



**UMG AZI<sup>ST</sup>**

**MAG** 441  
October  
2018





# MG CAR CLUB NORTHERN CENTRE

A Warm Welcome to our New Members



## Our 2018– 2019 Committee Members

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## Club Contact Details

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- Meetings are usually on the  
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All articles, photographs and ideas are encouraged



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

## Jacaranda Haze

The city is in bloom with the purple canopy covering broad streets.  
Tourists, students, residents and maybe even Mr Hendrix have Jacarandas on the brain.

Covered in the purple haze of the season we look at some flash backs.  
The judge reports on Show Day and we have a centre fold from the Ruby Run.

William and Rikus return to the race track and the Mosterts share a kiss and more.  
We have a bobby on the beat and a boerewors club night.  
The second Magic Moment Natter - with an extra Noggin.

Everyone is excused to kiss the sky and enjoy *The Umgazi Mag*



Johnnie Van Wyk receives his award certificate from Norman.  
Johnnie placed third in the Concours D'elegance at Show Day.

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I NSOMNIA

C REW

## Chairman's Letter

These past two months have seen frantic MG activities on both sides of the Jukskei river, with Show day and the Jacaranda run taking place South & North of the "Boerewors Curtain" !

Both MG events attracted high attendance from Johannesburg and Northern Centre members, being official runs for the respective centre's as well as long standing annual events. Proving that the enthusiasm and passion for our MG's not only runs deep but surpasses boundaries and is larger than any one group or individual within the club. This bodes well for the future of both clubs and proves that when the focus is on the cars the rest falls into place and the club becomes a reflection of the level of enthusiasm and passion of its members.

The ingredients common to both events that ensured success were:

- The Great venues that set the atmosphere
- Structured program + communication, before, during and after events
- Fun and relaxed Social interaction, ensuring new members are included by fellow enthusiasts
- and above all our beloved cars were at the centre of all activities on the day.

With only two official events remaining this year and December rapidly approaching, the exco have started planning events into 2019 and have filled the calendar till June next year, testament to the enthusiastic approach and great attendance at Northern Centre events by members throughout this year.

With time running out, November will have two official runs taking place on the 18th November, this has been done to ensure we are able to fit both the competitive events, being the **Driving Test** as well as the **Cats Eye Rally** into this year.

This will take the form of two Driving tests that will be split by the Rally, after completing the first driving test, you will be sent on your way to do a route with questions to be answered and then return to do the second driving test.

Negotiations are underway with the restaurants at Silver Oaks Crossing to get the best deal for our members after the run. Communication will follow via WhatsApp group to get an indication of numbers attending, it will help with negotiating the deal.

The once off **South African Historic Grand Prix** is also taking place in November at the historic East London racing circuit on the 25th. Although not an official event, it promises to be spectacular and a unique event for pre war MG enthusiasts with a number of rare MG's taking part, as well as our members attending and participating.

The final event for the year will be the **Club Night** on Friday 14th December with our final run for the year, the week before on Saturday the 8th December and is the popular Christmas Party with presents, Jumping Castle and lots of cheer!

The gifts will again be delivered by Santa and his assistant to the youngsters in the club and those that are not so young, will buy "nice" gifts for their fellow enthusiasts and hopefully receive "nicer" ones back.

See you at our next event, the **Noggin** will be on Monday 5th November and is the **3rd MaGical Memories** evening with the focus being on both regularity Rally's as well as professional Speed Rallys our members have in the past participated in.

Octagonally

Pepi



# Combined Centres Show Day

## Robin Clarke's Show Day Summary + Thanks

The 2018 Combined Centres event was hosted by the Johannesburg Club on 30 September and held at the Ditsong Museum of Military History in Saxonworld. Norman Ewing, ably supported by Mike Trollope and a few "volunteers" ensured that all arrangements were in place for the day. Pepi Gaspari from the Northern's Centre played the wing man to Norman during the planning and preparation phases

Norman asked me to fill the role of chief judge and this triggered a few administrative tasks in the weeks before the event. Again, I lent on the experience of Jay Westaway who guided me through the issuing of both standing and Supplementary regulations for the D'Etat and tops events. Pepi agreed – with little persuasion - to host and put together a judging team for the D'Elegance and Comique events. Kevin and Jenny Loader were roped in to capture and collate scores. Mike Trollope was of huge assistance in keeping the communications flowing with club members via WhatsApp, leading up to the event. Some difficulties were experienced in getting the entry forms onto the respective clubs' websites, but this will be resolved in time for the next event.

