



UMG AZIST



MAG 452
September
2019

Clubhouse
c/o Umgazi Rd + 26th Ave
Menlo Park, Pretoria



Meetings take place on the
First Monday of the Month
Please confirm by phone



082 410 1569



www.mgcc-north.co.za



PO Box 11430
Silver Lakes
0054



GPS S 25 46.495 E 28 16.035

Contact the Editor
kryckt@gmail.com

All articles, photographs and ideas are
encouraged

The opinions expressed in this Newsletter do
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Chairman's Letter

This club has always had a strong competitive spirit as was evident once again at last months driving tests. Having fun and enjoying driving the cars has always been a central part of what this Exco strives to achieve. With this in mind we are looking to bring back the Regularity Rally, with the first event being the up coming November Cats Eye Treasure Hunt. The aim is to get novices involved with the help of our more experienced competitors and the emphasis is on driving your MG and having fun. First rule is never to become too serious and file for divorce, all misunderstandings can be fixed over a beer or two.

Based on one of the 4 routes Hazel and Steve plotted out for our 2016 Indaba, Rene will be setting out the **New Cats Eye Regularity Rally** on the roads East of Pretoria in the Cullinan and Baptsfontein area. It promises to be a fun day, starting and ending at our tried and tested Silver Oakes Crossing Shopping Centre.

September kicked off with the **Noggin** and a presentation about the Galp Rally that has replaced the old Polana Rally. The Galp also ends up in Mozambique, with the main difference being the route is via Eswatini. Thanks to Tony Barbossa and Ian Greyling who presented the event which is now in its 3rd year, to us. We hope to have a few more MG entrants on the event come June next year.

The Club Run this month took us to the **Phyllis Robertson Home** which once again proved to be a great success and extremely humbling. A number of participants from the club and Home requested that we should do this type of run more often . I have only received compliments and positive remarks on how our club so generously reacted to the appeal for assistance and went beyond what was requested ensuring the residents all got incredible gift packs that made the day so very special. One of the residents hit a nerve when she said we need not wait 4 years for our next visit, we can pop in any time even without gifts, a truly humbling experience.

Huge thank you to Claus and Julie who did all the hard work leading up to the run before driving back to Howick straight after the event. You make this club very proud to have you as members.

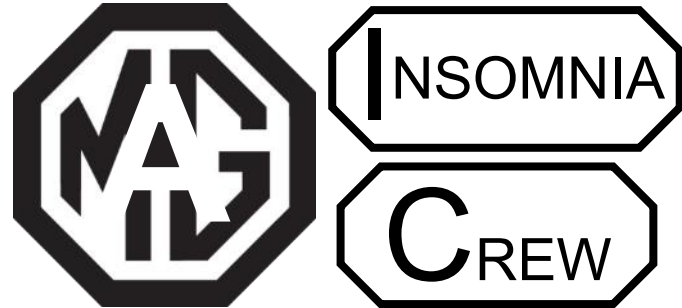
The following week we had another well attended **Club Night** catered by Bev and Geoff with the MG family welcoming the onset of Spring and the start of a long weekend as we move into the last quarter of the year.

Looking forward, the Noggin is a late one in October ,on the 7th and we will be showing some rare footage of the 1994 Diamond Jubilee event held at the East London racetrack. The jubilee was to commemorate the first SAGP in 1934 and showcases some unique footage of the late Ralph Clarke's R Type.

Club Night on the 18th will be catered by Peter + Paul and as usual promises to be excellent. This is followed two days later by the **Jacaranda Run** on Sunday the 20th. We are holding out that the first rains bring the jacarandas in time, otherwise we might have to move the run out by one week to the 27th. As usual we will meet at the Union Buildings at 09h30 to depart at 10h00 sharp, the route should take you a maximum of 2 hours and ends at the Clubhouse where fires will be ready for the braai and, regardless of the weather, the pub will be open.

In this newsletter we also publish an article of significant historical importance about Spider the Les Miller MG special. The article was written by none other than Angus McLeod who raced Spider in the 50's and has kindly given us permission to reproduce it in uMGazi this month. Thanks also to Angela Plowes editor of the Pietermaritzburg MG Owners Club Newsletter, where the article first appeared in their September edition.

Finally, on behalf of the Club I would like to, congratulate Bob and Tania Baylis on reaching *their* Diamond Jubilee, 60 years of marriage on the 3rd of October, it is not often we have the privilege to report such a special and happy occasion.



