



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

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OCTOBER 2019



CONTACT DETAILS

CLUB OFFICIALS 2019-2020

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

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

Stuart Leach
021 785 3189 / 082 491 0687
autolea@netactive.co.za

Committee

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

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

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

Social & Events 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 Neville Wyness
021 782 9651 / 083 307 9936
nwyness@mweb.co.za

Member without portfolio Geoff Ballantyne
021 531 4849 /
geofferyballantyne@gmail.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

EDITOR'S CORNER

It is almost that time of year when we need to stretch out a hand to the less fortunate. The committee have decided on another worthy charity to donate to this year, as you will read on *pg.4*. Let's support these young girls by giving them items that we so readily take for granted.

***'Giving is not just about make a donation,
it is about making a difference'***

- Kathy Calvin

Peter Waker shares his eventful story about 'Wooden Brakes' on *pg.6*. This also proves that my recent nagging has not gone unnoticedthank you to all who heeded my call for articles for this newsletter.
Life just got easier!

Please be reminded the 2nd payment for the 2020 MG Indaba is due on 31st October 2019.

Articles and reports for the November newsletter should be in by 23rd October.

Fran

Non-MG club events:

Prince Alfred Hamlet Festival 26th October
Killarney Car Show 27th October

Front page photos:

Top left: Michael Cohen (MGB roadster)
Top right: Michiel Visser (MGB roadster)
Bottom left: Chris Nel (TF)
Bottom right: Robin Rich (ZR 160)

Photos: Philip Roux

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FROM THE CHAIR

Sadly, just 3 months after the passing of her husband Bill, Lucille ten Oever passed away after persistent ill-health. Looking back through the history of the Club, Lucille was an active participant in many club events always supporting Bill, especially on the Veterans' Run. Our thoughts are with the family at this very sad time.

At the last braai Natter, much to my shame, I omitted to acknowledge the presence of a very special guest, Jo Hitchcock. Jo ran the Veterans' group outings for a number of years, always mustering and coercing members to ensure a good, jovial turn-out. Good to see you Jo and we look forward to seeing you at a Natter again.

Once again, this year Philip and Shirley organised another highly successful, well attended 'Amazing Race' event. A flurry of MGs were to be seen rushing about the countryside in search of clues - as evidenced by the bickering occupants! Still, all disputes were forgotten over a good lunch at the finish. A great deal of preparation goes into staging such an event and the Roux's efforts are much appreciated.

The MG Annual Show Day is scheduled for 1st December. Dave Lyons has kindly offered his premises in Hout Bay as the venue. Dave, as many know, is an avid classic car collector amongst which he has 3 magnificent MG examples. Our usual Show Day activities will apply such as; *Concours, Tops, Concours d' Elegance, Comique* and of course *Ladies Choice*. More details to follow in due course.

Committee news: Although still early days, 5 months from now will see the 2020 AGM. The current committee would like to see a few new incumbents to allow for orderly continuity into the next year ahead. Ideally members should nominate candidates for committee positions and we ask that members give consideration to this over the ensuing period before the AGM. Although members may be satisfied with the current status quo, there are pitfalls in retaining the same faces, i.e. complacency, indifference plus the notion of being indispensable.

Even though their 2 year tenure has not yet expired, a few committee members have served continuously on the committee for a number of years.

Mike



OUT AND ABOUT

OCTOBER

Tuesday	8th	Natter & Noggin at Crankhandle Clubhouse, Riebeek Str. Wynberg @7.30pm
Sunday	13th	Garage meeting - <i>to be confirmed</i>
Thursday	31st	Veterans run - <i>to be advised</i>

NOVEMBER

Tuesday	12th	Natter & Noggin at Crankhandle Clubhouse, Riebeek Str. Wynberg @7.30pm
Sunday	17th	Club run - <i>to be advised</i>
Thursday	28th	Veterans' Run - <i>to be advised</i>

MG Club Charity

The MG Club has decided to support *St. George's Home for Girls* in Wynberg. This home provides a safe haven for up to 40 girls (between the ages of 3 and 18) who are abused, abandoned, neglected and orphaned. Children from failed foster placements are also cared for. Their needs are continual and the MG Club will donate the necessary funds to purchase school shoes for all the girls for the new school year. The Home have also requested a great need for toiletries for these girls. We ask all our members to please donate any toiletries, especially shampoo, conditioner, deodorant etc., however they do not require sanitary items.

