



NEWSLETTER No 12/13 DECEMBER 2013

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FROM THE HIGH CHAIR, December 2013:

This last newsletter of 2013 signals the passing of another year at a frenetic pace. Being busy, in fact very busy, is at least part of the reason for this pace and a great deal of the 'busy-ness' for me relates to the Indaba which in a few short days will be "in this year". We are delighted to announce that Morris Garages, the South African agents for the new breed of MGs, has agreed to be the main sponsor for the Indaba and we thank them most sincerely for 'coming aboard'. By then the MG3 will be available in this country and they will use this opportunity to market both the MG3 and the bigger MG6.

Arrangements for the Indaba continue to be completed with the finer details now being attended to. If you have not already volunteered to assist in some way, expect a call from a committee member because we are needing 'many hands' for a variety of functions such as marshals for the runs and at the car show.

Our annual Christmas prawn braai was again an unqualified success. The weather just managed to behave, the prawns arranged by Ricky were large and delicious (and perfectly cooked by your experienced committee!) and the company enjoyed the social gathering. The attendance is a clear indication that this formula is 100% what the members want. I am sure that these numbers exceed any MG event anywhere in the country. Thanks to Ron Hollis, the remaining event of the year will be a club sponsored 'tyre kicking' evening with boerie rolls at Bodge, and Norman Frost's and Brian Bruce's premises will be open for additional tyres to kick.

Knysna is certainly becoming known as South Africa's classic car centre. The following is a comment from

the "Thoroughbred and Classic Car" magazine in the UK (January 2014) quoting UK car rebuilder, Nick Jones, and given to me by Murray Douglas:

WHAT IS KNYSNA?

'Knysna is the epicentre of classic car culture in South Africa,' says Nick. 'In a radius of just one kilometre there are eight to ten garages restoring, refurbishing, making replicas of things like Austin-Healeys and Cobras, trimming, making parts – there's very little you can't get done there.'

'It's not like Cape Town or Johannesburg with new Lamborghinis, Astons and Ferraris. On your typical Sunday breakfast run you'll count 30 or 40 classics at any one time – I even know of eight 'WO' Bentleys there. The scene is active, the weather is perfect, and the roads are dry and clear. Whenever I'm over there, they always ask, 'How can you be a classic car owner in the UK?'

Our efforts to find a venue to the west for the alternate last-Sunday-of-the-month breakfast run have confused us a little. Two alternatives attracted us and many of you thoroughly enjoyed the recent breakfast at The Views. We have however decided to go to Zucchini's at Timberlake in February and later in this newsletter, you will find this included in the events program for the first half of next year.

The committee and I wish you all a very happy Christmas and the best of everything for 2014. Enjoy your MGs over the festive season and drive safely.

Bruce

PAST EVENTS:

Club Member Tony Lyons-Lewis wins the Fairest Cape Rally

The event was the 28th Fairest Cape Rally, open to both motorcycles and motor cars manufactured before December 1992. The event is based in Goudini Spa near Worcester and is run over two days, covering most of the Cape Winelands and the passes in the area. The scenery is truly amazing.

A total distance of some 600 kms is covered during the event and the objective is to keep to average speeds set by the organisers over the course. This is achieved by timing oneself across milestones, white lines (there are 83 dotted white lines per kilometre) and observing dead reckonings.

Speedometers are blanked out and entrants are given a route schedule with specific points and set speeds detailed therein. These set speeds have to be maintained by the riders and there are marshals placed along the route, timing competitors as they pass. One second penalty is awarded for each second early or late at these points.

There are 4 major rallies like this run in South Africa every year and I always take part in two of them - this one in the Cape and the other which runs between Durban and Johannesburg.

2013 was a good event for me as I was lying 3rd overall after the first day and improved to first overall at the end of the event!



There were a total of 22 marshal points and I scored 106 penalties in total - beating my younger brother into second place at the same time!

I ride a 1928 OHC Norton on most of the events and was awarded the best performance by a vintage machine - a bike manufactured before December 1930, best performance by a rider over 60 years of age and also the oldest machine to complete the course.

