



UMG AZIST



MAG 454
November
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

Almost to the day, one year has passed since that MaGnificent Historical South African Grand Prix held in East London organized by Mark Woolly and his capable team. It feels like it was yesterday that Ed Hillary and I, together with 15 others from the Northern Centre were making arrangements to fly down together, to what was one of the highlight events of 2018. One year on and it's with a heavy heart I convey the sad news that Ed has succumbed to cancer on Sunday 17th November, after a long battle with the dreaded disease. Our heartfelt condolences from the MG family go to Jane and the children. Ed will always be remembered as an avid MG TC enthusiast and perfect gentleman.

Our November run, **The Cats Eye Regularity Rally** organized by Dave Westaway and Linde Harrington was an exceptional event that not only successfully introduced Regularity Rallying to our new members in the club, but also got the veteran competitors excited. So much so that members want another event sooner rather than later. Besides our thanks for the superb job both organizers did, we also owe a vote of thanks to Johnnie Van Wyk for assisting the novices before the start and we are all looking forward to the Arm Chair Rally scheduled for early next year that Johnnie has compiled to get more members involved.

The formal **Dinner and Dance** evening brought our November events to a close. A huge thank you to Bev and Geoff, with support from Sharleen on the decorations, for organizing an excellent event at Villa Africa Boutique Hotel. The event was set in the garden lapa with the MGs adorning the front lawn of the hotel. The *Friendship Band* provided the music that got everybody on their feet and dancing till midnight. The food was excellent and more than enough to ensure we only received compliments.

The most important ingredient of the whole evening was the companionship and jovial atmosphere in the lapa. Thank you to those who travelled across from Johannesburg and to Adam Fergie for joining us all the way from the UK. To all the Pretoria family that hosted the Joburg family, a big thank you. This club and in particular this CENTRE embodies THE MARQUE OF FRIENDSHIP.

Andy Green, the Bloodhound and the technical team arrived in South Africa this month completing their high speed tests. Their intention is to return next year and break the Land Speed Record. The intent is to organise a Joburg and Northern combined run to Hakskeen Pan on their return in 12 to 18 months. The potential run naturally necessitated a short excursion to assess access, logistics and accommodation to be done while the Bloodhound team was on the Pan.

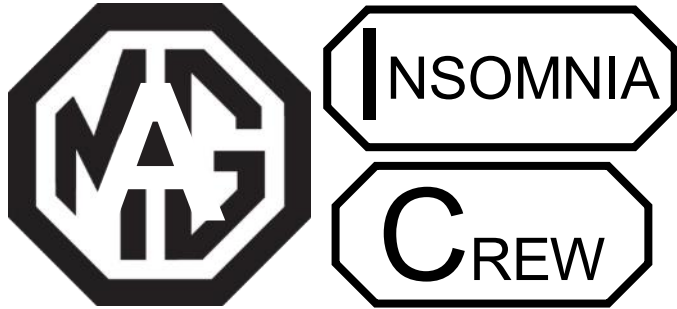
After some phone calls and a couple of WhatsApp messages, Andy arranged an invite. The result was a very fruitful reccie that has put the MG Car Club in a strong position to be present when the car and team begin to push the limits of the Land Speed Record and attempt to break 1000mph barrier. An event that only comes around once in a lifetime. Having met the jovial and hard working Bloodhound Team, it will be an event not to be missed.

I was unfortunately unable to attend the **Club Night** arranged by the Mosterts as it clashed with the trip to Hakskeen Pan. Geoff and Bev saw to everything at the Club in my absence. With Pieter and Cookie Vermaak's newly restored MGB GT on the stoep, and Bernard and Marelize catering, it was a wonderful evening.

December sees our last three MG events for 2019 with the best kept for last: our Christmas Party on the 14th in the capable hands of our Sharleen. The Jumping Castle will be there again this year and I will have a new bather.

The first run of 2020, on the 26th January, will once again be to the Leeferink's beautiful Home on the banks of the Crocodile River in Muldersdrift, once again a great way of starting the new year.

May you all travel safely to your holiday destinations and I look forward to an even better 2020 filled with MG events.



Octagonally

Repi

November Run: Cats Eye Regularity Rally + Gymkhana



CATS EYE REGULARITY RALLY & FUN GYMKHANA
24th November 2019

The last competitive events for 2019 at the Northern Centre were the extremely well organized Cats Eye Regularity Rally and Gymkhana.