The Combined Show Days are very important for maintaining the breed. At the most elementary level encouraging owners to prepare for show day gives us all the motivation to perform a deep clean of our cars and also the opportunity to finish the last tasks on the long outstanding to-do list. The day also allows for discussions and debate on the correct part for a particular model or who recently found a source of hard to get bits. Show day also showcases high standards of workmanship available to those restoring cars and hopefully motivates those of us engaged in rebuilds. Balancing these aspects of show day is the fun to be had through the Comique and D'Elegance competitions.

Over 80 cars arrived for the show and 34 were entered for judging. A truly wonderful display!

From the twenty eight "tops" entries there was a joint first place for the Woods' MGA and the Mosterts' Magnette. These cars both scored 90% and could not be separated on review. Anita de Castro bagged a second place at 88% with her MGB. Again, a joint third place was declared with both Hentie Erasmus and Henk Schimmelpenning scoring 87,7%. It is interesting to note how close these scores are. This is a positive reflection on the standard of the cars and the pride taken in ownership of them.

To emphasis the point a few statistics on the 28 entries are in the adjacent chart.

The six D'Etat entries were all wonderful restorations done to an incredibly high standard. The scoring was exceptionally close and score sheets checked for arithmetic accuracy on a number of occasions! Richard Grover took top spot with a 97,8% score for his Y-type, winning his class and overall car of the day. Bob Wilmot scored 97,4% with his J2 bagging first place in the MMM category and also took top MG TC honours with 95,6%. Gary Chapmans MGB brilliantly converted to V8 power took the specials category at 93% and Derek Langsford the MGB prize with an 85,5% score. Mention must be made of George Schierings' TC that attained an 89,3 % score.

### OF THE 28 CARS ENTERED

- 11 Scored 80-90%
- 11 Scored 70-79,3%
- 3 Scored 60-69%
- 3 Withdrawn/Not Scored



Finalising the "car" scores with Kevin, Jenny, Jay and Dave largely prevented Liesel and I from watching the D'Elegance and Comique events. The clapping, whistles and laughter at times was a sure signal that the entrants were putting a great cap onto the day.

Peter and Paul won the Comique competition and did a fine job of reminding us to fight for fossil fuel and resist the electric car revolution. Second place went to the other stalwart entrants, Bernard and Marelize Mostert who very accurately re-enacted - with much gusto – the famous photographic depiction of the sailor and nurse embracing in a VJ day kiss in Times Square.

The D'Elegance competition had the top three entrants split by a mere 4 marks. Dave Muller and Gina came out as worthy winners, followed closely by John Meiring in his TC and Johnny Van Wyk in the MGB.

There were many cars to admire on show day. A MGB works style racer recreation, a 1950's TF, several TC'S, a supercharged K1 and some MGA twin Cams were relatively rare cars that we seldom see on runs. On a personal note I was delighted by the arrival midway through the days' proceedings of a certain 1935 MG P-type, largely unrestored since the 1950's, but with a swagger befitting a seasoned warhorse which, if able to speak, has many MG stories to tell. Keep him going Sir!

A massive thank you from myself to the judges, scorers, stewards and Mike Trollope who scooted between the scorers and the judges collecting and collating the scoring sheets. Oh and also a big thanks to Mike Trollope's Mum who did the certificate calligraphy. The biggest thanks however go to those that entered the various competitions. Some travelled from afar (Mafikeng!) and some families who made the effort to get two or more cars to the show.





