

# MG Car Club Northern Centre Newsletter

March 2017 — Issue 423



Members' Cars at the Brooklyn Mall MG Timeline event on 26 February 2017

## **MG Car Club-Northern Centre**

PO Box 11430, Silver Lakes 0054

Clubhouse c/o Umgazi Road & 26th Avenue, Menlo Park Pretoria.

Meetings usually on first Monday of Month, check by phone.

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

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# Notices

## Club Banking Details

Account Name "MG Car Club-Northern Centre"  
FNB Bank Account Number 62363284359  
Branch Code 250655 Menlyn Square

## New Members

We would like to welcome the following members to the club:

- Dirk du Plessis
- Jason Baynes
- Doron Saffer
- Kleingeld Chris
- Duffey Alexander
- Brown Graham
- Botha Rikus
- Sales Bill

We are looking forward to seeing you at many events in the future.

The opinions expressed in this Newsletter do not necessarily represent the views of the MG Car Club Northern Centre or the Executive Committee.

## 2017-2018 Committee Members

Stephen Grover Chairman, Newsletter & Points Register	082 818 0540	Stephendgrover@gmail.com
Steve Eden Treasurer, Vice-chair & Membership Admin	082 372 8740	stevejreden@gmail.com
Richard Grover Secretary	082 650 2079 011 896 2627	richardgrover@me.com
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Bernard Mostert	082 927 2291	Bernard.Mostert @adaptit.co.za
Geoff Cunnington	082 644 1621	Frodo@telkomsa.net



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# FROM THE WORKBENCH

And so the month of Love has come to an end, and we are marching through March – My birthday Month, and hopefully an eventful month for things MG in the Grover household.

## Past Events:

The month kicked off with our AGM, which had a strong attendance of 33 members at the meeting and it was nice to see strong interest in the running of the club from the membership. We were glad to present a chairman's report discussing what we feel to have been a very successful year, and a treasurer's report indicating that we had a profitable year.

We are also glad to welcome new members onto the Exco: Robin Clarke, Geoff Cunnington and Richard Grover. Our Exco is a vibrant and active group of people, and we hope that they will enjoy *Maintaining the Breed* with us. In terms of official office-bearers Steve Eden will continue as Treasurer, Richard Grover as Secretary and I will continue as Chairman. The other Exco members are Gary Chapman, Pepi Gaspari, Bernard Mostert, Dave & Jay Westaway. I am looking forward to working with this Exco, for what will be my final year as Chairman.

The pub evening was a great success, as they typically are, and we were thrilled to be in a position to honour the members who have excelled in club activities during the course of the year, as this month's pub evening was also the Awards Evening. A particular thanks to Annette and Tony Craddock for providing a wonderful spread of eats.

The final club event for the month was the MG Car Club Brooklyn Mall Classic Timeline. (The event on which I am going "blame" the newsletter delay...) This event was a great success, with a fantastic array of MG's on display – ranging from a K1 through to a ZR. A massive thank-you to all of the members who participated in the event, by bringing cars to be shown, manning the stand, decorating the court with regalia, or attending at any point during the course of the weekend. Last year this event was a highlight of the year, and although this year is still young – I suspect that it will be a highlight of this year as well. The event provides a great opportunity for club to interact with the general public and share our love and passion for these wonderful cars. We extend a particular thanks to the Brooklyn Mall for their assistance and hospitality, and to Pepi for the time which he dedicated to communicating and planning the event.



We hosted a great reception evening on the Saturday, with a wonderful spread put on by Brooklyn Mall, amongst the cars in the Court. We were pleased to host Bruce Dixon, the Johannesburg Centre's Chairman, as well as National Chairman Norman Ewing (and NC member), and of course the National President, our own Tony Craddock.



All in all a wonderful event. There was a wonderful club spirit for the duration of the show.

## Future Events:

Coming up this month we have a few exciting events planned: The Natter 'n Noggin will take place on the usual first Monday – 6 March this month. We have a talk this month by long standing member Esra Martins, about his recent MG escapades in Europe.

