



Incorporating the
MG Sports Car Register

The BREED

MG Car Club, Cape Town Centre, Suite 276, Private Bag x16 Constantia 7848

www.mgcc-ct.co.za



Affiliated to the
MG Car Club - England

Issue 2019/1

JANUARY 2019



Photos: Tony Bruton

CONTACT DETAILS

CLUB OFFICIALS 2019-2020

President Dieter Reck
021 852 4277 / 083 233 8437
reck.dieter@gmail.com

Trustees Robin Rich
021 903 3426 / 082 660 3538
robin@richpumps.co.za

Joan Parker
021 671 8379 / 082 214 7561
joanparker@gmail.com

Committee

Chairman Philip Roux
021 683 6979 / 083 448 7352
philiproux@gmail.com

Honorary Secretary Roy Zazeraj
021 715 9694 / 082 514 5680
roy@artique.co.za

Honorary Treasurer Brian Aslett
021 671 9250 / 083 267 3742
brazzle@iafrica.com

Social & Events Secretary Martin Davies
021 712 0762 / 083 269 5483
mgtddavies@gmail.com

Editor & Publications Fran Johnson
021 554 1097 / 082 733 7258
franjohnson35@hotmail.com

Membership Secretary Shirley Roux
021 683 6979 / 083 360 7300
shirleyroux@gmail.com

Register Secretary Mike Johnson
021 554 1097 / 082 733 7258
franjohnson35@hotmail.com

Ex-Officio:

Regalia Colin Cromhout
021 715 5497 / 082 576 6392
colincromhout@gmail.com

Club Historian Vacant

Crankhandle Club Liaison Martin Davies
021 712 0762 / 083 269 5483
mgtddavies@gmail.com

MMM & T Register Captain Mike Johnson
021 554 1097 / 082 733 7258
franjohnson35@hotmail.com

MGA Register Captain Vacant (Mike Johnson)

MGB Register Captain Neville Wyness
021 782 9651 / 083 307 9936
nwyness@mweb.co.za

Moderns Register Captain Vacant

EDITOR'S CORNER

This month's newsletter has a 'new look' which I hope will impress you enough to read from beginning to end.

Time has sped by like a Bullet Train - my thanks to those of you who have sent in reports, articles and photos this past year. As mentioned before, there would not be a newsletter if the MG Club members did not participate.

There's a lot going on in this issue, with some great photos of beautiful cars, as well as interesting stories.

On page 6/7 there is a very entertaining article written by Norman Ewing, it will bring a smile to your face.

All articles for the February issue of this newsletter are due by *23rd January* please.

Wishing you and your families a wonderful and safe 2019.

Be the reason someone smiles today!

Fran



Our bank details are:

Bank: Standard Bank
Account: MG Car Club – Cape Town Centre
Branch code: 036 309
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FROM THE CHAIR

Our Club's 70th anniversary year ended off with the most amazing Show Day and celebration at Timour Hall on Sunday, 9th December. We were so lucky to have the most perfect weather Cape Town can offer, coupled with the sounds of the Dixie Swingers, clinking of champagne glasses, the banter amongst members and much more. It made for a most memorable day. My thanks to the committee who worked hard to make it all happen so perfectly and to each of the, (almost) 100 members and guests who enjoyed the day with us.

As 2019 welcomes us I do hope the enthusiasm in the club continues and our club events will continue to be well supported. With each new year comes change and we look forward to the changes that 2019 may bring. I am hoping that some of these changes include a new committee at our March AGM and perhaps more of a variety of enjoyable events. Members of the committee over the past year, have worked both very hard and very well together and we have had many, very successful events. Looking forward, it would be refreshing to bring a new member or two onto the 2019 committee, so if you are enthusiastic and keen come and join the team.

We kick off the 2019 year with a Natter on Tuesday 8th January at 19:30, followed by the Timour Hall Annual Classic Car and Bike Show on Sunday, 20th January. This show is arguably the best car show in Cape Town and it is right on our doorstep. Wouldn't it be great to see your car on display at the show? Please contact Martin Davies if you are interested.