Octagonally

Pepi

September Club Run to the Phyllis Robertson Home



Our September run was a very special run to the Phyllis Robertson Home. The Home provides a care facility for physically disabled adults. It was established in 1961 and receives no governmental support but relies on donations from the private sector.

As part of the visit to the Home, the MG Car Club took each resident and their carers for a short drive around the suburb. The morning's drive was then followed by a braai, giving everyone an opportunity to get to know each other a little better. The Club also prepared a goody bag for each resident as an extra surprise.

The day highlighted the power of our beloved MG's to put a smile on people's faces.

Thank you to all our members that donated towards the event to ensure the residents were given a special treat with a special thank you to Willow Way SuperSpar for donating the rolls and boerewors for the Spring braai.

Club Run to the Phyllis Robertson Home



Good day Pepi and Claus



Thank you! Thank you for a lovely day had by all the residents and the staff on Sunday. Thank you for organising the cold drinks, cupcakes, boerewors, bread rolls and all the other condiments that went with it. Thank you for the gift of toiletries for every resident. Please also convey our heartfelt thanks to every member who provided fuel for the enjoyment of our residents and staff. Giving up a Sunday is quite a precious gift when most people are working all week long. It is truly appreciated by all the families and the management of the home.

The residents and staff members are furiously exchanging photos on Whatsapp and the lucky ones who were on duty, have used these as profile pictures on WhatsApp and Facebook. The smart phoneless residents are awaiting the official photos so that they too can brag.

Please also thank the guy who donated the coffee machine and the pods. We will no longer have to attempt to impress possible benefactors with Ricoffy. Please provide his name (or company name) in order for us to put a little notice at the machine "donated by..." so that the same benefactors do not think we have too much money. I met some interesting people (and filed away some mental notes for future use) and I am grateful for Margaret's attempts to get us a generator. Please remember that Phyllis Robertson Home is registered as a Public Benefit Organisation and we can therefore issue 18A receipts for tax purposes to the value of the goods/service supplied to us.

Last but not least, I would like to thank the two of you for putting this entire event together including all the members with diverse calendars and personal commitments. It may seem like just another charity event to you but this was so much more from our vantage point. As the least fashionable of all causes, we very often play second fiddle to animal shelters, old age homes and children's charities. You changed that, if only for a day and that is priceless.

Oh yes, let me not forget, thanks for my own ride in a sexy car. My hubby had better play the lotto because I think I am in love and have another "0" birthday coming up next year.

With all our love and blessings

Jady Hewitt

General Manager



An MG Legend Named Spider

A.W (Gus) McCleod sent this incredibly interesting article on Spider which he owned and raced from 1957 – 1967



Number 7 Spider racing at the Historic Grand Prix November 2018

As with most legends, Spider had a simple beginning, and all credit for the legend-making must go to a man named Les Miller, a chemist by profession who ran his own chemist shop in Durban North, a perfectionist by nature and a true gentleman. Pre-war Les had started participating in grass-track and hill-climb events in and around Durban driving a twin cylinder three wheeler BSA, and in due course he graduated to a six cylinder OHC L-type MG which he raced in local as well as away events including participation in two of the pre-war international East London Grand Prix events, acquitting himself well among the exotic factory-built racing elite of the day.

The war years from 1939 to 1945 put an abrupt end to all forms of motor racing throughout the world and Les served as a Major in the SAAF where he became a flying instructor for the duration of the war. Back in civilian life, Les resumed his interest in motor racing, and it so happened that the local MG agent had at some time imported a demonstration TC without any bodywork as a show piece and, having served its purpose, Les was able to purchase the TC in its bodyless condition.

Les fashioned an elementary aluminium off-set single seater body and “hotted up” the motor to produce a competitive racing machine which he named Jasper. While racing Jasper, Les was able to assess what improvements could be applied to the basic TC design to make it more competitive, and so it was that Spider was built by Les incorporating those features most noticeable of which, (although not the most important), was the centralised seating position. Spider, (so named by Les because of its somewhat spider-like appearance) lived up to expectations as a very competitive racing machine.

Jasper was taken over by one of the Ecurie Miller members and with a new body fitted was later sold to Brian Sapsford from Pietermaritzburg who raced the car for a number of years. It is pleasing to know that as with the two later Les Miller specials, Jasper is reportedly still being well looked after by its present owner.