Last year I failed to finish the event as the exhaust valve rocker broke through it's central pivot. Parts for 1928 motorcycles are not easily come by and I was fortunate enough to have a pal in Port Elizabeth, John Peart, offer to machine a replacement out of solid EN19 material. He is an absolute artist with machining and the fact that the bike ran so reliably this year is testament to his skills!

I always miss our club AGM because the other event I enter takes place at the same time so, spare a thought for me next year when attending the AGM as I will be bouncing along the route between Durban and Johannesburg!

Tony

Goodwood Revival 2013 (cont'd) - article by Fred Mullany

Getting to the track was relatively easy – we left the hotel at 07h30 each morning, drove about an hour and parked on the same field, roughly about 20/30 minutes walk to the Entrance way. All ticketing done on a scan as you walk basis and considering the crowd (all 145,000 tickets sold), we reached trackside, before the first race.

We stopped for a cupa on the way in, all walkway's aluminium plate-layed, on the fields. Just as well, cos we had rain a good deal of the time. Graham said he'd never seen Goodwood so busy – getting into pit area we queued 4 wide, about 50m from the tunnel – it took around 20 minutes to get into the centre of the circuit , but well worth it !

Tip for anyone going, stop at Tesco's as you exit the overhead stairway and buy a pack of sarmies and a juice – easier and a lot less money, than food vendors. There are plenty of choices of Foodstuffs and beverages, amazing scenes of people jiving and skiffing from 09h00 on, to the rock bands. Even ladies hairdressing salons and sale of undergarments in leather and brocade – to have the genuine 60's-on clothing. Stoles and furs are worn by many ladies – most guys are hatted and the number of persons in uniforms, of all armed forces and auxiliary Organisations, is noticeable. (Fleet air-arm, Sea Rescue, Red Cross etc – in addition to Air, Naval and Military Forces)

The centre of the track is a fully functional airfield and about 30 aircraft were on display. We had formation flying of 4 war-birds, together - at least 4 times a day – a Curtis P40, an ME109, a Spitfire and a Mustang P51. Twice daily visits by a Gloucester Javelin twin engine Jet Bomber – slow and fast passes - as well as demo flites of the 1936 Junkers JU 52 tri-motor passenger aircraft from Lufthansa. This is all scheduled and goes on whilst civilian aircraft land and take off – Adrian Newey comes in his helicopter (Red Bull racing) –he won the GT40 race, even though he went off the track , in the early stages.

A tribute was paid to The Dambusters, who feature in the Editorial of the meeting. A notable display and presence was Tracey Curtis -Taylor, Owner of an immaculate 1943 Boeing Stearman, painted in British Racing green. She was about to embark (on 1st Nov) on a “solo flight from CT -planned to land on Dec 18th – after 32 stops, over 7,000miles thro Zim , Zambia, Tanzania , Kenya – Sudan , then Egypt and Europe - to **Goodwood** England. (Originally flown by Lady Mary Heath)

The incredible vibe that is apparent, is a friendly disciplined air, with everyone interested in what's going on and what's next. We stood many times alongside the excellent facilities for handicapped persons – wheel chair users – they have a large screen and public address speakers. One of the innovations at Goodwood, is part of your package. It is a clip-on ear-piece radio, tuned to the professional broadcaster on duty at the

circuit, so you get an up to the second commentary, for the duration of the days racing and events.

I daresay, they're going to have to improve the water facilities and loos, also the tractor rides around the circuit, to get from one end to the other. A small price to pay for such superlative entertainment.

As you will see in the hi-lites package on SS 6 , the Organisers buried a time capsule this year, with memorabilia and clothing articles, from outstanding Drivers, like Sir Stirling Moss, Jackie Stewart and many others – it has a commemorative plaque and will be unearthed/" dug up", in 50 years time!

I would say several hundreds of Trade exhibitors for Automotive Products and Accessories. There are so many, they are within the circuit grounds and on the outside of the circuit - alongside the walkways and parking areas. I have a selection of Catalogs and Trade info/Suppliers, which we'll make available thro our Archive and Library - albeit in it's infancy.