Many of our club members are planning on attending the Cape Centres Gathering in Cradock in May 2019. The event is being hosted by the Port Elizabeth centre, we look forward to this opportunity to once again meet with our MG colleagues from around the country.

Thank you to those members who have already paid their subscriptions, as it simplifies our club administration. Subscription payments are due before the 1st January, if your subscription has not yet been paid, please do so soon.

Thank you for your support at our events in 2018. I wish you and your loved ones well over the festive season and look forward to seeing you in 2019.

Here's to a **MaGical** 2019.

Philip

2020 MG INDABA	OUDTSHOORN
OUDTSHOORN	
3 rd to 6 th September 2020	2020 INDABA
ENTRIES ARE NOW OPEN	CAPE TOWN CENTRE
www.mgcc-ct.co.za	

OUT AND ABOUT

JANUARY 2019

Tuesday	8th	Natter & Noggin - Crankhandle Clubhouse, Riebeeck Str, Wynberg 7.30pm
Sunday	20th	Classic Car & Bike Show at Timour Hall, Plumstead (details page 5)
Thursday	31st	Veterans' run - to be advised

FEBRUARY

Tuesday	12th	Natter & Noggin - Crankhandle Clubhouse, Riebeeck Str, Wynberg 7.30pm
Sunday	17th	Chairman's Run - to be advised
Thursday	28th	Veterans' run - to be advised

OBITUARY - JENNIFER LOCK

It was in the 80s when Doulene and I first met the Locks. We had just moved from Oudtshoorn to Somerset West at the time and I noticed a British racing green, MGB driving past quite regularly. One day I stopped the driver - that's how we met John and Jennifer Lock and soon became good friends. I learnt a lot from John about MGs as he had great mechanical knowledge. Whenever I would visit them in the evenings at their home, Jennifer used to join our chats around the kitchen table. We would chat about her days riding her own motorcycle, which was then still parked in the garage. She loved biking. Jennifer was very kind in offering to let me park my MG in the spare garage. This resulted in us seeing her more frequently. Just before her passing she took me for a drive in her golf buggy at Helderberg village. We drove towards the dam where she showed me the bench she had donated in John's honour and had it placed next to the dam where they used to sit and watch the birds and sunset. Jennifer was a sweet, kind and loving lady. We will miss her dearly. - **Bokkie Markus**



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COMMITTEE & SOCIAL NEWS

Condolences

The MG Car Club committee and members wish to convey their sincere condolences to the family of Jennifer Lock, who passed away on the 7th December.

New Members

1359 - Chris Howell & Jane Shonfeld, Wynberg (MGB GT 1973)

021 685 3507 - 082 372 5404 email: chris@charterfin.co.za

1360 - Bruce & Marylyn Hodkinson, Constantia (MGB GT 1976) email: bru58@gmail.com

Presently residing in Switzerland and returning to S.A. in April 2019

MG Club Library

Please note at the January Natter the library will be open from 19.30-20.00 should you wish to take out books or just browse.

Name Badges

A reminder that the MG magnetic name badges can be ordered and currently cost R66 each. An order will be placed with the supplier in January 2019. Should you wish to order one before a possible price increase, please let me know - shirleyroux@gmail.com or 083 360 7300

JANUARY BIRTHDAYS

2- Douline Markus, Andrew Hood

5- Kathy Katz, John Craig

17- Brian Aslett, Justin Moore

24- Anne Ribbans

4- Johann van Heerden, Ken Price

11- Jenny Mockford, Brian Armstrong

19- Roy Engeldow

31- Jane Beck, Colin Cromhout

Classic Car Show - Timour Hall, Plumstead - 20th January 2019

The MG Car Club has once again been invited to participate in this very popular annual show. 15 spaces have been reserved for our Club. Ideally we would like a cross section of different models of MG - from the oldest to the newest.

Those members who wish to show their MGs, please supply your name, make, model, year and registration number of your MG.