These items can be dropped off at the October or November Natters or given to any committee member. It would be most appreciated if you can support this initiative and make a difference.

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SOCIAL NEWS

Condolences

Lucille ten Oever sadly passed away on the 11th September.
The Committee and members of the MG Club wish to convey their sincere condolences to her son Geoff, daughters Sharon and Shirley and their families.

* * * * *

Change of Member details

New email address for Brian Dallimore - briandallimore1937@gmail.com

* * * * *

New Members

#**1366** Charles Lindsay-Bowman, Higgovale - 1975 MGB GT
021 423 4526 / 082 451 9339 email: concertzlb@gmail.com

#**1367** Markus Van Den Oever, Durbanville - 1969 MGB GT
072 375 5999 email: markusvdo@gmail.com

#**1368** John & Annelise Waller, Constantia - 1979 MGB
021 794 5712 / 083 294 6084 email: waller@iafrica.com

* * * * *

OCTOBER BIRTHDAYS

1 - Mary Buxton Forman
4 - Angela Manton, Tony Frew, Basil Landau
14 - Grenville Wilkinson
16 - Godfrey Castle
20 - Theo van der Hoek
23 - Patrick Coyne
26 - Andre le Roux, Douglas Peiser
31 - Dot Jack

2 - David Wesson, Fiona Toop
10 - Bruce Eastman
15 - Dieter Reck
18 - Neil Beck, Ray Heinze
21 - Johann Marais
25 - Hildegard Rich, Sue Jones
29 - Rita Heinze, Heather James



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WOODEN BRAKES

Our 1600 coupe was one of the first MGAs with disc brakes, in the front. Only the twin-cam ever came out with discs at all four corners. This was in the very early days of disc brakes when very few cars were so equipped. For some time Jaguar even found it necessary to put a warning on the back bumper alerting following motorists that the car had disc brakes and could therefore have a shorter stopping distance than normal.

We travelled from Cape Town to the Grand Prix in East London. In those days the coastal route went through a number of passes apart from Sir Lowry's and Houwhoek. The Garden Route passes; Grootrivier, Bloukrans, and Van Stadens were formidable barriers to quick motoring. Thank goodness the Storms River gorge had already been bridged in the 1950s, eliminating the Storms River Pass.

We allowed two days for the trip there so that there was time to drive at a moderate rate. Nevertheless the passes demanded their toll. A day before leaving East London there was a metal to metal scrunch whenever the brakes were applied and a soft singing from the front-end when travelling moderately. A closer inspection revealed that both front discs had worn through the braking material on the pads and there was metal to metal contact.

No one had yet experimented with resurfacing pads and no new pads were available in East London.

"Try Port Elizabeth"

How to get to Port Elizabeth and still be back in Cape Town in time for work?

The solution was to cut braking material of soft wood and insert that between the piston and the disc. Small tomato crates were plentiful then and provided just the right wood, soft and of the correct thickness. We cut four pucks to install and a further four for reserve. I tested them by braking hard from 60mph, they stopped the car, but in a cloud of smoke and with a smell as if we were preparing for a braai. Inspection showed that the wood had burned to a cinder. Our wooden brakes would stop the car once – and once only!



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We installed the second set and took along a tomato crate for further spares. The next day we drove to Port Elizabeth, never touching the brake pedal. I would let the car run out and do the last bit of braking with the handbrake. Port Elizabeth also had no pads, so we went on, through the Van Staden's Pass. At the great city of Humansdorp I pulled in next to the only garage in town to see if the wood was still there. Remember, the braking surface will touch the disc from time to time, even when not braking.

The local garage owner strolled over to see what I was doing. I explained the wooden pads.

"Why don't you just buy new pads?" he asked.

I told him I could not get pads in East London or Port Elizabeth.

"I have a set." he replied.

It turned out that he had a customer with the then, very new Wolsely 6/99 who did long distances at high speeds on dusty roads, so he kept a set of pads in stock. Problem solved!