# Combined Centres Show Day

*A short extract from the story behind the  
Victory in Japan Day kiss*

*Since Aug. 14, 1945, the identities of the smooching sailor and the nurse in Alfred Eisenstaedt's Times Square V-J Day photograph have never been determined — until the publication, last week, of the book "The Kissing Sailor: The Mystery Behind the Photo that Ended World War II."*

George, the sailor in the photograph, was on a first date with Rita. It turns out that although Rita and George were since married, she is not the nurse in the picture at all.

When news of the Japanese surrender reached New York, George and Rita celebrated the news in a nearby bar. After several victory toasts "... they crossed Seventh Avenue at 44th Street, George caught sight of a woman in a nurse's uniform: "What I remembered about the nurses from five months earlier . . ."

*So on this joyous and unbelievable afternoon, George ran from Rita — the most beautiful girl he'd ever seen — grabbed the first nurse he saw, spun her around, dipped her and kissed her. Rita was just steps behind them, and in the photo she's beaming.*

*"A lot of people want to know what I was thinking," she says. "It was a happy day; I was grinning like an idiot. The kiss really didn't bother me at all. If I had been engaged, maybe."*

Greta was the lady in the picture.

*"She was a 21-year-old dental assistant from Queens, who, having heard rumors about the end of the war, walked over to Times Square from her office on Lexington Avenue. George says he was so drunk, he doesn't even remember the kiss. Greta says she'll never forget it.*

*Just as suddenly, he let her go. George stumbled off towards the subway, Rita trailing behind, and Greta walked back to her office. George and Rita never discussed the kiss, nor did Greta tell anyone what had happened to her.*

*Back then, it was just one of those things: "Obviously, to do that today — it's not such a good idea," says Lawrence Verria, co-author of "The Kissing Sailor." "But in Times Square, 1945, they hear the war's over — it's not such a bad idea."*

*George and Rita, now married for 66 years, live in Rhode Island, where a copy of the famous photo hangs in their hallway and another downstairs. George says he'd never hang it if his wife didn't approve — "She's the boss!" — and that it's true the kiss has never been discussed, before the photo's enshrinement or since.*

*After all, George says, "I'm still kissing Rita." "*

Greta passed away at age 92.

*The full article can be found at:*

*<https://nypost.com/2012/06/17/the-true-story-behind-the-iconic-v-j-day-sailor-and-nurse-smooch/>*



**MG CAR CLUB  
SHOW DAY  
SUNDAY 30 SEPTEMBER 2018**



# Hello, Hello, Hello, What's All This Then?

*An article about a 1938 MG TA with an interesting history was spotted in the October Motorsport Magazine by Johnnie Van Wyk*

A two-seat convertible sports car hardly seems like a sensible choice for police work, but from the 1930s into the 1960s, British automaker MG provided a variety of vehicles to police agencies throughout England. While some were sedans, TA, TB, TC, MG A and MG B sports car models also served with various departments around the country, many as motorway patrol cars.



One such vehicle was this 1938 MG TA Midget, carrying registration number CTF 921; after serving with the Lancashire Police and spending the bulk of its retirement years in North America, this personable police cruiser will be offered for sale on March 12 at the Historics at Brooklands auction, held at the Brooklands Museum in Weybridge, Surrey, England.

Designed to replace the PB Midget, MG's TA two-seater first appeared in mid-1936. Longer and wider than the previous Midget, the TA was also more powerful, boasting a larger 1.3-liter overhead-valve four-cylinder engine borrowed from the

Wolseley 10 (but re-tuned and equipped with twin SU carburetors) that produced just over 52 horsepower, compared to the PB's 43 horsepower. The semi-synchronized four-speed manual transmission received a wet cork clutch instead of the dry clutch used on the PB, and the TA also received Lockheed hydraulic drum brakes instead of the older car's cable-operated drums.

Though not particularly quick by modern standards, the TA was capable of holding its own against common production cars of the day. Top speed was said to be in the neighborhood of 80 MPH, with the run from 0-60 MPH requiring just over 23 seconds. With 2.5 million cars already on British roads by 1938, the TA's nimble handling probably aided in response time more than its acceleration or top speed.