Dave Westaway + Linde Harrington put together a great day which saw the return of the great rally tradition to the Club. The emphasis for the day was strictly on fun but that didn't stop the organisers from going all out in their preparation for the event.

The morning started at the Silveroaks Shopping Centre with a crash course in the basic principals of rallying. Presented by the very knowledgeable Johnnie Van Wyk the lesson gave pointers and tips to the novices of the Club.

First up was a mini Gymkhana involving Tennis Balls, perched precariously on top of poles, that needed to be carefully collected by navigators while the drivers kept an eye on the route and time. Staying inside your car seemed to be an option for some! Robin Clark + Steven Grover took first place in the V8.

Competitors then set off on a 136km route that ended at the Clubhouse and the Northman's Traditional. Luckily if there were any problems en route, Richard + Avril Grover acted as a sweep car for the route.

Experienced rally enthusiast Steve + Hazel Eden were the over all winners for the Cats Eye 2019 with Doug Wickins + Esra Martin in second place and William + Wendy Kelly in third place. All three teams having participated in previous rallies.

Would be great to see and award for the novices to be included in future events.



*Johnnie has offered a navigator's programs for free to any club members.
There is a program for a **HP 48G** calculator and a **HP 32** calculator.*

Bloodhound LSR: An Invitation to Bloodhound

Pepi had an opportunity to see the Bloodhound in trials

When I bought my MGA in 1989 I joined the MG Car Club, mainly to get cheaper insurance, little did I know how it would change my life and afford me the privilege to meet legends like Phil Hill, Fangio and Stirling Moss to mention a few.

Andy Green is one of these legends and since meeting him 19 years ago at our 2000 Indaba, I have kept in touch over the years and met up with him on the numerous occasions he has visited South Africa be it for a vacation or the quick visits to Hakskeen Pan, to prepare for Bloodhound, a project that started 12 years ago.

When the news broke that Ian Warhurst salvaged the Bloodhound Project in December 2018, I was having lunch at the Craddock's and Craig showed me the news feed. I immediately called Andy and he confirmed that the car had been bought by a "rich old bloke" who had only confirmed that morning that he wanted Andy to drive the car. There was no idea of when or what the program was to be going forward.

Well, now we know the "old bloke" is Ian Warhurst and is 7 years younger than Andy and me!

We also know that Ian salvaged the project and got the car to the Hakskeen Pan in an astonishing 10 months where they have spent 6 weeks conducting High Speed Testing with great success. Work is now concentrated on getting the car ready for the actual record-breaking attempt in an estimated 12 to 18 months.

The Bloodhound Team's return will depend on how long the final development of the rocket will take and the funding from interested sponsors. Sponsorship will hopefully follow as the team have proved they know a thing or two about fast cars.

NAMMO, the small Norwegian company designing and building the rocket, is only able to work on Bloodhound between paying jobs, so currently, no dates have been set. Although they were present at the Pan for a few days this time around to check environment and details that could affect the rocket, they still busy with final designs.

In anticipation of their return we will begin to put the steppingstones in place to achieve at least 30 MGs on the Pan: one for each member of the team to join in a joy ride on the Pan, after they break the current land speed record.

Having kept in regular contact with Andy since the December 16th phone call, as well as through the testing on the Pan, he suggested that a good time to visit would be after the extensive work that they did on the car after they had reached their goal of 500mph by doing 501mph.

The next target was 550mph but a fire warning wire and other sensors in unreachable places, that is without removing the body from chassis, kept setting off a fire alarm, which meant Andy had to shut Bloodhound down prematurely. The decision was made to take the body off which took about a week worth of working in their makeshift workshop in what is called Tech Camp. A restricted zone for which one needs to get clearance due to the secret American and British technology used on Bloodhound.

The aim of the reccie was not only to meet up with Andy again but to meet Ian and build some new bridges to see how we can get them to the Clubhouse to meet members as well as see how we can put a run together when there will be a lot more people and media around and many more restrictions to movement on the Pan as well as access to the Bloodhound team at their lodge in Molopo.