In the hands of Les, Spider was an instant success, finishing the first race it was entered in, (the Coronation 100 in Pietermaritzburg 1951) in second place, and thereafter consistently finishing among the top runners. Les raced Spider as far afield as Johannesburg, Cape Town and East London, remarkably winning the post-war East London race 2 years in succession. His impressive record of wins in Spider is as follows:

- 1952 and 1953 East London Winter Handicap
- 1953 Gunners Circle (Cape Town),
- 1954 Settlers Day Handicap
- 1954 Cape Town New Year Handicap

Also, during those years, Les was twice runner-up in the South African drivers Championship.

While building up a formidable reputation for himself, Les always found time to encourage and give advice to those wishing to emulate his driving skill and his technical know-how, and so it was that the “Ecurie Miller” group of enthusiastic drivers with the approval of Les became established, all driving MG single-seaters and kitted out at race meetings in white overalls bearing the “Ecurie MG Miller” badge, and capable of competing with skill and enthusiasm with the best.

An MG Legend Named Spider

Although the race-prepared TC MG using the original TC chassis and rigid suspension had proven to be a winner, several enthusiasts with the means to do so had started building their own chassis layouts with independent front suspension and lighter in weight. Les was one such competitor, and so it was that Fatman, (so named by Les in keeping with a somewhat bulbous appearance), came into being using Fiat independent front suspension but still fitted with the trusted TC motor and gearbox. While Les concentrated on the performance of his newly designed Fatman, Spider lay idle much of the time, however on a few occasions one of his helpers who I will refer to as "Harry" would drive Spider so as to keep the car in running order.

My involvement with Spider was fortuitous rather than pre-planned. By way of some background, I was born in 1930, the youngest of four siblings, and post-matric, having undergone a tertiary education in electro-mechanics, I was appointed in 1953 as one of the first four South African engineering staff employed by the newly established IBM (South Africa). Following an intensive training in IBM equipment, the four of us started taking over from the ex-pat engineering staff as their assignments ended and they returned to their home countries. My posting was to Durban, my home province, having lived in Pietermaritzburg through all of my school years. My means of transport at that time was a 1938 TA MG, (fore-runner of the TC but with the least sporting motor and gearbox ever fitted to an MG), and not long after settling in Durban I came across a TC in good mechanical order, (although with some body rust in need of attention), which I bought.

While getting to know the TC and its character I had entered some local Hillclimb and grass-track events, which I enjoyed taking part in, and in due course I started to remove the TC bodywork so that I could attend to removal of the rust I had earlier noticed. This action gave some friends of mine the impression that my intent was to lighten the TC prior to entering an upcoming event on Roy Hesketh which on consideration I felt might be a good opportunity to discover what it was like to take part in a serious track event.

With that in mind I approached the race organisers and, much to my surprise they accepted my late entry which left me with six days to prepare the TC, and after much burning of mid-night oil I drove the TC up to Maritzburg on the Saturday afternoon before race day hopeful of getting in some practice laps. To my concern, on arrival at Hesketh I found the track had been prematurely closed due to a driver having crashed on Quarry curve at the end of the main strait shortly before my arrival. On race day I found myself lined up, without any knowledge of the track, alongside Jasper with Brian Sapsford at the wheel.

In retrospect, the only known facts about me at the time was that I was driving a 1250cc MG as was Brian. The fact that my cars compression ratio was still at the standard 7.5 : 1 while Jasper would have been at about 12 : 1, made this rather an uneven match, and when the flag dropped Brian took off like a scalded cat leaving me half way to the first corner as Jasper disappeared out of view. My lack of performance was further brought home to me when the faster cars with heavier handicaps soon started overtaking me, each at a higher speed than the last and leaving me rocking in their slipstream firmly clutching the steering wheel.

There being no easy escape for me I continued to drive to the best of my ability, and with each passing lap the track became more familiar to the point where I actually started to enjoy the experience. Reasoning that the drivers who continued to overtake me at regular intervals were not intent on running me off the track left me to concentrate on trying to improve on my own lap times. With some laps still remaining the TC ran a big-end bearing forcing me to retire but leaving me with a new circumspection of motor racing.

With prize-giving a thing of the past, I met up with a number of the drivers who would have overtaken me at least once on the track. One of those was Ecurie Miller live-wire driver Roy "Roddy" McDowel who told me the car that had crashed on practice day was Spider, driven at that time by "Harry" who had suffered a broken arm and much bruising, but Spider had escaped with no more than a broken steering wheel and some body dents which Roy assured me could easily be repaired.