Many of you might say, what about the racing? You have to see a DVD and a hi-lites package, to get the feel and do justice to this sporting event – it is full on racing – many of the cars are owned by Collectors who hire professional Racing Drivers to go out there and WIN!! It is non stop action, the bikes get their look in as well and it was great to see the Manx Nortons, giving the MV Augusta's a go – superior road holding, but not top speed. Wayne Gardner rode a Matchless G50 and there were 44 entries listed for the bikes.

A thoroughly invigorating experience, enjoyed in the company of Sylvia, Graham, and Peter –I would recommend The Revival to anyone - I'm ready to go back again!!

Fred



MGs to the fore in the "pre 66" car park

Prawn Braai

The penultimate event of the year was held on Friday 6th December. Well attended as usual, this year the prawns seemed bigger than ever !! Committee members did the cooking, the weather remained fair and the club subsidised the event, what more could we ask for.



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FUTURE EVENTS

MGSCCC EVENTS CALENDER 2014

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 – The Quays at the Waterfront end of Grey St.
 SEDGEFIELD : Engen One - Stop

JAN

Date	Day	Host Club	Event	Quays Start	Invited
14th	Tues	MG	Sundowner picnic, Brenton On Sea	16h00	GRMC
26th	Sun	MG	Breakfast Run Sao Goncalo's (Old Nic's, Plett)	09h00	GRMC

FEB

Date	Day	Host Club	Event	Quays Start	Invited
8th	Sat	both	George Old Car show	08h00	
15th	Sat	GRMC	Killarney Classic Racing		MG incl.
19th	Wed	GRMC	Pensioner lunch at Enrico's	10h30	MG incl.
23rd	Sun	MG	Breakfast Run Zucchini's @ Timberlake Village	09h00	GRMC
25th	Tues	MG	MG AGM at Angling Club		

MARCH

Date	Day	Host Club	Event	Quays Start	Invited
16th	Sun	MG	Fun Run to Glentana: Bring 'n Braai	10h00	GRMC
9 - 14th			Healey Nationals		
30th	Sun	MG	Breakfast Run Sao Goncalo's (Old Nic's, Plett)	09h00	GRMC

APRIL

Date	Day	Host Club	Event	Quays Start	Invited
7-9 th	Mon		Brian Davidson's TC Tour		
10th	Wed	MG	B Bruce's Museum; Cheese & Wine - MGA video		
13th	Sun	GRMC	Storms River - Passes run - lunch Tsitsikamma		MG incl.
18 -23rd			EASTER WEEKEND		
27th	Sun	MG	Breakfast Run, venue TBA (Long weekend)	09h00	GRMC

MAY

Date	Day	Host Club	Event	Quays Start	Invited
9 - 14th	Fri	MG	MG INDABA		
11th	Sun	GRMC	Car Show Day		MG incl.
16 -18th	Fri		Hillclimb + Scrutineering+ Parking+ Marshalling		
25th	Sun	MG	Breakfast Run Sao Goncalo's (Old Nic's, Plett)	09h00	GRMC

JUNE

Date	Day	Host Club	Event	Quays Start	Invited
7th ?	Sat	GRMC	Last Night of the Proms. PE		
8th	Sun	MG	Braai Ebb & Flow	10h30	GRMC
29th	Sun	MG	Breakfast Run, venue TBA	09h00	GRMC

MEET THE MEMBERS – Brian Bruce and Classique Edge – An Exhibition of Breakthrough Classic Cars

My interest in cars was instilled at an early age by my father Angus (or Jock as he was called), who had served his time before and during the War in the Royal Air Force as an Aircraft Mechanic, Navigator and Bomb Aimer. He was later seconded to the South African Air Force as an instructor, where he met and married my mother in Port Elizabeth.

My father joined The Ford Motor Company in 1947 and in 1956 he was asked to introduce the first Thunderbird imported into the country to the South African dealer network. It was Thunderbird Blue and was the most stunning and beautiful car I had ever seen!

Our first family car was a 1956 Prefect bought second hand in about 1958, but once my father was promoted into a managerial position, he was allocated a new car every 7500km. So we had lots of variety – mainly British Fords.