The pub evening will be hosted by Pepi & Raymond, and it will be the same "Meat-on-a-stick-in-pull-bread" dish which was served last year, and proved to be a great hit. We are also planning to have a car in the clubhouse for the event, so there will be something to discuss.

Finally, a wonderful monthly run has been planned for March, where we will head out to the Hartebeespoort area for a morning at Pretville – a movie set from a 1950's Afrikaans movie produced a few years ago. There is a full-page advert elsewhere in the Newsletter, but please note that booking for this event is important as they are reserving a table for us at the venue.

### Ramblings:

The past month has been a very busy time for all things MG. Besides the usual club activities, and managing to get some exercise on both the MGA and the MGB GT.

Following the pub evening Bronwyn and I made the drive down to White River to spend the afternoon and evening with MG enthusiast Rod Green. It is always a great thrill to see Rod and his projects. The major highlight of the trip was witnessing the first start-up of his Riley 6 special. A car of similar era to MMM MG's the car features double overhead cams and one Amal Carb. per cylinder – quite a sight. The car started easily and sounded wonderful. The plan is, at some point, to run the car up Simola – that will be a sight and sound to make the trip for! He is also making great strides on the restoration of the Ex -Bob Jones PA which was acquired at the same time as my J2. I also had the opportunity to sit in Fatman – which is a rather spiritual experience knowing the MG folklore that surrounds Les Miller and his cars.

(Heyns – stop reading now) I also came back with the majority of a MG T-type body on the back on the trailer, which means that the T-type special which I have been dreaming of since Bronwyn and my French trip is starting to take shape... This is the project which will follow the J2, and there is obviously a tremendous amount of work ahead, but for now the dream can start to take shape...



The Brooklyn also allowed presented a *Facebook Profile Picture Changing Experience* where Peter Posniak was kind enough to allow me to drive the K1 into the mall. Certainly an experience that I will remember for a very long time — and reminded how wonderful a pre-selector gearbox is, and how good a 6 cylinder MMM car sounds! Cannot wait for the upcoming MMM event in Knysna where these cars will gather. If anybody is interested in taking a week out of your schedule the MMM gathering will be partnering with the Knysna motorshow (in a similar manner to the Indaba 3 years ago) on Sunday 30 April, and Classic Friday of the hill climb will take place on 5 May—both events well worth attending.

Otherwise progress on getting the B roadster back onto the road has been slow, but steady, and the other two are running very nicely.

Sketches for garage extensions are strewn all over my desk, and we hope to get in our tame architect soon to offer some more “concrete” advice...

I think that in this past month we have seen what may be a record intake of new members, with eight new members signing up to join, some of these at the Brooklyn Mall Event. We extend a very warm and special welcome to all of these members.

We are looking forward to seeing you at the club events over the course of the coming month!

Octagonally,

Steve Grover

# AWARDS EVENING

We were proud to host our awards evening at the February Pub Evening. It was a great opportunity to celebrate those who had excelled in things MG over the course of the past year. The awards were presented as follows, and we would like to once again congratulate the recipients:

1. Cats Eye Trophy— Hazel & Steve Eden
2. Mquette - Steve Eden
3. Circuit Racing - Heyns Stead
4. Regularity Rallying - Hazel & Steve Eden
5. Driving Tests - Pepe Gaspari
6. Best Restoration - Brian Woods
7. Condition Concours - Gary Chapman
8. BGT - Pepe Gaspari
9. Victor Ludorum - Gary Chapman
10. Victrix Ludorum - Hazel Eden
11. Clubman - Pepe Gaspari
12. Mike Ashman - Hazel & Steve Eden
- Honorary Life Membership - George Dehlen

We even managed to have our own *Oscars* moment where we presented Pepi with the wrong trophy... Unfortunately he had not yet poured his beer into it yet, so there was no bonus for the proper recipient.





# BROOKLYN MALL TIMELINE

The Club hosted a show of our cars at Brooklyn Mall on February 25 & 26 2017.

There are some photographs of the cars, with credit to the very skilled Jooste Myberg.