Roy then suggested I talk to Les to see if he would be prepared to sell Spider. Shortly thereafter I made contact with Les who invited me to call around so that I could have a good look at Spider. A time was arranged and I had the pleasure of meeting Les in person for the first time and being given a thorough run-down on Spider which left me in no doubt that Spider was the ideal car for me! All I needed to do was to finish de-rusting, painting and re-assembling my TC to use as a regular means of transport, (and future tow-car for Spider). My TA served as part-payment for Spider with the balance settled in cash. The sale of Spider having been easily concluded, Les kindly took me through a cylinder head overhaul on Spider, (which I carried out under his guidance), and in due course he helpfully towed Spider to the Bluff in Durban for me to take part in a hill-climb there, (my first experience of actually driving Spider).

I knew the layout of the Hill-climb from participating in the TC, so my runs in Spider became faster with each subsequent run in keeping with my confidence. My last and fastest of three runs came within 0,5 seconds of the other Ecurie Miller MG taking part and driven by Des Grey which placed me second behind Des, (the winner of the event), but more importantly it earned me an invitation from Les to become a member of the Ecurie Miller team, an honour I gratefully accepted.

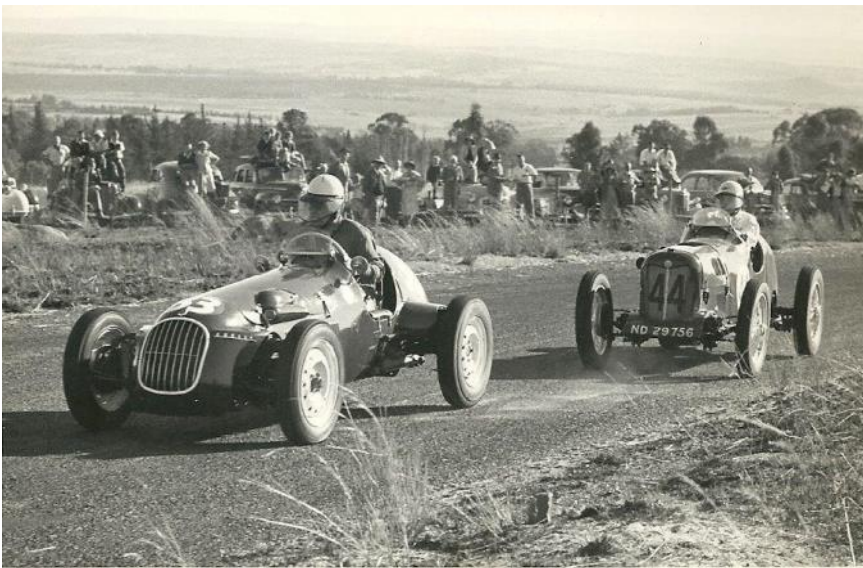
From then on I took part with Spider in every track event and hill-climb within reasonable reach, and with each event my lap times improved in keeping with a growing familiarity and a kind of mutual trust which grew between Spider and myself in tacit recognition that the outcome of any event depended on both man and machine.

As an aside and in defence of "Harry", I found on better acquaintance with Spider that, possibly due to infrequent use, on braking hard at the end of the Hesketh main strait Spider developed quite serious brake fade which could have caught "Harry" by surprise, leaving him entering Quarry too fast to avoid an accident. To overcome this condition my first repair job on Spider had been to replace the brake linings and to fit air-scoops to the front backing plates which restored reliability to all future braking.

An MG Legend Named Spider



Harry Pierce #13 in his MG Special Flo, followed by Donald Philip #14 and Les Miller #16 in MG Special Spider going through Tombstone Corner at Grand Central.



Les Miller in Spider #44

Within the first year of taking ownership of Spider I won my first and only National event, the “1958 Fairfield 100”, a sixth win to Spiders credit and also an addition to the Ecurie Miller records as an event that had not previously been won by the stable.

Having reached somewhere close to the limit of my driving abilities I looked for a possible way to improve Spider’s performance. Les had at an earlier time worked on the idea of fitting four carburettors to Spider, and had started by making it possible to split the siamesed inlet ports thereby providing each cylinder with its own exclusive inlet port. He had also fashioned two branched manifolds to fit in place of the standard twin SU carburettors. In addition to those parts that Les had given me I was able to source four Amal carburettors to fit, then design a means of throttle control which opened and closed all four carburettors in synchronism, fashion an exhaust system and exchange the standard camshaft for a supercharger camshaft, and with more burning of the midnight oil all was set for the fast approaching Easter Races.