Contact: Martin Davies 083 269 5483 (email: mgtddavies@gmail.com)



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The MaGical 251 'phone call

When Keith and Ella Burton left for pastures new, near Knysna in the late seventies, Keith gave me, besides the J2 chassis and bits, a very special file he had created about all the known MG-K3s at the time. I have treasured that file and kept it as up to date as possible.

It has over the years enabled me to drive or ride in K3s in the UK, Europe, Australia and South Africa. Over the years whenever I see Keith, he always asks how the J2 is coming on and any news on the movement in the K3 file.

On Sunday I went to hear the J2 fire up, thanks to Bob Wilmot and Robin Clarke, it was just glorious and the Brooklands fishtail I brought home from Philippe's K3 to copy, makes just the right sound.

In early 1994 my special MG friend, the late, Derek Graham, when he was in Johannesburg on business, asked me if I would help him by putting together a Diamond Jubilee event, in celebration of the First SA Grand Prix for the Border Centre. I had to give it much thought as I was busy organising the 25th Anniversary of the Johannesburg Centre, with night driving events in the city centre and a night hill-climb and the final event being a rally finishing at Sun City. I had also been invited to take Bob Olthoff to the event in Washington, so to say my hands were full, was a bit of a laugh. I had involved a young Pepi Gaspari in all the planning and it was Pepi who had encouraged me to go, once all the details were in place. He said he would handle it - and he did. So Pat went off to a heart congress in Toulon and I went off to Washington with a notepad full of ideas and contacts for East London.

Before I left I had contacted and received promises of attendance from Les Miller, Heyns Stead was unable to attend but generously allowed Martin van der Merwe to drive 'Spider.' Roger Lewis towed Ralph's R-Type all the way from Cape Town with Ralph and Dougie van Riet. Mercedes had flown Paul Frere (the last winner of a SA Grand Prix in East London) out as guest of honour. Now all I had to do was get there.

Justin Moore offered me a ride in his indecently fast Subaru. Anyone who knows Justin and his competitive nature will understand. Leaving Stutterheim, our weekend nearly ended right there, when Justin, annoyed by someone in a white Opel, put his foot down.

"What are you doing?" I shouted *"It has a blue light on the roof. A flashing, blue light!"*
We were pulled over and offered a weekend in a cell just as a transporter with racing cars aboard went past. *"We're with them"* I said, pointing, so he let us go.

The one thing I had not been able to raise was sponsorship. I had asked another special friend, Joe Pieterse to draw beautiful, black and whites of all the historic South African MGs for a poster. When I laid them out it seemed too bland, it needed some colour. Wanting to use the colours of the new flag, I redesigned it and then convinced our company's top management to let me pay it off over some months. I also produced special envelopes, as we needed to pay for fuel for Les Miller (who was then in his 80s) to fly him, Elaine and two friends from Margate to the event. Bobbie Graham did an incredible job hosting Pepi, Dougie and I, whilst the Millers were hosted close by with the Monroes.

The weekend flew by in glorious colour, thanks to Lionel Cummins who gave me a TV crew out of his Mercedes PR budget, to put it all on record. Sitting at the Mayor's table the night before the race, I was asked to arrange a parade through town. I explained to the Mayor (Carl Burger) that this was quite impossible, as cars would overheat. I went over to Pepi to get him to take Carl Burger for a ride in his P-Type. Pepi had left it at the track, so over I went to Rodney Green to ask him to do the honours. As Rod hurtled away into the night, leaving black rubber streaks down Oxford Road, I hoped I hadn't done the wrong thing. I heard Rod laughing above the noise of the Riley's engine and the Mayor had a grin a mile wide, doing his best to plaster his hair back down.

He made me a sensational offer - he would close off every intersection along the entire route with all his traffic officers and a parade, not a race, could do that same speed through the city. I naturally agreed and so it was that Ewing in the Graham's E Type with a huge MG badge, rode shotgun in the outside lane to prevent overtaking at eighty miles an hour. It's all true, I swear, Ralph in the front in the R-Type had the time of his life.