On arrival after a 4am start on the Wednesday and a long road trip via Van Zyls Rus we met up with Andy at Molopo Lodge, 70km from Pan, where we had supper with him and he introduced us to Ian, I had two Club caps personalized for Andy and Ian. The one welcoming Andy back home and the other thanking Ian for saving Bloodhound. Both were well received as were our 40th anniversary calendar's we gave them.

At supper we were told that they were heading out to the Pan at 4am the next day and the Rollout for Bloodhound was scheduled at 5.30 am. Since we only stayed 15km from the Pan we had a slightly later start than they did. We were also told that there was no guarantee that we could get into the Tech Camp as the security and clearance is controlled by the South African Bloodhound Company, the local team. Andy said tell them you my guests and I will come look for you after the run.



Bloodhound LSR



Two security check points. At the first, we met Rudi who is responsible for track markings and all local liaison with the Mier community. He had seen us at the lodge having supper with Andy the night before and knew the MG Car Club-NC from messages we had sent to the Bloodhound Facebook page thanking him for his involvement over the last 8 years in clearing the track. 16 500 tons of stone and rock had been moved, giving a huge portion of the local people employment. Although we never met before he knew who MGCC is and we were welcomed.

He directed us to the main guy Altus, who is the CEO of Bloodhound South Africa. We had bumped into him the night before, not knowing who he was. In the stunning dessert early morning sunrise, we met him as Bloodhound was being rolled out of the Tech Camp, as Andy's guests, he immediately made us feel at home and explained what we could and couldn't.

Andy then strolled over and shouted up to Martin and Jess in the control room, "There are a few mad South Africans running around and they are my guests". The answer from Martin, "I knew they were South African but now I know they mad!".

The control room oversees everything. What and when things happen on the Pan gets directed by them. A crucial team as they are in contact with Bloodhound throughout the run.

That little exchange really set the tone for the next two day. The whole team were welcoming, accommodating and very approachable. Ian likewise spoke to us and suggested the best place on the Pan to watch the trials. After our visit, Ian has started looking to buy an MGA, soon he will be a club member.

That Thursday saw the car do a test run in the afternoon of 350mph with the air brakes open, a pressure test after an aborted start in the morning. The planned 550mph was to happen straight after that test but the high crosswinds forced the run to be moved to the next day.

Although a setback for the team, the work carried out on the car was a blessing for us as this down time put Bloodhound back in the Tech Camp. Between Andy and most importantly Altus we were issued passes that allowed close access to the car while it was being worked on. All this while Andy was explaining and answering questions to his mad South African guests.

We met up with the team at Molopo Lodge that evening where Andy signed our calendars and after we got acquainted with a few more members of the team over a few drinks, we headed back to our tented camp for some 80km away for an early Braai and prepared for an early start the next morning.

Friday morning brought another stunning sunrise on the Pan and the positive tension was palpable as the car was rolled out. Once in position and a successful start, the goose flesh experience of the sound and sight of watching Bloodhound pick up speed, zoom past and then disappear into the distance was astounding. The trail of dust just hung in the air with no crosswind at all. That Friday we saw 562mph.

The next morning while we were heading back, the Team achieved a run of 628mph, the highest to date. An incredible event that we had the privilege of experiencing. I can only imagine what 1000mph will be like, we can't wait to get the Club up to Hakskeen and share this experience.

Although it was Andy's invitation that opened the door, the most important person we met on the reccie is Altus, the local CEO. He happens to live down the road from the Club. We hope to get Altus to join us at a Noggin next year to share his Bloodhound experience and naturally we will soon have him in an MG too.

We have already scouted different types of accommodation and routes with appropriate stop overs. We only await the Bloodhound team to give us the heads-up as to when we need to step on the accelerator for a once in a lifetime run.

Ed Hillary

Steve Eden



It is with great sadness that we have to report the passing, after a long and valiant fight with cancer, of Ed Hillary.

Ed was a true gentleman in every way. An enthusiastic and active member of the MG family, his wife Jane, and white TC have travelled far and wide across Africa.

Living near Haenartsburg in Limpopo, growing Avocados, he gathered many "furthest travelled" Trophies at Indabas, and won the Driving Test at the last Indaba in KZN.

He will be sorely missed by us all who were privileged to know him.

On a personal note, his support and encouragement after my diagnosis with prostate cancer was a great comfort.

As part of a memorial to Ed, we have decided to use this sad occasion in a positive way.