It had come as a bit of a surprise to find that the accelerator pedal needed so much more force to operate than did the two SU carburettors butterfly valves. This took some getting used to before getting back to my best lap times, and in due course I was able to lap at a second or more faster than my previous best times. The first real test came with the 1958 Easter Races on Roy Hesketh, and by the tenth lap I had caught up and overtaken all those competitors who had started ahead of me, and I remained safely ahead of those with a bigger handicap. With just over one lap to go and in a commanding position the engine cut and I had to pull off the track. The cause of the engine failure was that I had run out of fuel, the one factor I had overlooked was that the four Amals and the supercharger camshaft in delivering more power resulted in a higher fuel consumption. A bit of a disappointment not to have completed the race, but more than offset by the considerable improvement in the performance of Spider.

To the best of my knowledge Spider had the only XPAG motor in South Africa ever to have been converted to a four carburettor configuration, all credit to the initiative of Les. Within a few months thereafter, as the IBM company expanded I was transferred to Head Office in Johannesburg where my duties left considerably less time for motor sport. I did once participate in a race on Grand Central, the lone race track in the Johannesburg/Pretoria vicinity, which consisted of a rough tarred track that in my opinion would have been condemned even as a public back road! A broken crankshaft halfway through an uncomfortable drive settled my resolve to avoid any further association with Grand Central, leaving hill-climbs as an easy alternative.

At the time of my transfer to Johannesburg I had made an undertaking to race in the 1959 Easter event at the Roy Hesketh circuit, and so it was that I towed Spider down to Pietermaritzburg for my last participation in a full race meeting. While proving to be a memorable event, which included the participation of Les in Fatman, I was surprised to see the way in which the MG Special, once the recognised backbone of motor racing in South Africa, was being overtaken by an array of factory-produced racing machinery, a fore-runner of to-days professional approach to the sport. This left Spider as the last MG Special to have won a national event in South Africa, the 1958 Fairfield 100.

The weekend following the Easter Races I married my long-suffering partner-fiancée Ingrid, a nursing sister by profession whose acquaintance I had made soon after taking ownership of Spider, and who shared with me the demands of motor racing including time inevitably spent in a workshop and other such unromantic environments, and who also served as pit crew, caterer and attending to any unnecessary distraction on race days. (Presumably a good introduction to married life as Ingrid and I have now shared 60 adventurous and memorable years together since getting married.)

An MG Legend Named Spider



Heyns Stead getting ready to race Spider at the East London SAHGP on 24th November 2018



Heyns Stead in Spider -Third in Class February 2018

Although my racing days were over, (except for an odd hill-climb), we kept Spider under wraps to avoid the possibility of having someone buying and then stripping the car for parts. Having owned Spider for some 10 odd years in total I indirectly sold the car to Phil Howie whom I helped in getting Spider back to racing trim. Spider's present owner Heyns Stead bought Spider in 1990, (close on 30 years ago now), and has earned many further wins in historic events since then, considerably adding to Spiders claim to fame. Heyns has written a summary of Spiders historical record since owned by Phil Howie which, with the kind permission of Heyns, follows:

"Phil Howie, a founder member of the Historic Racing Car Register (HRCR), bought Spider indirectly from Gus, and won the HRCR championship in 1975. Spider was immortalised as the emblem on the HRCR badge designed by Gavin Richie. Phil sold Spider to Henry Bessenger where she spent some time in storage, before being acquired by Arnold Sommer who undertook a thorough and commendable rebuild. Arnold sold Spider to Heyns Stead in 1990 as he wanted her back on the racing circuit.

Heyns has raced Spider in the "Fine Car" series in Gauteng from 1991 and they have been successful with many wins and placings in the historic class. Heyns and Spider have also very successfully campaigned in the Historic Single Seater Association (HSSA) series from its beginnings in 2005 with numerous wins and placings, and together they have won the HSSA National Championship three times. Heyns and Spider have twice won her class in the prestigious Simola Hill-climb in Knysna.

Spider is the most successful of all the MG TC racers in South Africa and holds the distinction of the last TC MG to win a major event in South Africa."