We would specifically like to thank the following members for showing their cars:

1. Peter Posniak — MG K1
2. Dave Wheeler & The Lawson Family – MG YT.
3. Trevor Beddy — MG TD.
4. Albert Spangenberg—MG TF
5. Steve Eden—MGA
6. Dave Wheeler—MGA Coupe
7. Tony & Annette Craddock—MG Midget 1500
8. William Kelly & Rikus Botha—MG Midget 1275
9. Ashleigh Chapman—MG ZR
10. Dirk Putter—MG TF
11. Jeremy Salter—MGB GT
12. Gary Chapman—MGB V8 Roadster
13. Dave Goodrum—MGB GT
14. Peter Faul & Paul Spencer—MGB Roadster
15. Graham Brown — MG RV8
16. Lawson Family — MGC GT
17. Robin Clarke — ZB Magnette (Racing)
18. Marelize Mostert — ZB Magnette (Original)
19. Richard & Stephen Grover — YA (Unrestored)
20. Avril & Richard Grover — YA (Restored)











# Subscriptions 2017

It's that time of the year again, where we need to pass the hat around and gather some funds to allow us to continue into the upcoming year...

Those with reasonably long memories will recall that 2015 was a particularly tough year for the club financially, with a particular burden being the non-members who joined us for an unofficial meeting and left with our regalia, drinks, hi-fi and a fair amount of destruction in their wake. The costs associated with this and the follow-up installation of a radio linked alarm system and armed response made for a tough year for the club and we were left with little option but to increase the subscriptions for 2017 to avoid eating into our savings.

We are very pleased to report that the 2016 year has been much better for the club, financially. We have collected a good number subscriptions from members, have benefitted from good attendance at events at the clubhouse and the bar has turned a tidy profit. We have also not suffered any unexpected capital outlays. All-in-all a good year for the MG Car Club Northern Centre.

We are therefore glad to report that as an Exco we have taken the decision not to increase the subscriptions for next year, but have decided that they will remain at R330 for the year, with a R30 discount being offered to those who are able to pay by means of EFT and limit the banking charges that we have to pay to process the payment.

As with any entity, we would appreciate payment as early as possible—so please include us in your next payment run! Furthermore, we would like to raise the option of *Life Membership*. In terms of our constitution it is possible for members of long and good standing to apply to the Exco to purchase *Life Membership* for the equivalent of ten years annual subscription. Please contact the club Secretary, George Dehlen, if you are interested in applying for Life Membership.

## AGM - 6 February 2017

In terms of the Constitution of the MG Car Club Northern Centre (MGCC-NC) notice is hereby given that the Annual General Meeting of the MGCC-NC will be held on Monday Feb 6, 2017 at the Clubhouse, 26 Umgazi Road, Menlo Park Pretoria, at 20h00.

In terms of the Constitution three existing Committee members must be carried over to serve on the 2017 Committee. Nominations are required for a minimum of a further four candidates to fill the remaining positions.

Nominations, signed by the nominator and nominee, must be submitted to any Exco member before 20h00 on Feb 6, 2017.

Any member, wishing to add an item to the AGM agenda for discussion must submit a suitably motivated request, signed by five members, to the Secretary before January 30 2017.

### Nomination Form for 2017 Committee

I, ..... Being a member in good standing of the MG Car Club, Northern Centre, hereby nominate ..... to stand for election to the Club's Executive Committee.

Nominator Signature: ..... Date: .....

I accept the nomination and agree to serve on the committee if elected.

Nominee Signature: ..... Date: .....

# The Great Trek

## The Story of the Eden's BGT née OAB 6262

Steve Eden

### The Great Trek

#### How we crossed the Jukskei and the Vaal Rivers in search of an MG.

We joined the then MG Car Club - Northern Transvaal Centre in around 1984, at the time we did not own an MG, and unlike today, turning up to a run in a plastic was slightly infra dig.

I bought a very rough MGA, with a B engine and telescopic front shocks with a plan to restore it. The urgent bits to make it driveable, mainly bent king pins, got fixed and the car used for a few runs. It was not really road legal, and I never had the time, nor inclination to restore it. Also it was a 2 seater, and with 2 small children under 8, not practical. This car went on to become Heyns Steads A race car after a lot of work by Joe Tex.