Membership of the MG Club is mainly male, and middle aged or above. Being men however, we are reluctant to discuss matters of health.

I thought it would be useful to use this opportunity to highlight the risk of prostate cancer in men, raise awareness of it, and emphasis the importance of regular testing.

Prostate cancer is the number one cancer affecting men in South Africa. It is estimated that 1 in every 19 South African males will develop prostate cancer.

In many cases there are no apparent symptoms of the disease and so it can remain undetected until it is possibly too late for successful treatment.

Many of us will have experienced the dreaded finger examination but in fact this is not a must have.

It is recommended that any male, over the age of 45, or earlier if there is a family history of cancer, take a PSA test on an annual basis. This is a simple blood test and will give an indication if there is any need for concern.

Come on guys, get tested, we want you to be around for a long time.

MG Movies



The three biggest stars in the new Quinton Tarantino film, “*Once Upon A Time In Hollywood*”, are undoubtedly the 1950’s MG TD, the creamy yellow Cadillac Coupe de Ville and the blue, beaten-up 1964 Volkswagen Karmann Ghia. The film features Leonardo DiCaprio, Brad Pitt and Margot Robbie showing just how sexy the motors are to garner the attention.

The film is set in Hollywood in 1969 and features period detailing of the Los Angeles streetscape. Filmmakers even received rare permission to close off part of the freeway to film a sequence displaying only period vehicles. This shows the directors distaste for digital effect and commitment to practical film making as well as highlights the consideration taken in making the film. The casting of the cars are as intentional as the casting of the main characters.

For MG enthusiasts, the TD featured is beautiful even though it does not receive as much on screen time as the other models. We are treated to an on-board journey as though sitting in the car driving down Cielo Drive and arriving at the Playboy Mansion—or Friday evening.

What’s interesting is the association of the MG classic with the on-screen character, famous director Roman Polanski. As this is 1969 the director is still considered a good guy with a very successful “*Rosemary’s Baby*” under his belt. He and his wife Sharon Tate are Hollywood socialites and he may well represent an incarnation of the American Dream. He has sophisticated, European cool with a beautiful wife and bright future. What better car than a classic MG?

The casting of the Karmann Ghia as stunt man Cliff Booth’s ride added, I thought, a layer to one of the usual club discussions and the enthusiasm for our cars.

Booth, played by Brad Pitt, is a stunt man turned chauffeur and his blue Karmann Ghia reflects his beaten and scarred look. The car would only be about 5 years old but has enough scars to match Brad Pitt’s rough exterior. Booth spends his days driving his employers Cadillac, full of care and responsibility. After hours however, his true character is developed as he weaves the sports car through traffic, recklessly tacking corners and executing J-turns. Daring and exciting, a risk taker looking for excitement – but always in control.

Knowing that Tarantino’s father drove a similar car shows that the Karmann Ghia has been cast in true Tarantino fashion as an ode from a fan boy. From his debut film “*Pulp Fiction*”, Tarantino has paid homage to everything popular and taken his fandom to the next level. His energy seems invested in bring the irrational wildness of fandom to familiar stories. His enthusiasm allows him to get away with questionable subjects while its infectiousness overwhelms reality to become surreal.

Tarantino and MG enthusiasts, get to bring our boyish fandoms into the real world in all its geeky, polished and detailed realness and nostalgia. It’s about the cars being more than a vehicle. They are a personality not fixed in time and maybe exaggerated in memory. They allow us the freedom to connect the past to the present just by driving them.

Like Tarantino, our fandom is made up of Easter eggs, trivia and references. If you get the allusions it’s great and if not, you will still have a great time... in Hollywood.

(Seriously though, there is no way Miss Tate would emerge from a drive through the Hills with hair that good. Scarf or no scarf.)

End of Year Dinner + Dance



Club Notices + Announcements



November Club Night was hosted by our favorite MG Family, the Mosterts. Delicious boerrie rolls were served with a choice of relish accompaniment.

The recently restored MGB GT belonging to Pieter + Cookie Vermaak was on display on the stoep for all to admire.

Members that received **Trophies** are requested to please return them in time for the 2020 awards evening. Kindly return to Dave Westaway before January.