It's not clear how long CTF 921 remained in service with the Lancashire Police, but its next owner was a Canadian student studying in England. When he returned to North America, the car came with him, and remained in his possession until 1970. Purchased by an American buyer, the MG was given a repaint and an interior restoration sometime in the 1970s, and the car remained in his care until 2013. The brakes are said to be recently serviced, quite likely by the current owner in anticipation of the car's pending sale, and the odometer reportedly reads less than 11,000 miles.

Said to be "mechanically faultless," the TA currently wears oversize wheels that are not original to the car. Described by a former owner as a driver-quality car that's a perfect candidate for restoration, the former police MG is expected to fetch between £24,000 and £28,000 (\$33,500-\$39,100) at the British sale, significantly more than the \$25,000 asked for the car when it was for sale in the United States last year.

Nostalgia ups the price, on the other side of the pond as well.

1938 MG TA police car sold for £23,520 on 15 March 2016. Tarantara.

*Photos courtesy of Historics at Brooklands.*

*The full article can be found at:*

*<https://www.hemmings.com/blog/2016/03/04/a-most-unusual-police-car-the-1938-mg-ta/>*







Petenas Pancakes-Sabie-Friday 25th August 2018

Chris Colverd Photography



MG CAR CLUB NORTHERN CENTRE 40th ANNIVERSARY

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# Will on Racing

*William Kelly reports on their September exploits at the Zwarktops Historic Tour*

## A day that will live in infamy!

Taa daaa and we are back on the track thanks mainly to Rikus' impatience and ability to buy Wynand du Plessis Jnr's MGB GT. That's right, Team Rikus and Will now have a second car in the stable and whilst Jimmy is getting his engine put together by Stuart we can get on track.

We know the new car well having been passed by it on numerous occasions. It's a quick car, not as quick as perhaps the likes of Les's roadster or Stephen Britz's roadster but it's more or less on par with times that should mix it up with them.

As we only got the car the week before the race meeting our practise times in the car were limited to the Friday and owing to our being a bit rusty for setup we missed one session. Still we managed to get a few laps in and a feel for the car. There is a lot to learn. Fuel. Oil. Plugs. Handbrake.

On Sat AM we learned that the hand brake had slipped and the car had kicked off it's career with us by rolling back into a trailer. It scratched its paint which is irritating but thankfully no major damage occurred. Why it decided to let go in the middle of the night is beyond us, but wheel chocks are on the shopping list.

Qualifying went well. The car ran like a dream and of course we're still learning it all the while turning up the wick aiming at the lap times we know it is capable of. Without a rear view mirror qualifying was a lot of fun and I apparently cut off Stuart's father in law, Ben, making him quite cross. Didn't qualify us for a discount however. My excuse is his car was tiny, he was behind me and frankly I was worrying about other things, like not crashing in an enormous field in Little Giants which was combined with U2 cars for around 30 cars or so on track.

Rikus qualified Pursuit uneventfully, and the gap in his times and mine is now down to around 1.5 to 2 seconds... I need to diet or else soon he'll be quicker. Little Giants was the first actual race and I was more or less in the lower quarter of the field, at the top of the wrong class but that's OK (they fixed it annoyingly). I had a Robin Clarke somewhere in front of me and to be honest the race was a bit of a blur – I was concentrating hard on trying to feel the car and test its grip levels. The brakes are good and the handling is mostly predictable but in Lap 6 of 8 in the fast main sweep in Turn 4 I pushed things a little and the car decided it had had enough and entered a gentle slide that turned into a bigger one and

put me in the kitty litter where my race was at end – once I had re-joined everyone I had lost half a lap.

Rikus then took up the cudgels in Pursuit and promptly got himself stuck behind some slow traffic that took a while to clear. By the time he had managed this and passed the annoying slow pokes – just not slow enough to make it easy, he was way back – but still bagged himself 5 points! A good result actually considering he finished his race.

I had noticed that in my race I missed around 20 gear changes going for 3rd. As it turns out the box has decided to consider staying in 3rd an option as opposed to a necessity and 3rd happens to be one of the most used gears on this track – generally selected before a corner and the power gently applied during the corner whilst steering.