Why am I telling you all this? Well this year some of the actual cars that raced in 1934 were returning, as I was in hospital I would miss the whole event. When I read K3020 was coming I was confused, when I had made all the Golden Jubilee envelopes in 1984, the owner Gary Schonwald had written to my regalia secretary, Brian Woodhams to buy some. A few years later when I took the second MG World Trek to the USA, Gary came all the way to our New York hotel to meet us and I gave him a copy of Brud Bishops book.

If I could not get to East London I had to talk to the owner. In desperation I put my name on Pepi's list hoping against hope I could join his group. It was not to be.

So when Philip Roux put out the Crankhandle Club invitation, I was beside myself with joy. I emailed Philip, no reply.... (unlike Philip), maybe my laptop was playing up - so I emailed Fran Johnson who came straight back to say she had forwarded it on to Philip. On Monday, Dave Lyons called to see how I was getting on (his fifth call since I had left hospital). Yes, he was going to the Crankhandle Club on Wednesday!

I set off with 'Morris G', our Scottie dog, for the park. On my return Pat said "*Philip phoned*" and handed me his number. The call confirmed it was on. Cars and drivers would be there! Excited? - you bet. Ten o'clock came and went, then eleven at twenty five past ... 251 my cell rang and Dave said "*Talk to Alan*".

It was the highlight of my MG year, believe me, I have had a few this year! I had been told he had the log book which I simply could not believe. Gary had no log book. No he did not have a log book, what he had was the 1935 Mille Miglia route book STAMPED to Rome where it retired. That was always regarded as a non-event as some maintained that Gazzabini did not drive and his co-driver appeared with three different names. When I asked Count Lurani in America, he could not remember the K3 being there, however both Alan and the car are the GENUINE article and I told him so.

When Sarah flies to the UK after Christmas she will be taking him an MG goodie bag. Yesterday his K3 Christmas card arrived - MaGic does not begin to describe it!

Thank you Philip, Fran, David and the Crankhandle Club for making it all happen for me.
Octagonally,
Norman



Photos: Brian James

The 70th Anniversary of the founding of the MG CAR CLUB OF SOUTH AFRICA was celebrated at a gathering in the grounds of Timour Hall on Sunday, 9th December. This was truly a unique occasion, for if you think about it, 70 years plus or minus is the span of a human's lifetime. However, in terms of motoring history, most of the companies that ever manufactured motor vehicles had an existence of less than 70 years, much like the clubs that sprang up with them.

That this Club of ours has survived right to the present time, despite all the ongoing circumstances in this country, is therefore quite an amazing compliment to those tasked with steering the Club, as well as to a truly loyal membership.

Looking at the beginnings of the MG movement in Cape Town, starting from about 1936, there was a bunch of young MG enthusiasts who got together on occasions to arrange outings in their pre-war MGs. They were driving J or P-types and if privileged, an N-type, Q-type, or later on TAs or TBs. During the years of World War II their activities were largely curtailed, however the end of hostilities gave fresh impulses to young men and the fairer sex, to enjoy open air motoring and competitive driving once again.

The unofficial centre of MG activities in the Cape Town area was the Rendezvous Garage in Parow, which was owned by Harold Clarke Senior. His sons Magnus, Harold and Ralph all owned and raced J2s, and were well-known for their enthusiasm and driving skills. They were regular participants in hill climbs at the Quarry and at Camps Bay, road races at Paarden Island and Gunner's Circle, as well as speed trials at the Strand. On these occasions MGs regularly outpaced cars with much larger engines and superior handling, they were admired as the sports sports car of the period.

In September 1948, with the number of MG owners steadily increasing in town as a result of the arrival of the popular TC, it was the idea and the determination of Athol Chomse, Craig McNaught and Paul Vasey, to officially form the MG Car Club of South Africa. The affiliation to the MG Car Club in Abingdon, with its more than 80 centres around the world, was granted in 1951 and Lord Nuffield accepted to be the first Honorary President of the Club in Cape Town.