I learned to drive in the Prefect and I “inherited” the car in 1969 when my father died. I courted my future wife in it, driving often between Port Elizabeth and CapeTown while at university. In one epic trip I did Cape Town to Witbank to collect her from friends and returned to Port Elizabeth via Durban.

I never knew my maternal grandfather, Percival George (Paddy) Parnell. But his life story and circumstances of his untimely death in 1928 at the age of 42 years, has been imprinted into my memory.

Paddy and his young wife immigrated to South Africa in 1912. They settled in Port Elizabeth where he opened his own Cycle Shop, later moving into the motor industry with the origins of Pioneer Motors, which was the first Ford dealership to be established in South Africa.

In June 1928, he personally delivered one of the first Model A's assembled at Ford's new assembly plant facility in Port Elizabeth, to a wealthy Ostrich Baron in Oudtshoorn. The trip in those days was arduous, particularly in the middle of winter He was in an open car, contracted pneumonia and died within a week in hospital in Oudtshoorn,

However, my youthful passion was British Sports Cars and I had saved enough to buy my first car as a student in 1970. It was a giveaway 1956 MGA with a seized engine which I fixed over a weekend with parts obtained from AP Hing in Korsten (for those who remember those days in Port Elizabeth). Although I had no money, I had joined an elite group of MGA Students at UCT, all studying engineering, including Ed McCarter and Bo Giersing.

After graduating as a civil engineer in 1971, I spent 20 years roaming around South Africa with my family, building numerous major projects. This included 3-years at The Craggs where I was responsible for the Garden Route Arch Bridges Project, hence a later family decision to make this our ultimate home.

It was only once we were settled in Johannesburg (the final career destination!) that I could rekindle my suppressed passion for Classic Cars. My subsequent sports car acquisitions included a 1958 Austin Healey 100/6, 1964 Sunbeam Alpine Series 4, 1964 MGB Roadster, 1991 Jaguar XJ-S V12 and 2002 Jaguar XK-R. These latter two cars were my everyday drivers between 1997 and 2006.

Unfortunately, I had to sell the MGA in 1972 when I was transferred onto my first country project with our first child on the way. The MGB was lost in a wildfire that destroyed our home at The Craggs in 1999. But since my retirement in 2011, I have made up for the loss of these two cars and replaced them with about 40 others.

My first love in marques is Jaguar and Austin Healey and I currently have 12 models from these two brands. As far as MG goes, I have a 1947 MGTC from a collection I acquired and recently snapped a 1958 MGA Coupe.

But it is the Ford GT40 that truly inspired my passion. There is no more fascinating a story than that of Ford's decision to enter sports car racing in the 1960's. After a failed attempt to acquire Ferrari, close but snuffed at the 11th hour by the great Enzo himself, Ford searched for a chassis which they found in Eric Broadley's Lola Mk 6.

The resultant GT40 was good but not great and it was only through the masterful introduction of Carroll Shelby into the team, based on the success of his Daytona Coupe in 1964/65, that the GT40 came of age and won four Le Mans' between 1966 and 1969.

I have two GT40's in my collection, as well as a Cobra Daytona Coupe and interestingly, the Lotus Europa, which was Colin Chapman's proposal to Ford for their Le Mans car. Chapman missed the point that Ford believed in the power and performance of their V8 engines!

I am privileged to work in Johannesburg with John Botha, an automotive engineer who has restored two original GT40's in Australia and who probably designed and built the first ever GT40 replica in the late 1960's from a body taken off the David Cohen car which he had done some modifications to at the time.

John acquired GT40 Developments in the 1990's and designed from first principles, a GT40 Recreation as close to the original as possible, without the aluminium monocoque tub. He built a total of 34 vehicles before the Global Financial Crisis of 2008/9, of which 30 are in Europe, many on the historic racing circuit.

My road version of the GT40 is car number 19 built in 1998 and uniquely finished off with a high quality GRP body from Tornado Sports Cars in the UK. My second GT40 is a locally built racing version, on which John Botha has done a major rear suspension modification.

My Daytona Coupe is an official Shelby registered continuation Cobra built by Hi Tech in Port Elizabeth. It is number 1 of a limited production of continuation cars and was originally built for Stuart Bromfield.