What this means is that in the corner when the car has deselected 3rd for you taking a hand off the wheel to insist on its re-engagement means one less hand for steering power, which you really need, and distraction for the half second that you lose as a result. Annoying is the word.

Rikus reported the same thing but as his biceps are enormous and his hands the size of baseball mittens he can steer and gear at the same time.

So it was Little Giants Round Two. I started

somewhere behind everyone owing to my prior off, and just as the second warm up lap ended and we were hot into Turn 2 I saw the Anglia of Chris Carelisle-Kitz screaming out of the pit lane to join, right behind me but in a much faster car. It gets tight in that corner pretty quickly and it's nothing more than inexperience on my part that screamed in my ear – he should be joining from the back of the field. So I kept my line, and next thing I noticed in my rear view mirrors he was in the kitty litter behind me. I felt simply terrible that I had caused his off, so I actually slowed down to make sure all was OK.

As it happens, my inexperience was correct – and actually what had happened when I caught up with him afterwards to grovel was that he had missed the start, was quite cross about it and went too fast on cold tyres. I had nothing to do with it apparently and I was correct in that he would have had to tuck in behind me anyway. He was a real gentleman about it and made me feel much better.





# Will on Racing

*William Kelly reports on their September exploits at the Zwarktops Historic Tour*

Which I needed – because owing to the delays I was peddling hard to catch up – I had Les in my sights and as I had been slowly catching him in the previous race I thought I had a chance of at least getting up to his bumper. As it happens Les ran bearings and had just pulled over and slowed down on the main straight as I passed him and entered turn 4, again at speed.

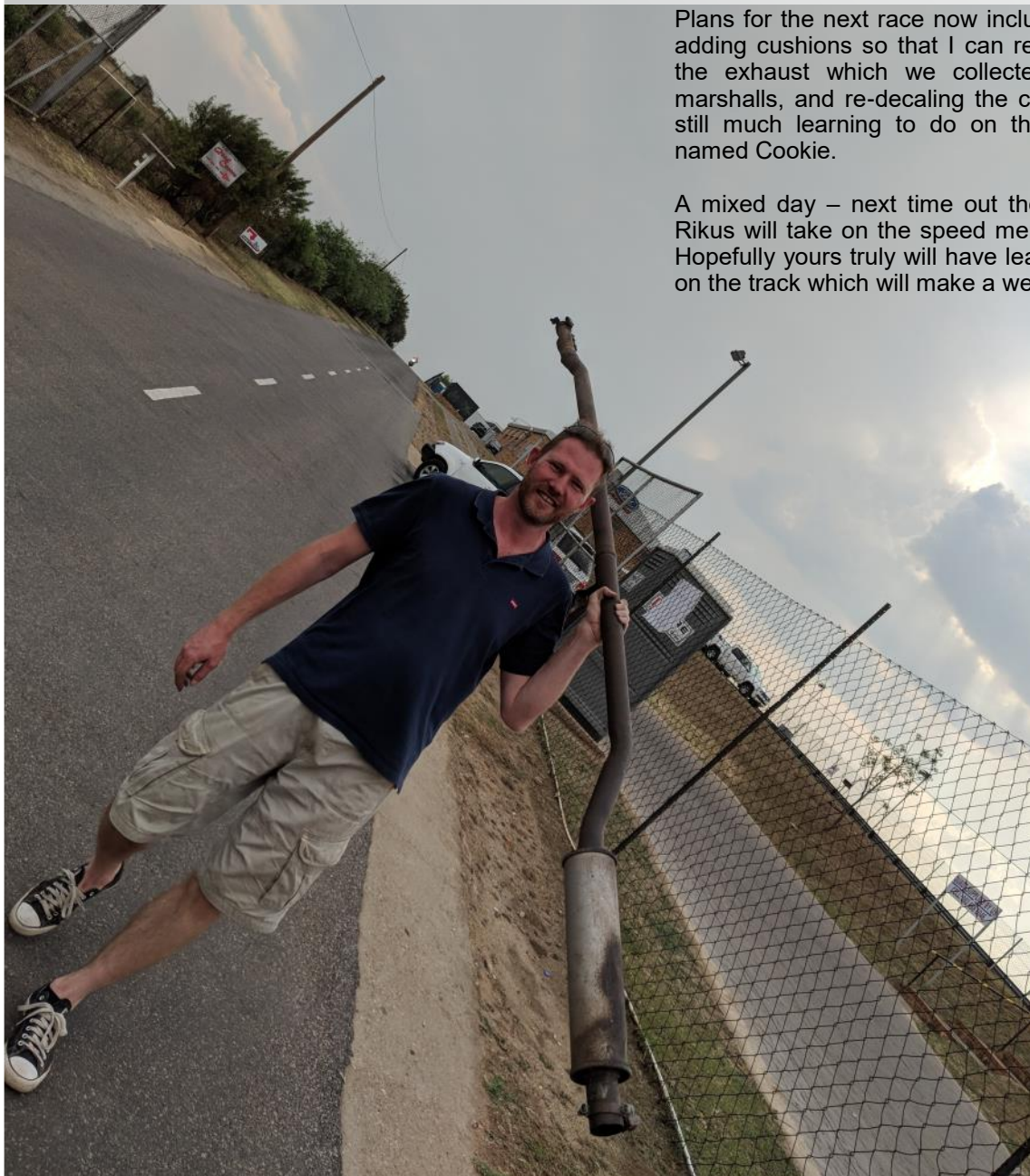
This time however I was early in, not faster than before I didn't think, when the car decided it wanted to kill me. I felt a little slip on the rear which became a big slip and then all hell broke loose. Easily my biggest off to date I really thought I was going to flip the car and then Rikus would have been really cross. Still have no idea what happened but a combination of new car, over confidence, pushing things hard and rusty skills probably didn't help. So for a second race I watched the field pass me again, at the same place.