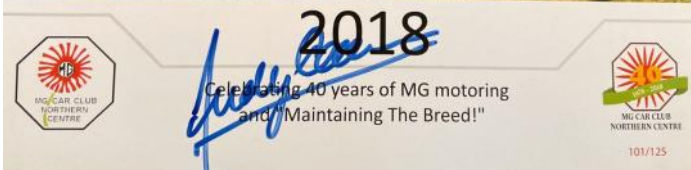


2018 Calendars Autographed by Andy Green are still for sale. Pepi still has three out of the 23 signed available. The 2018 edition was limited to 125 copies to celebrate the 40 Year Anniversary. R251 each.

Christmas Party Gift Exchange will take place as usual at the Christmas Party. Information regarding salads and bread contributions from members will be posted on the WhatsApp groups shortly.

For Secret Santa, please don't put names on the gifts which should be to a maximum value of R150 and wrapped for the pot luck exchange.

For children's gifts, a maximum value of R200 is encouraged with the Child's name printed in LARGE letters.



Club Notices + Announcements

CLUB NIGHT CHALKBOARD

FRIDAY 6 DECEMBER

Last Rounds for 2019!

Stephen + Bronwyn will be catering with
Robin sharing his sweets

From 4:30pm Onwards

Northern Clubhouse : Everyone is Welcome!

Enjoy the
MG Marque of
Friendship!



Saturday 14 December

Christmas Party

Clubhouse from 10am

Jumping Castle, Father Christmas, Bring + Braai with festive cheer.

Father Christmas will arrive at 12 to hand out presents to the children.

Secret Santa to follow after lunch.

More Details to follow on the WhatsApp Group

Bring the Whole MG Family!

Club Notices + Announcements

Correspondence from the 2020 Indaba Committee Chairman, Mr Phillip Roux

**2020 MG INDABA
OUDTSHOORN**

3rd to 6th September 2020

Indaba accommodation is now fully booked. We will gladly add your name to a waiting list - please email us at indaba2020@gmail.com

Alternatively, should you wish to make your own B&B arrangements in Oudtshoorn, please check with us first as we can only accept a few more entries.

View the latest Indaba accommodation status on our website
www.mgcc-ct.co.za



OUDTSHOORN

**2020 INDABA
CAPE TOWN CENTRE**

The accommodation available to us for the 2020 Indaba is currently fully subscribed.

Members who are still keen to participate in the Indaba have the following options:

1. *Waiting List*

In the event that an entrant withdraws from the Indaba, or if we are able to secure additional rooms, we will offer the newly available accommodation to members on the waiting list.

This will be done strictly in accordance with the waiting list sequence. Members who wish their names to be entered on the waiting list should email us at indaba2020@gmail.com

No registration fee payments will be called for until a member accepts the accommodation offered.

2. *Local B+B's*

We will accept a few more entries from members who are prepared to arrange their own B+B accommodation in Oudtshoorn. We would like to include as many entrants as possible, however we are limited from an event and catering perspective.

Members who wish to enter the Indaba on this basis must please email us beforehand so that we can confirm whether we will be able to accept their entries.

Our [website](#) will be kept up to date with the current status and members are therefore encouraged to visit the site regularly. We have removed the Indaba Entry Form from our website as entry forms will be emailed individually to interested members as and when accommodation becomes available.

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

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	-
Sunday 26	Club Run	NC	Leeferink's Muldersdrift Run Details to be confirmed	C

FEBRUARY

Monday 3	Natter 'n Noggin	NC	Clubhouse: 19:30 for 20:00	C
Friday 14	Valentine Club Night	NC	Clubhouse 17:30 onwards	-
Sunday 23	Club Run	NC	Details to be confirmed	C

SEPTEMBER

Thursday 3 - Sunday 6	2020 National Indaba Hosted by the Cape Town Centre	CTS	Oudtshoorn	-
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Club Notices + Announcements



Three very special MG cars are currently for sale that have contributed to MG nationally and internationally. A wonderful opportunity for the cars to find a new home.

1954 TF 1250 in Black

This car featured in "Tribute to the T-Type". New black top, tonneau cover and carpets.

Original engine plus gearbox. All matching numbers and comes with original spotlights, luggage carrier + brand new wiring loom, still to be fitted.

Great provenance.