A number of our current members were privileged to know some of the remarkable personalities of the Club in its early days. Who could ever forget, amongst many others, Ralph Clarke and his famous R-type,- Ivor Dovey in his beautifully restored P-type, the gentle Barry Morton and his superb TC, Cyril Humble-Croft and his MGA called Goldfinger, the generous Dennis Billingham and the well-respected George Tuck. These were the outstanding characters that shaped the early years of the MG Car Club in Cape Town.

By the mid-sixties, however, due to petrol rationing, disposal of two-seater sports cars by members in favour of family limousines and disagreement with club policies, there was a noticeable decline of enthusiasm and within the membership of the Club.

The MG Sports Car Register had been in existence since 1968 and had been in discussions with the committee of the MG Car Club, with a view to merging the two organisations into one. This eventually was agreed upon and approved by the Mother Club in Abingdon in 1973.

So here we are today and we can proudly look back at a varied and rich history. We have been extremely fortunate over the years, that we had numerous members willing and capable to avail themselves for a position on the club committee and dedicate their time and energy to steer the club on a steady course. The professionalism employed by our current committee in particular, in terms of day by day running of our club, is just one example of how the management has been organized and fine-tuned.

The guiding principles employed in terms of running the club are those noted down in the club's constitution, namely to ensure the maintenance, preservation and enjoyment of MGs.

In that sense, we have over the years been actively promoting the sport and the pastime of motoring, we have furthered the interests of owners of all MGs and we have provided opportunities for them to enjoy their cars on the open road. We have also been encouraging young MG owners to join the club and become active and involved. But further than that, we have fulfilled a social function by caring for members and non-members who are in need of support. Our club newsletter, *'The Breed'* has since December 1969 been a most valuable tool to keep members informed of the happenings within the club, not only in local terms but via our website on the Internet, throughout the world.

After 70 years of existence this club of ours is well and alive, with determination and good fortune on our side we will continue for many more years to come.

SHOW DAY

Mike Johnson

The MG Cape Town Centre once again held it's show day at the shady Timour Hall grounds, however this year the event was combined with the 70th anniversary celebration. On arrival members were treated to champagne and orange juice in a complimentary monogrammed glass as a souvenir of this prestigious occasion. At lunch, a delicious spit-roasted lamb with all the trimmings kept everyone munching whilst the ever popular, Dixie Swingers Jazzband who kept feet tapping with their lively music, a-la New Orleans style!

A number of interesting pre-war MGs attended, all in pristine condition, admired and envied by many. Not surprisingly one of these cars, a magnificent, black 1934 PA owned by our guest, Ted Borchers was chosen as winner of "Ladies Choice". The runner-up being Fred Phillips' 1934 ND - also a lovely example of a pre-war 'real' MG. This year only 4 cars entered for judging, 1 for Concours d'Etat and 3 for Tops. Unfortunately, one of the Tops entrants failed to arrive. The results will be announced at the AGM in March. A great thanks to the 3 volunteer judges, Stuart Leach, Neville Wyness and Tony Bruton.

2018 Show Day was indeed exceptional and the complimentary comments from all who attended was an indicator of the success of the day. Many people lingered well into the afternoon, before making their way home. A great MG day and thanks to all who contributed to the success of this event.



"Now, where did I park my car!"

SHOW DAY & 70th ANNIVERSARY OF MGCC-CT



Dieter Reck - President photo: Tony Bruton



photos: Brian Crawford



photos: Shirley van der Hoek



No.1 supporter of MGCC-CT - Maya Reck



(l-r) Rod Green 1933 K2
 Fred Phillips 1934 ND
 Viv James 1935 PA



Roger Lewis - 1950 TD

Photos: Shirley van der Hoek



Theo van der Hoek - 1950 TD



'Ladies Choice' - Ted Borchers 1934 PA

Photos: Tony Bruton



Craig & Veronica Browne - 1950 TD

RECENT EVENTS

Veterans' visit to Sleepy Hollow Farm

29th November

We drove down towards Sleepy Hollow farm to find Brian Hogg waiting in his MGA and were joined later by a few other members. Nadine had kindly provided some seating for us next to the paddock so we were able to watch the children in comfort. Nadine does private lessons as well but when the children from the Sinethemba home arrived they are given these lessons free of charge, once a week. The farm at present only has 4 fully trained SARDA horses, the fifth has been retired and they are looking for a larger horse that will be trained for this purpose, to use for the older children.