The story behind and of the Jaguars, Austin Healeys and these Le Mans cars, forms the central thesis of my exhibition in Knysna. However, as backdrop to this theme I was convinced by Norman Frost to take an interest in pre-war cars. It has been a fascinating journey and I developed a much better understanding of the role of the Motor Car in society as I explored what had transpired through the period 1900 to 1940.

Recently, Pat Clough introduced me to a 1910 De Dion which he knew of dating back to Rhodesia in the late 1950's. I was fortunate to acquire this car and it has opened a whole new area of research and interest for me concerning the Genesis Years of the Motor Car. I have been introduced posthumously to a whole new range of Automotive Pioneers of that period, without whom we may not have been exactly where we are today!!

This is the theme of my Collection – Classique Edge, for which the website will be launched in a week or so.

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MAINTAINING THE BREED

The XPAG /XPEG Waterpump by Robin Rich

For those not familiar with the X notations of above, the following: these are water-pumps fitted to the engines of MG TB to TF and for the purpose of this article will be referred to as the TD water-pump. Some weeks ago Joan Parker drew my attention to the magazine "Totally T Type". She did this as an avid T type enthusiast, not because of my interest in T types but because the latest edition featured the redesigned TD waterpump. I duly went to their website and found the article most informative and a challenge to copy their design.

Totally T Type magazine is a bi-monthly publication directed at the T type owner. Visit www.racemettleltd.co.uk and a link will take you to Totally T Type.

Back to the waterpumps, I have rebuilt numerous T type water pumps over the years. The disadvantage of the original design is not new to me. Also I have been improving the original design by using a modern seal together with a ceramic face. This helps to improve the function and longevity of the pump but does not

eliminate the bolt on pulley of the pump.

I am sure that many T type owners have experienced a wobbly pulley with the negative consequences. The wobbly pulley is more common with the later pumps where a nyloc nut is used instead of the castle nut and split pin.

The good news is that Racemettle has overcome all this by doing the following:

do away with the two bearings and shaft and use a modern waterpump spindle bearing. They use a modern seal and ceramic face. Then the best of all is the pulley is pressed on instead of bolted on. They also use a redesigned multi vane impeller instead of the original four vane impeller. This results in a pump with increased delivery rate and consequently improved cooling because of the increased circulation.

As said, I am copying their design and am in the process of building what I call the ultimate TD waterpump. They use an aluminium impeller but I am using a new 6 vane cast iron impeller – you guessed it – ex Datsun !

It is not cheap but will outlast most present T type owners and above all you don't have to worry about that wobbly pulley.

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Wheel Alignment

I recently had occasion to have some work done by De Graaf Undercar on Vigilance Drive in Knysna. Johan tells me that he now has state of the art wheel alignment equipment and specifications for most makes and older models of car. Contact Johan on 044 3820806 *Ed*.

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THOUGHTS FOR THE DAY

Anyone who says that marriage is an equal partnership is talking bollocks. I gave up my mates, my motorbike, parties, drinking and gambling. - all she gave up was sex !

How come it takes so little time for a child who is afraid of the dark to turn into a teenager who wants to stay out all night ?

No one has more driving ambition than the boy who wants to drive a car

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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 (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