Price on application as I am wanting to find a really good South African MG home

Norman Ewing mgewing@polka.co.za



MGA 1600 in Blue

Iconic MGA 1600, extremely drivable and enjoyable with an extensive rally history having travelled and rallied across the world including Europe, Russia, Uruguay and Mozambique.

Complete engine rebuild with new cylinder head and new gear valve gear.

Wheels changed with new 60 spoke wheels.

Papers and license up to date.

Asking R 395 000

Esra Martin 083 295 7675



1973 MG B Roadster

Ben Ten Oever was one of the founding members of the MG Car Club Northern Centre.

His son Geoff is asking R 135 000. The car is currently in Cape Town.

Geoff Ten Oever 082 905 7148

Out + About



Dave Wheeler making some progress



Anette + Tony visiting the MCCC KwaZulu Natal Centre

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 watching a gathering storm over Kyalami



... also enjoyed by Gina + Dave



Hannes enjoyed Paternoster



Robin checked out the MGA hand book

Trading Post

For Sale

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

Pepi
082 410 1569



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

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)

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

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

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...
- 4 MGB GT V8 Gearbox
- 5 EMCO Lathe

Stephen Grover 082 818 0540 stephendgrover@gmail.com

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.

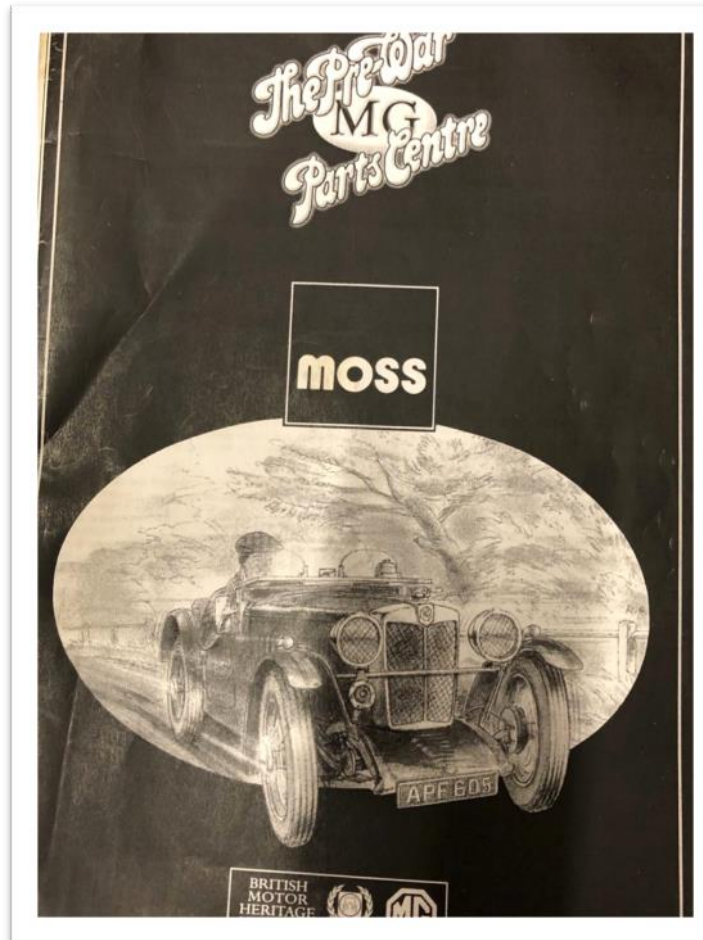
Ray 082 922 6106 or brmprojects@telkomsa.net

Wanted

Mike Berry is restoring a TC and is having a problem sourcing some parts to complete the project. Any help would be much appreciated.

TC restoration Project
200-250 Spare wheel spinner
406-855 Bonnet catch RH
406-800 Bonnet catch LH
2H-2338 Ignition warning lamp, Red
401-308 Striker
262-310 Steering wheel centre
145-700 Starter switch
150-100 Copper contact set for starter switch
405-200 Plate side screen x4

Angela Plows 082 401 0066 (Pietermaritzburg)



Johnnie van Wyk has made a photocopy of the Pre War Part s manual. Members are invited to access the copy at the Clubhouse.

Club Committee



Johnnie Van Wyk shared a picture of the winners of the first Lourenco Marques Rally in 1952. A delighted looking Mr + Mrs D A Cooper in their MG. The Rally would eventually become the Total Rally.



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krycct@gmail.com