In about April 1986, a 72 BGT was advertised in Car Magazine. Having traced the phone number to Reitz in the Free State some 280km



away, we decided to leave it, and keep looking locally. Nothing suitable appeared, and later in the year, as the ad was still running, I phoned and arranged to drive down to Reitz for a look. An easy drive down on my own in the company Sierra led me to meet Dr Human, the local GP. A look, a test drive and some negotiation, later and I agreed to purchase the car. The good doctor did agree to roadworthy the vehicle for me, which was a major plus.

Being financially challenged we had to arrange some financing. Approaching the likes of Wesbank proved no use, they wanted such a large deposit for an "old car", that it wasn't feasible. Approaching the United Building Society (where are they now?) was better, having been told by the consultant not to put car purchase, but home improvement, on the application the loan was granted.

So, we now have located and agreed to buy the car. We have the money, so we must go and fetch it. It is now December 1986. Phew, that tells me we have owned the car for 30 years!! I will also add that the car was built the year we were married!

We've still got the Company car, so Hazell, I, plus the two kids set off for the Free State.

This being 1986 it was still the old SA, especially in the backwoods of the Free State. On reaching Frankfort, Hazell and the kids needed a pit stop, the only likely looking place was the Frankfort Hotel, where they got some strange looks from the local Boers on their way through the Mens Bar to the loo.

On to Reitz. It is now mid afternoon and ominous dark clouds are gathering overhead. We find the good doctor's place. The car is standing outside on the road so it can run downhill to start. The battery is of course flat!

Money and paperwork are exchanged, tea and cookies made by Mrs Dr consumed, Hazell prepares to follow me back to Pretoria. The kids want to come with me, but are persuaded to stay with Mom for a while.

So here I am, set for a 280 km drive in a strange car with unknown reliability. At this point the Transvaal thunderstorm arrives in a big way.

Away we go from the doctors. At the first 4 way stop I stall the engine, battery flat, now what?

#### *Editor's Note:*

In last month's *Meet the Members* instalment Steve Eden eluded to an interesting story regarding how he and Hazel came to own their well known BGT. This is the story.

We would love to hear other interesting MG related stories. If you have anything which you feel may be interesting please let me know.

Fortunately at this moment a bakkie full of large males arrives. Reitz Rugby Club to the rescue. They all leap off the bakkie in the pouring rain, a quick push and we're off again. Oh, Oh. How far will this thing go on a quarter tank? Better find a petrol station, but will it keep running? Fortunately, the B idles away as we pour go juice into the tank.

It is now late afternoon/early evening, petrol stations have closed, so no loos or eats (remember those days). The thunderstorm has not abated, and in the pouring rain and rapidly approaching darkness I set off with Hazell following.

This is not a trip I ever wish to repeat. It is dark. It is pouring with rain. I am in an "old car" that I am totally unfamiliar with, tiny ineffective wipers, dim headlights and no demist function that I can make work.

I am also concerned about Hazell and the kids following me in this storm, I keep losing sight of them in the rear view mirror and slow down till I can see them again.

I don't dare stop, in case the engine dies, so on we go, through Jo'burg in the "rush" hour, not easy in the dark and wet in a B, and after some 5 hours get home.

My first action is to pour Hazell a large Autumn Harvest Crackling as she is a little frazzled. Cheap round. These days, it would be a double G&T! She wants to know why I kept slowing down, and when I explain she tells me she was fine and only slowed down because I did!

So OAB 6262 has reached its home in Pretoria where it has lived ever since. Firstly renamed CGT 710T, Oh why didn't I get BGT 720T? Then 072 MGB GP as it remains today.

For the first few years of ownership the car was the family transport, the company car being on a lease was quite expensive, and was handed back. With Hazell and myself, the 2 kids and Springer Spaniel and two cats to transport, the interior suffered. The paint was also cracking and peeling but all had to be left for a while.

Eventually finances improved and it received a respray, retrim, and an engine rebuild.

Thirty years on the car has been very reliable, it has travelled through Mozambique on seven Polana rallies, competed in over 40 other classic regularity events and travelled to Mpumalanga and the Eastern and Western Cape many times.

It has starred in articles in Getaway and the UK MG Owners Club magazine.