As it happens there was some damage with the exhaust being ripped off the car. My folks, Tom and Anne, had come to see us racing, and of course were perfectly positioned to see the whole thing and so it will be some time before I can get through a dinner without mention being made...

The nett result is I ruined Rikus's second race. We called it a day and went to watch the Springboks drill the Aussies.

Plans for the next race now include fixing the ruddy gearbox, adding cushions so that I can reach the pedals, re-attaching the exhaust which we collected after the race from the marshalls, and re-decating the car. We have a lot to do and still much learning to do on the car, which we have now named Cookie.

A mixed day – next time out the roles will be reversed and Rikus will take on the speed merchants and I will do Pursuit. Hopefully yours truly will have learned his lessons and keep it on the track which will make a welcome change.



# How Different are Clubs?

*Bernard, Marelize + Carla Mostert saw some familiar birds of a feather on their trip to Hong Kong earlier this year.*



During our recent visit to Hong Kong we went to Bird Street, a well know tourist attraction.

To understand what it's about, you need to know that in Hong Kong, as in many eastern countries, shops are categorised and then grouped together in the same street or area. If you, for instance want to buy sneakers, you go to Sneaker Street; thinking of getting a gold fish? Then go to Gold Fish Street. To put all in perspective Hong Kong has a population density of nearly 7 000 people per square km, thus these are people staying in cramped spaces, in high rises with very little space.

Bird street – is where you can buy birds (the small singing ones with feathers), bird cages, bird seed and worms, basically any bird paraphernalia. It's located near a small strip of trees which creates a small open area amidst the high rises of this busy city. This is also near the stadium where some Super Rugby games are played.

Every morning people from the area come from their small flats to bring their birds. Here they residents hang the little cages on hooks fixed to roof gutters, tree branches, poles for all to admire. Gathered together the birds erupt in song – a daily ritual worth visiting and experiencing.

So, this is what we observed as similarities between the bird lovers and the MG lovers:

Some people have small, traditional bamboo bird cages while some have new modern pink or blue cages :  
*“classics and plastics”*

Most of the birds are tiny singing birds, but one or two people had large noisy birds like cockatoos or parrots:  
*the “V8’s” of the club*

You can buy a standard cage, but you can also customise: they have tiny porcelain water and seed bowls, hand painted in different colours and patterns, and even the little stick the bird sits on is engraved and customised.