The horses are very well-behaved and some children are even taken out of a wheelchair and supported on the horse by volunteers, who come along every week to help. Each child is given a ball to hold, they can choose the ball, some smooth and others different textures. They are encouraged to hold the ball in both hands, throw the ball into a water trough. Or given a can to put on a pole, this is all to help with their co-ordination. The children are praised and encouraged constantly. The lessons are not too long and being quite a few children, three sessions were completed while we visited.

The owner of Sleepy Hollow, Lisa Hare came to chat to us, she is passionate about helping children with this therapy. It was so interesting hearing her stories, for example, when a child cannot communicate verbally, one needs to find out what signs they can make that means 'yes' or 'no' - be it the movement of their hand or blinking, even a sound would make all the difference in the world to that child. The morning was very informative and humbling as the children all seemed to be so happy enjoying their riding.

Our grateful thanks to Lisa Hare and Nadine, who so graciously welcomed us to Sleepy Hollow.

After the lessons we had some time until lunch so a few people went to Noordhoek Village for coffee before driving around the corner to 'Jakes on the Common'. There we met up with other members in: MGTD MGC MGBGT 2-MGTF MGA our MGB and a plastic - fourteen people altogether. The restaurant looked after us very well and everyone seemed to enjoy their meal, the burgers were certainly very tasty. Many thanks to Terry who gave us a pensioners menu.

The venue is new, several members had not been there before. Well worth a visit, plenty of parking for our MGs with a lovely view over the common, occupied by quite a few horses that day.

- Sue Terrapon



Enjoying lunch at 'Jakes on the Common'

I had heard good things from members who had attended previous Hamlet festivals and so Frenske and I decided to join the other 5 couples; the Nels, Rouxs, Johnsons, Davies and Wyness to spend the weekend in Ceres and Prince Alfred Hamlet. We left Cape Town on Friday morning and took a gentle drive up the N1, then off via Wellington over the Bainskloof Pass. We had planned a picnic at the bottom of the pass and spent a lovely two hours swimming in the crystal clear river pools. That evening, we stayed at a pleasant, very accommodating B&B in Ceres, called *Porterhouse 11* and despite Eskom's lack of power we managed to have supper by candlelight, at a really good restaurant in the local nursery.

After a quick early morning wash for 'Millie', the MG and breakfast for us, we set off for the festival in Prince Alfred Hamlet, 15 km north of Ceres. This event was an agricultural, cultural and car show, all in one. The car show had attracted about 40 cars of all makes. There were many American cars and trucks with a smattering of English cars, of which, the MGs formed a major part.



There was also an impressive line-up of early tractors, some of which were driven by young children. The rest of the show was typical country: rows of shiny, new farm equipment, dog agility trials, sheep shearing, Afrikaans singers, ballroom dancers, art exhibits, a flyby by the Silver Falcons and many food stalls. Late in the afternoon all the cars paraded around the field and the winners were announced.



After sundowners at the B&B, we returned to the same restaurant for supper and the only bad news of the weekend! Our cars were rifled through by alternative shoppers and a radio and other items were stolen.



Frenske cherry picking

As it is a prime fruit growing area, on Sunday we made a detour to the Klondyke cherry farm to pick cherries, then cruised home via Tulbagh.

It was a delightful way to spend the weekend, made just a little better because the Club won not only first, but also second prizes in the car show!

- Brian Aslett



1st prize - Frenske & Brian



2nd prize - Fran & Mike

LETTERS & GREETINGS

Dear Philip

14th December 2018

Congratulations on the 70th Anniversary of the Cape Town Centre, I would like to convey our best wishes on achieving such a significant milestone. The Northern Centre members and I wish you all the very best wishes and may your Centre continue to contribute as you have done, in such a significant way to Maintaining The MG Breed for the past 70 years.