Together the GT and I have received many wooden spoons in Club Concours events, but we prefer to drive rather than clean and polish!

You can do it in an MG!!

Steve



At Hobhouse - Cape Centres Run



MGCC NC Rally team at the Polana



# MG RACING

Robin Clarke

From the moment that Cecil Kimber decided to enter his first modified Morris, MG number 1, into the Lands End trial, the die was cast. MG cars would be showcased in competition.

With the brilliant H.N.Charles having designed the OHC MG engines, these produced incredible specific power for their engine size, especially when tuned and supercharged. The amazing Q-type as an example produced about 120 bhp from 750cc! Despite chassis and braking development lagging, as with most manufacturers at the time, throughout the 1930's MG's were at the forefront of "small capacity" racing. Sprint racing, endurance racing, hillclimbing and distance/time records were entered into by the factory directly or more commonly support given to high profile customers as "private entries." The MG legend was created by incredible performances by these participants in the Miglia Millia, Manin Beg, Ards TT circuits, Shelsley Welsh hillclimbs and the like.



The First MG Sports Car "Old Number 1" at Lands End in 1925, driven by Cecil Kimber



A MG K3 stripped of road equipment for Hill Climbing

When big brother came calling MG was absorbed into the Austin works. With corporate governance now an issue, the adroit MG leadership needed to be mindful of issues such as departmental budgets and product standardization. Expenditure on motorsport was significantly reigned in. Also after World War 2, England was in "export or bust" mode and the T-type was built in great numbers for export to the USA. During these austere times, motorsport took a back seat to other corporate goals.

Early in the 1950's a revival of sorts occurred with many amateur or club events being arranged at circuits and unused airfields across the U.K. and the USA. Pre-war Mg's and modified T-types came out to play. The competition department at Abingdon assumed a new life during the 1950's and 1960's and again prepared both factory and privateer cars for selected events.

During this time events, such as Le Mans, Sebring, the 84 hour Nürburgring and later the Targa Florio were seen as strategic marketing opportunities and cars in modified trim were entered to showcase both speed and durability. The development process during the preparation phases for these as well as sprint competition events spawned tons of "go faster" bits. These special tuning parts- anything from special camshafts to leather bonnet straps - were made available to the public with "special tuning" booklets to guide the amateur tuner in fitment and setup of these parts. The MG enthusiast and club racer was born!

In the same spirit as the enthusiastic MG racers of the 1950's and 1960's there is a strong South African contingent still pedalling these wonderful "giant killing" MG's in local historic races and hill climb events. The following current and regular MG entrants come to mind:



MGA Twin Cam SRX210 at Le Mans in 1960

Rod Green -MGB and T-type special, Heyns Stead – MGA and T-type special, Dave Alexander – MGA, Di Dugmore – MG Midget, Franco Resca – MGB, Nick Parrot – MGA, MGB, MGC Sebring recreation, Les and Cameron McLeod – MGB, Johannesburg MG car club youth project – MGA and Midget being prepared, Roger Houston – MGB, Chris Champion – MGA Twin Cam, Anton Rollino – MGB, Nigel Stokes – MGB, Fred Phillips – MG Midget, William Kelly -MG Midget and the author – MG Magnette "Granny Hilda."

The historic tour is a great initiative and these race meetings rival the modern tour for excitement and spectator appeal.

# Upcoming Events

## Natter 'n Noggin

**Monday 6 March 2017**

Our usual monthly Noggin this month will feature a presentation by Esra Martins about his recent trip to Europe & the MG people and events that he enjoy there.

Please join us for a catch up, and what promises to be an interesting evening.

Date: **Monday 6 March 2017**  
Time: **17:30 onwards**  
Where: **MG Car Club Northern Centre Clubhouse**

## Pub Evening

**Friday 10 March 2017**

The 2017 MG Car Club Northern Centre's awards will be presented on 10 February 2017. The event will be catered by Pepi & Raymod and we will have a car on display in the clubhouse.

Note that this evening has been moved forward by a week compared to the usual Friday, due to many members taking advantage of the 21 March public holiday.

This promises to be a great and relaxing Friday evening. Please join us for a drink, meal and catch up after the week at the club.