*The detail that some members pay to their paint jobs or valve caps come to mind.*

There are shops that sell the worms, customised cage handles, water bowls... anything that a bird would enjoy!

*We have the Sports Car Centre – and we were even able to identify their version of a Denise and Alan.*

Most people arrive with their birds in cages and just hang them up, but one or two arrived with cages with special linen covers, which they then open to “unveil” meticulously cleaned cages.

*Does anyone recognise Mr. Chapman?*

One by one the proud bird owners arrive with their cages and hang them in the preferred spot. After hanging the cage, the existing group would convene in a half circle, arms folded, around the new arrival and start discussing the particular bird and cage. OK, my Cantonese is not that good, but we assumed that's what they did.

*Where have we seen this before? I am sure a few of you would relate to this, especially after the recent Showday.*

All of these activities were followed by some tea drinking...

...

We sat there as silent observers as the “club” members arrive and we somehow felt at home observing typical rituals. We could even identify some individual club members with their recognisable wit and mannerisms that add so much joy in our lives!

Although the culture and language are so different from ours, we saw that globally, clubs are very much the same.



# Jacaranda Run

*The Johannesburg Centre joined the NC for our annual drive through the Jacarandas canopies amid tourists and hopeful students*





# September Club Night

*Richard + Avril Grover hosted an all gold boerewors evening with Peppermint Tart as an extra treat*

## ORIGINAL ALL GOLD CLUB NIGHT



### Ingredients for successful Club Night:

- 40 odd MG Family Members \*
- 2 displayed MGB's (GT & Roadster)
- 1 slab Big ROBIN (53 odd years) + N Type
- 1 pinch Little ROBIN (3 months) + Cuteness over rive switch
- 1 tsp Even smaller Jack Russell + Ball
- Good food + Refreshments

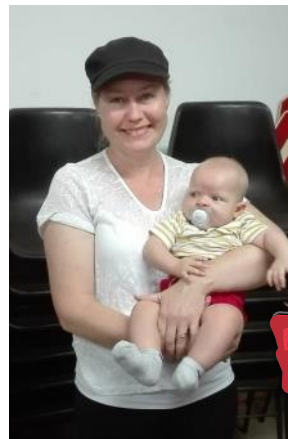
Mix all together in Clubhouse with a dash of humour and enjoy Club Night.

Thank You Avril and Richard Grover for catering.

Thank You Anne-Marie Bendeman and Cobus Kanfer for presenting your stunning MG's to the club, giving us an insight into the history of the cars as well as sharing your passion with the club.

Another Good Friday night spent with friends and family!

\*May contain nuts



# AUNTY AVS BOERRIE STAND





# Club Notices + Announcements

*MAGIC Memories*

## MAGIC MEMORIES

5 November  
Northern Centre Clubhouse  
Following the Natter + Noggin  
7:30 for 8:00pm

Johnnie Van Wyk  
Richard Grover  
Steve + Hazel Eden



Norman Ewing and Esra Martin discuss their first encounters with MGs : the beginning of a journey to many places and many people.





# Club Notices + Announcements

*The annual Driving Tests + Cats Eye Run*

## DRIVING TESTS (Victrix/tor Ludorum Event) + CATS EYE RUN

18 NOVEMBER  
SILVER OAKS CROSSING  
8:30

ADDITIONAL DETAILS TBA



Geoff + Bev Cunnington

# BEV'S BURGERS

Friday 16 November

5:30pm onwards : Northern Clubhouse : Everyone is Welcome





# Club Notices + Announcements

*Forthcoming Events in Brief*

Point allocation C=Clubman, V= Victrix/tor Ludorum, RR=Regularity Rally, HR=Historic Racing

## NOVEMBER

Monday 5	Natter 'n Noggin	NC	Clubhouse 19:30 for 20:00	C
Monday 5	Magic Memories Talk 3 in a Series of 3	NC	Clubhouse Following the Noggin	
Friday 16	Club Night Bev's Burgers	NC	Clubhouse 17:30 onwards	-
Sunday 18	Driving Tests + Cats Eye Rally	NC	Silveroaks Crossing 8:30am	C/ V
25 November- 2 December	The South African Historic Grand Prix Festival	-	East London	-