Although we were unable to attend your celebration that culminated in the Showday held at Timour Hall on Sunday 9th December, by all accounts and the photos shared on social media it was an unequivocal success. The quality of the cars on exhibition was as always world class as I am told was the organization, much appreciated by your enthusiastic members, visitors and participants.

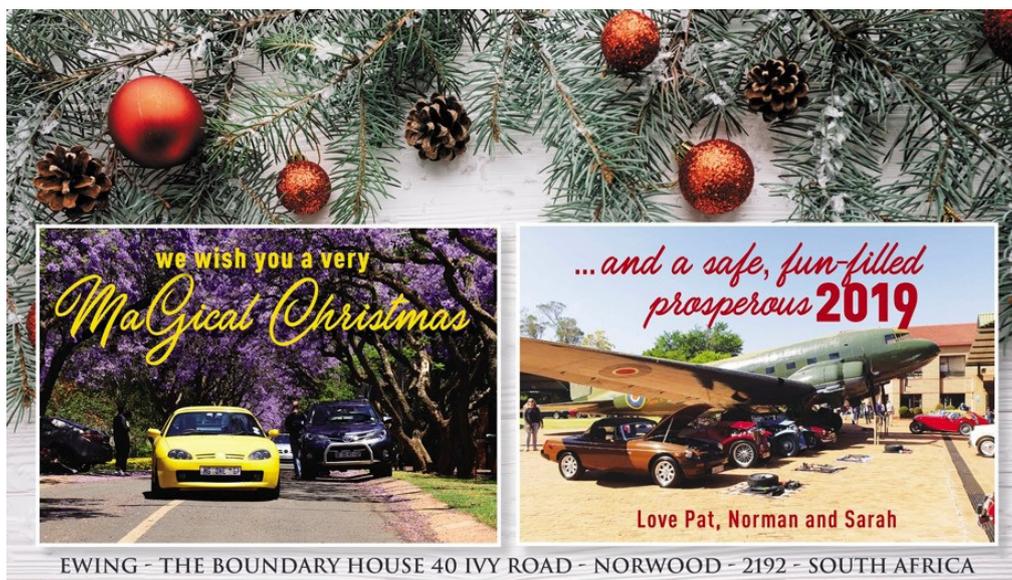
To your committee, Fran, Mike, Brian, Martin, Roy & Shirley ably led by yourself, go our congratulations and thanks for flying the flag on behalf of all enthusiasts and especially the MG enthusiasts from the far Northern regions of our country.

Long may the Cape Town Centre fly the MG flag and may your members enjoy many MaGical miles in their beloved cars in an exquisitely beautiful part of South Africa.

Octagonally
Pepi Gaspari
MGCC-Northern Centre Chairman

* * * * *

*To the Committee and members of the MG Car Club
wishing you a MaGical Christmas and New Year
with MG love from
Pat and Norman*



FOR SALE

1. 4 x pistons plus conrods for 1800 engine size Standard (unused)
 2. 1 x crankshaft for 1800 5 x main bearing engine cut to .010 oversize
- Contact:** Neville Wyness email: nwyness@mweb.co.za

1978 MGB Price: R85,000

Contact: Alison Upton 079 645 8534

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Contact: Martin Aldridge 083 476 8416

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2 interior side panels
Driver's complete seat

2 interior panels
6 external chrome side strips
2 aluminium window strips
Windscreen and rear window seal tubing
Length of door tubing

Would prefer to sell all parts together, but will accept individual reasonable offers.

Contact: Ebrahim Mohamed emit5408@gmail.com 082 800 8215

WANTED

Cylinder head (not cracked) for an MGB. Any BMC 'B' engine cylinder head is the same.

Kindly contact Ronnie Grace at rongrace@mweb.co.za or phone (022) 772 1916 or 072 229 8859



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