,2,2      | 6     | 31    |
| Putter Willie       | Linnea     | 1,1        | 2     | 2     |
| 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    |         | 1   | 1 | 1  |
| van den Bor Frans  | Ellen   |     |   |    |
| van der Hoven Hugo | Kath    |     |   |    |
| Vadas Peter        | Vivian  | 1   | 1 | 15 |
| Vadas Robert       | Annabel |     |   |    |
| Wessels John       | Jane    |     |   | 4  |
| Williams Denny     | Pat     | 1   | 1 | 14 |
| Wilsher Martin     | kim     |     |   |    |
| Winter George      | Liesel  | 2   | 2 | 11 |
| Woodgate Geoff     | Merceda |     |   | 6  |
| Yendall Graham     | Sylvia  | 2,2 | 4 | 24 |

| 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     |
| 22        | Treasure Hunt     | 11/11/13 | 14/14    |
| 23        | Old Nicks         | 11/11/27 | 5/7      |
| 24        | Prawn Braai       | 11/12/09 | 32/42    |

**FROST BROTHERS**  
CLASSIC & VINTAGE CARS  
Norman & Jennie Frost

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