## DECEMBER

Monday 3	Natter 'n Noggin	NC	Clubhouse 19:30 for 20:00	C
Monday 5	Magic Memories Talk 4 as a bonus round	NC	Clubhouse Following the Noggin	
Friday 14	Club Night Dave's Chicken A La King	NC	Clubhouse 17:30 onwards	-
Saturday 8	Monthly Run	NC	Christmas Party	C

## JANUARY

Monday 7	Natter 'n Noggin	NC	Clubhouse 19:30 for 20:00	C
Friday 18	Club Night	NC	Clubhouse 17:30 onwards	-
Sunday 20	Club Run	NC	Muldersdrift Picnic Hosted by the Leeferinks on their plot	C
Weekend 25-27	Club Run	NC	18th Passion for Speed at Zwartkops	C

## FEBRUARY

Monday 4	Natter 'n Noggin AGM	NC	Clubhouse 19:30 for 20:00	C
Friday 15	Club Night	NC	Clubhouse 17:30 onwards	-
22-24	Club Run	NC	Brooklyn Mall Timeline 2019	C

## NOVEMBER

3	Historic Tour Racing	Red Star Raceway
11	Cape Classic Car Show	Cape Town
11	Portuguese Trial Regularity Rally	Johannesburg

## DECEMBER

2	NASREC Classic Car Show	NASREC
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# Club Notices + Announcements

Trading Post for Wanted Items and Those For Sale

## Wanted

- 1 MG Related Magazines, General Classic Car Books + Magazines
- 2 MG, Motoring + Motorsport Related Books
- 3 TA / TB / TC parts for long term build project. Bare chassis + body have been acquired...
- 1 MGB GT V8 Gearbox
- 2 EMCO Lathe

Stephen Grover 082 818 0540 stephendgrover@gmail.com

## For Sale

### MG Midget Boot Rack

Stainless steel OE pattern Midget boot rack.  
Never fitted. £204 from the owners club.  
Yours for R1200

Steve Eden  
0823728740

## For Sale

Two piece Rotisserie to rotate bodyshell  
Bodyshop Dolly

Bob: 011 4682648

## For Sale

Selling my faithful ZR.

Bought in Cape Town 2013. Fairly rare colour: Royal Blue Pearlescent. Car is original. NO OIL LEAKS.  
Original tool-kit and a service booklet.  
Sold with an AA/Dekra roadworthy.  
Price : R48 500 . A lot of car at the price.

Rod Paxton: 083 458 0148  
the2paxtons@hyperlink.co.za

## For Sale

Custom made number plates.  
Priced from R150, depending on Artwork.

Pepi  
082 410 1569



## Wanted

Someone who can do a good Donald Duck voice to leave a message on my girlfriend's phone.

# HERCAR

## Restorations

Specialising in :-

- Full body restorations
- Spray Painting and polishing to detail
- Mechanical repairs

Carel Wilken 083 391 1611 012 386 2136  
105 Industrial Road  
Pretoria West  
Corner of Roger Dyason and Industrial Road

## ALAN'S AUTO ELECTRICAL

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Spares and Repairs

**ALAN ZEEDERBERG**

Tel:012 347 7326 – Cell: 083 310 9580

LUCAS AND ALL OTHER MAKES

The logo for African Electroplating features the letters 'AE' in a stylized, blue, blocky font. To the right of the logo, the text 'African Electroplating' is written in a blue, sans-serif font, with 'ISO9001 Certified' in a smaller font below it. Below the logo and text is a photograph of a green classic convertible car, possibly a MG, with a black top and chrome accents.

Large Scale Industrial Plater and Specialised Restoration Division  
Nickel, Chrome, Zinc and Speciality Finishes  
13 Marasburg road, Industria West, Johannesburg, 2019  
Tel: (011) 474 8767, Fax: 011 474 8177, Mail: info@afrianelectro.co.za

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