The owner-drivers who have each added renown to the legend of Spider are listed hereunder with approximate periods of ownership:

- Les Miller 1950 - 1957
- Gus Macleod 1957 - 1967
- Phil Howie 1967 - 1980 (Bought by a dealer and not again raced until bought by Heyns)
- Heyns Stead 1990 - present

Long may Spider continue to represent an earlier and less commercial age of Motor Sport!

Johannesburg 50th Anniversary Run



In my younger and more vulnerable years I would have believed that a fine-looking car designed and built in a rainy climate would be waterproof. A misguided illusion I might add as we kept the rain and mist company from Johannesburg to Hazeyview. Wet from behind our ears to the bottom of our soaked feet. The reason for the journey into the usually warmer climate of Mpumalanga was to join the Johannesburg Centre and a band of Northmen to celebrate the Johannesburg Centre's 50th Anniversary.

The adventure was also the final leg of our MG Tri-venture series. We had completed the Berg and sea expeditions earlier this year and so the bush remained to be conquered. Our destination was Little Pilgrims Boutique Hotel where the Northmen celebrated their 40th year in 2018. We've heard that if you drink the Sabie water you will return so here we were pilgrims little and large booking in again. Admittedly the water in question had been filtered, boiled and mixed with some hops for sanitary reasons.

Joining us in completing all three runs, with a snazzy T-shirt to prove it, were Richard + Avril and Tony + Anette. The Craddocks were the only ones to complete all three runs driving the same car. We are not sure if it's the same GPS used by Tony though as last we heard it had started directing Anette in Afrikaans...

The highlight of the weekend without a doubt was an extraordinary visit to the Kruger National Park. The organisers had arranged a picnic on Saturday at the day visitors camp on the outskirts of Skukuza. This was an amazing trip down memory lane and wonderful to think that the classic cars were just as at home in the park 50 years ago as they are today. The chrome, canvas and sensible pace of the MGs against an unchanged background.

Elegance aside, being in a car lower than the grass may not be the best way to view game. It certainly did give us an up close view of the bush and, as I'm sure Esra would agree, a new respect for the size of elephants. The group tally card for the day was certainly impressive and included a hyena with her cubs, a leopard with it's prey up a tree, a hippo crossing the road and of course elephants, rhinos and buffalos.

The Main Dinner on Saturday night was had a 'My Gatsby' (we'll wait) theme and the hotel had entered into the spirit decorating the dining room for the night. Everyone had made an effort for their outfits especially the ladies. Feathers, flappers and beaded cigarette holders gave the day's twitches a chance to take more notes.

Sunday was a driving day. After the leisured idling in the Park, the roadster wanted to run. For those that recall the condition of the roads in the area last year, the good news is that they have been repaired and are in a fantastic state. We headed out from Havzyview towards Graskop and didn't look back. The bends downhill towards Pilgrims Rest were fantastic and were only matched by the meanders through the pines towards Macmac Falls and Sabie. Pepi's TF took the lead and hugged the bends with ease followed closely by Esra in his A, our B roadster and Richard's Y-Type bringing up the rear with much pomp and ceremony. A leisurely lunch at Sabie Brewery, where we met up with fellow northmen the Kellys and the Edens ended a grand day out.

Johannesburg 50th Anniversary Run



Apart from it being Johannesburg Centre's anniversary, Norman and Pat Ewing also celebrated their golden wedding anniversary. The special occasion was marked with the presentation of a beautiful cake arranged by their daughter Sarah.

Norman had gone to extraordinary lengths to compile and print a commemorative booklet recording the 50 years of the Johannesburg Centre. Guests were presented with a copy as part of a complimentary gift back upon arrival. The book is sure to become an important part of the South African MG story making the adventure to Hazeyview that more special.

After first breakfast we were back on the road and were soon trying to catch up with Tony and Anette who had left earlier that day. The weather had decided to stay in the Lowveld and the skies home were clear which allowed us to take in the scenery that we had *mist* previously. We returned via Schoemanskloof where the roads were in great condition and we were fortunate not to have any stops for roadworks.

Despite the rain and mist en-route to Hazeyview, the roadster performed beautifully. The Sunday run was exhilarating and was perfect for blowing away the cobwebs.

With the final leg completed our Tri-venture goal for 2019 has been reached. 3 runs, the Durban Dash, the KwaZulu-Natal 80th Anniversary and the Johannesburg Centre 50th Anniversary completed in 3 months. And not to mention 3 thousand km as well. Not bad for years motoring.