A great way to meet new friends and reconnect with existing ones..

We are looking forward to seeing you there.

Date: **Friday 10 March 2017**  
Time: **17:30 onwards**  
Where: **MG Car Club Northern Centre Clubhouse**

## Condition Concours

**Sunday 23 April 2017**

The club's condition concours will take it's usual format this year, hosted in April.

The event is informal and enjoyable. Please come along to enter a car, of which all are welcome, or to have a look at the cars which members have on the lawns to be judged.

More details are to follow, but it is worth diarizing the date for now.

Date: **Sunday 23 March 2017**  
Time: **Gates open at 08:30, cars in position and ready for judging at 09:30**  
Where: **MG Car Club Northern Centre Clubhouse**



# Upcoming Events



## Breakfast Run March



Release your inner rock 'n roller and join us for the breakfast run 26 March 2017. This is the ideal run for all the aspiring John Travolta / Olivia Newton Johns.

We will meet at the **clubhouse at 08:00** to leave **@ 08:30** for the drive towards Hartebeespoort dam.

For the people that were never rock 'n rollers, but rather more of a romantic; our first stop will be a restaurant where a **breakfast buffet** will be served at a cost of R120.00. There will be liquor available, so for those that believe in an early drink – that will be possible.

The restaurant has a two-week waiting list, so we would like to ask you to **book with Bernard/Pepi by 17 March**.

The highlight of the day will be the visit to an old 50's rock 'n roll movie set, where there will be lots of photo opportunities and for some a trip down memory lane. Here they serve ice cold, thick, milkshakes in the diner that will make your cheek muscles cramp.

♪ ♪ **I got chills, they're**  
multiplying ♪ ♪

The **venue has offered to sponsor** the entrance fee for **2 people per car**. Additional passengers will have to pay R60 entrance fee, R30 for children up to 12 years of age and pensioners R30. Any pensioners **OLDER** than 70 is free of charge!

So get in the mood, wear something dotty, slip on your blue suede shoes, but hurry, space is limited.

♪ ♪ **6 o'Clock,**  
**7 o'Clock, 8 o'Clock,**  
**ROCK** ♪ ♪



## Forthcoming Events in Brief

Point allocation c=Clubman, v= Victrix/tor Ludorum, RR=Regularity Rally, HR=Historic Racing

### March

Mon 6	Natter 'n Noggin	NC	Clubhouse 19:30 for 20:00 Esra Martin's Talk	c
Fri 10	Pub Evening	NC	Clubhouse 17:30 onwards	
Sun 26	Monthly Run	NC	Pretville Run RSVP by 17/03/2017	c

### April

Mon 3	Natter 'n Noggin	NC	Clubhouse 19:30 for 20:00	c
Fri 14	Pub Evening	NC	Clubhouse 17:30 onwards	
Sun 23	Condition Concours	NC	Clubhouse from 08:30 Cars in Position by 09:30	c

### May

Mon 1	Dambusters Run	Sunbeam	A lovely annual event hosted by the Sunbeam Club. We are invited to attend. Details to follow	
Sun 28	Club Gymkhana	NC	Details to follow	c/v

### June

Sun 25	Combined Centre's Showday	NC/JHB	Details to follow	c
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# Trading Post

## FOR SALE

Trevor Beddy has stumbled upon a 1974 MGB GT in Muckleneuk Ridge. The car is in presentable condition, and is an unusual Automatic, which may appeal to some.

If you are interested in the car please contact Stephen Grover or Trevor Beddy for the seller's details.

## WANTED

1. MG Related Magazines & General Classic Car Books & Magazines
2. MG, Motoring & Motorsport Related Books.
3. 1622cc B-Series Connecting Rods
4. TA / TB / TC parts for long term build project

Stephen Grover  
082 818 0540  
stephendgrover@gmail.com

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MGB All-chrome overrider wanted for front bumper.  
Please contact Andy Hillman  
andysue@iuncapped.co.za or 083 229 7059

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MGB Steering wheel. Any suitable steering wheel for  
1968 MGB GT.  
Please contact Richard Bates  
richardbates@iafrica.com 082 654 5904

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