REGALIA NEWS FLASH

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

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

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ATTENDANCE REGISTER

MEMBERS NAME	PARTNER	THIS MONTH	ACCUM	TOTAL
Albisser Tony	Elsbeth	1,1	2	11
Baker Lew	Heather			1
Battison Dave				
Bechlars Philip	Martina			2
Bickley Fred	Cheryl			16
Bruce Brian				3
Burton Keith	Ella	2	2	26
Bush Marion	Gavin			
Cleland Jim	Glen			17
Clough Pat	Ali			21
Cooper Ray	Pat			4
Cooper Ricky	Colleen	2	2	35
Cox Stuart	Dottie			1
Dabner Len	Sonia			
Davey George	Margie	2,2	4	13
Davidson Brian	Jose	2	2	17
Day John	Margaret			8
Douglas Murray	Anne	2,2	4	22
Dunlop Denis	Gill			13
Esterhuizen Tom	Jeanette			8
Fisher Roger	Alva			5
Frost Norman	Jennie			4
Giggins Barry	Joan			3
Gough Dave	Margee			13
Gregory Mike	Jan	2,2	4	4
Grevensteyn Rudolph	Sharon	1	1	7
Hamilton Allan	Brenda			4
Henderson Bruce		2,2	4	47
Hewitt Lionel	Rose	2	2	16
Hogg John	Gill			10
Holliday Clive				1
Hollis Peter				4
Hollis Ron	Dee	1	1	23
Houseman Marilyn	Dennis	1	1	9
Hunt Bob	Lindsey	2	2	8
Jones Dave	Fay			4
Koch John	Jillian			1
Koncki Heinz	Paula			8
Krahe Alexander				5
Langman Frostie	Sue	2	2	24
Lawson Ross	Antoinette			2
Le Feuvre Tim	Sheila			3
le Grange Poena	Rika			
Lodder Hugo				4
Lyons-Lewis Tony	Lorna	2	2	36
Mackey Ray	Angela	2	2	22
Madeley Brian	Lyn	2	2	14
Mangan Geoff	Chris	2	2	14
Marsden Susan				2
Marucci Oscar				
McCallum John	Louise			2
Metelerkamp Neil	Norma			4
Mentz Bunny	Jan			11
Miller Garth	Shirley	2	2	12
Mulder Chris	Ludy			
Mullany Fred	Jo	2,2	4	39
Orsmund Ret	Julie	2	2	2
Parfett Ed	Jennie			11
Parker Wilf	Jenny	2	2	8
Paton Duncan	Lesley			36

MEMBERS NAME	PARTNER	THIS MONTH	ACCUM	TOTAL
Posniak Peter	Patti			1
Pretorius Peter		1	1	12
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			19
Smart Laurie	Kate	2	2	24
Stead Heyns	Anne			3
Stockdale Brian	Dawn			
Thornborough Jim	Maxine	2	2	4
Tops Paul	Barbie			2
Urbanc Mirka				
van den Bor Frans	Ellen	2	2	2
van der Hoven Hugo	Kath			
Vadas Peter	Vivian			9
Vadas Robert	Annabel			
von Zeil	Margie	2,2	4	13
Warne Alan	Jillian			4
Waterston Allan	Pam	2	2	12
Wessels John	Jane			
Whitehead Neville	Enid			
Williams Denny	Pat	2	2	8
Wilsher Martin	kim			
Winter George	Liesel			10
Witemann Otto	Rosy			
Woodgate Geoff	Merceda			2
Yendall Graham	Sylvia	1,2.	3	21
Zerwick Rick	Dolla			1
Zerwick Karel				1

Event No.	EVENT	DATE	ATTENDANCE	
			MEMB	NON MBRS
1	Sundowner picnic	15-Jan	29	6
2	Bistro breakfast	27-Jan	32	12
3	George Car Show	09-Feb	30	1
4	Old Nicks	24-Feb	18	5
5	AGM	05-Mar	20	1
6	Bistro breakfast	24-Mar	15	5
7	Pensioners Brunch	24-Apr	14	5
8	Old Nicks	28-Apr	16	4
9	GRMC Car Show	04-May	48	0
10	Littlewood braai	19-May	13	0
11	Old Nicks	26-May	14	1
12	Glentana Braai	09-Jun	9	1
13	Bell Quiz	18-Jun	13	3
14	Old Nicks	30-Jun	14	9
15	Christmas in July	20-Jul	15	4
16	Bistro breakfast	28-Jul	15	8
17	Darts Challenge	13-Aug	17	1
18	Pensioners Run	14-Aug	16	2
19	Old Nicks	25-Aug	20	4
20	Cape Centres	20-23 Sept	9	0
21	Bistro breakfast	29-Sep	15	5
22	Baker braai	06-Oct	13	0
23	Old Nicks	27-Oct	22	3
24	De Vaselot braai	10-Nov	15	7
25	Views breakfast	24-Nov	23	9



FROST BROTHERS
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