A sincere thank you to the organisers of the weekend and everyone who makes the MG runs, Adventures.



September Noggin + Club Night



The Clubhouse was host to our usual monthly club events in September. Tony Barbossa was at the monthly Noggin to chat about the GALP Classic Car Rally and Spring was officially sprung with Club Night falling on the equinox. Delicious hamburgers were served up by Bev and Geoff Cunnington followed by the obligatory visiting around the fire with the MG Family.



Out + About



Stephen + Robin spring cleaning



A John Illsey 1934 Auster Gary spotted

To join the Northern Centre WhatsApp groups just ask Pepi
Our 2 groups offer:
A social group for MG chatter and
An Official Club Announcement only group
Join one or both and stay in touch



Stephen contemplated an upgrade



Alex asked if any members were at the 1947 Harare Indaba



Dirk + Sharleen's African dream



MG support for Carla's school recital

Club Notices + Announcements

CLUB NIGHT CHALKBOARD

FRIDAY 18 OCTOBER

The Spookiest Club Night of the year

P+P's frightening Halloween night

Plenty of room to park your brooms
+ enjoy a witches brew!

From 4:30pm Onwards

Enjoy the
MG Marque of
Friendship!

Northern Clubhouse : Everyone wicked is Welcome!



Sunday 20 October

Jacaranda Run
20 years

Meet at the Union Buildings at 9:30 for
10am departure. 2 hour route with braai
fires ready for bring + braai at the Club-
house from 12 noon

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

OCTOBER

Monday 7	Natter 'n Noggin	NC	Clubhouse: 19:30 for 20:00	C
Friday 18	Club Night	NC	P+P Clubhouse 17:30 onwards	-
Sunday 20	Club Run	NC	20 years of the Jacaranda Run	C

NOVEMBER

Monday 4	Natter 'n Noggin	NC	Clubhouse: 19:30 for 20:00	C
Friday 15	Club Night	NC	Clubhouse 17:30 onwards	-
Sunday 24	Club Run	NC	Gymkhana + Cats Eye Rally	V+C
Saturday 30	Formal End of Year Dinner Dance	NC	Villa Africa Boutique Hotel	-

DECEMBER

Monday 2	Natter 'n Noggin	NC	Clubhouse: 19:30 for 20:00	C
Friday 6	Club Night	NC	Clubhouse 17:30 onwards	-
Saturday 14	Club Run	NC	Christmas Party Clubhouse from 10am	-

JANUARY

Monday 6	Natter 'n Noggin	NC	Clubhouse: 19:30 for 20:00	C
Friday 17	Club Night	NC	Clubhouse 17:30 onwards	-
Saturday 26	Club Run	NC	Christmas Party Clubhouse from 10am	-

SEPTEMBER

Thursday 3 - Sunday 6	2020 National Indaba Hosted by the Cape Town Centre	CTS	Oudtshoorn	-
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Trading Post

For Sale

Custom made number plates. Priced from R150, depending on Art-work.

Pepi
082 410 1569



For Sale

Reconditioned MGA 1500 Cylinder Head. Has been skimmed, has unleaded valve seat inserts, Pressure tested and the thickness is 80.5mm. R8000,00.

David
dmulles@gmail.com

For Sale

1955 MG 1500 TF
Nut and bolt restoration 4 years ago done 500 miles since. Excellent condition . R450,000.
Phone Julian Pringle wattpringle@telkomsa.net



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: 011 468 2848

For Sale

MGB Roadster
White roadster in immaculate condition for sale. Records available from Dave Wheeler. Asking R 250 000 which is what has been spent on the car.

George Avvakoumides 083 306 1671

For Sale

MGA 1600 Coupe
Very reliable runner, papers in order and up to date. For further particulars and price, please contact :

Vernon Acton 083 647 6700 (East London)

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

Wanted

MGA and/or Magnette gearbox
Robin at 082902 5119

Wanted

Restoration of Roof Lining
Ian Grace is looking for assistance/recommendations with the restoration of his roof lining. Assistance greatly appreciated.
iang@xsinet.co.za

Wanted

MGB Works Hardtop wanted in good condition.
Ray 082 922 6106 or brmprojects@telkomsa.net

Club Committee



Pepi Gaspari Chairman, Social Media	082 410 1569	marpepi@iafrica.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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If you would like to submit any articles, photographs or if you would like to advertise items For Sale, Wanted or To Swop, please e-mail:
kryckt@gmail.com