I think there was still a set of wooden pads under the spare wheel when I sold the A more than 40 years later. I wonder if the new owner ever figured out what the four round, wooden discs were for.

- Peter Waker

1954 Playford MG Sports Racer



This is a one-off race car with an interesting history and a long-standing competition record which I do not think many members have heard of. By kind permission of **Motor Sport** I have copied some history from their August 2019 edition. The full article is available in their archive: <https://www.motorsportmagazine.com/archive> where you can also find a mound of other information on many motoring topics.

The Playford aspect of the name refers to the fact that the car was originally built by Brian Playford, son of pre-war Fox and Nicholl race team mechanic Jack Playford.

Playford Junior inherited his father's engineering talent and went on to play a key role in the development of the competition Jaguar E-types raced by Peter Lumsden and Peter Sargent, the most famous of them being lightweight low-drag coupé 49FXN. A decade before that car's 1964 season debut however, Playford had set to work designing his own sports racer that he built from the ground up at the family tuning shop in Thornton Heath, Surrey.

Having started by fabricating a then state-of-the-art tubular chassis, Playford added the brakes, gearbox and sliding pillar front suspension from a Lancia Augusta, took a rear axle from a Nash Metropolitan and installed an XPAG MG engine, which was chosen for its suitability for advanced tuning in search of power.

Indeed the car was so bespoke that even the steering wheel was handmade, displaying an attention to detail that, compounded by the fact Playford was building the special on the side between fettling customer race cars, meant the project took more than three years to complete. When the car finally emerged in 1958 clad in sensational, all aluminium bodywork somewhat reminiscent of a baby D-TYPE, Playford's meticulous attention to detail was soon rewarded. Not only did it look better than the majority of the competition, it performed better too, notching up a first race victory at Goodwood the following year.

While the car is currently still raced it is also registered for use on the road.

- Roger Manton

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RECENT CLUB EVENTS

CLUB VISIT TO MELKBOS N.S.R.I.

Thursday - 29th August

The run started at 10h30 from the car park at the Milnerton Lighthouse with 23 people attending. There were 2xTD, 2xB, 3xBGT, 3xTF and 3 plastics. We had 2 visitors Peter and Pauline Mann, who have an MGB which belonged to past member, Martin Aldridge at some stage. Fortunately the weather was fine although quite cold.

The route took us to Melkbos along the coast via Bloubergstrand. We arrived at the N.S.R.I. Life Boat Station at 11h00 where we were met by Liezl and Gerrie who offered us tea /coffee and biscuits. Liezl gave us a run-down of the function of the N.S.R.I. and Gerrie followed up with an in depth talk on the running of the station, the extensive equipment at their disposal and the passion of their members in the activities. Some of the MG members then took the stairs up to the control room. After the talk we crossed over Beach road to Die Dam Huis Restaurant; part of the restaurant is the original farm building dating back to the 1700s.

At lunch a collection was made for a donation towards the N.S.R.I. funds, this has since been paid into N.S.R.I. account and we received a letter of thanks from them.

We trust that all who came on this outing found it informative and enjoyable.

- John & Eileen Perkins

THE AMAZING RACE

Sunday - 15th September

After the success of last year's event, we decided we would once again require each competitor to make a decision that would affect the outcome of the day. This year we introduced the 'advantage card' that could be exchanged at one of the 3 checkpoints for a shorter route to the next checkpoint.

At exactly 10am the 16 competing cars set off from the Engen 1-stop on the N1. The 1st section took the competitors along the R304 towards Stellenbosch, ending soon after turning into Bottelary Road where marshals, Roy and Sharon were waiting at the first checkpoint in a quiet road. Since we were enjoying a beautiful spring day, what activity could be better than picking spring flowers, even if they had been expertly planted by green-fingered Sharon. The 2 questions that needed to be answered in this section posed quite a problem to a number of the competitors; firstly the 'general knowledge' MG related question was not that simple, putting those with limited Google experience at a distinct disadvantage. The second question was tricky because the 29 'bottles' outside the entrance to Koelenhof Wine Estate were not easy to count, especially when you are in a low sports car.

Surprisingly, only Rita and Wolfgang (in the VW Jetta with Rita's sister Carin) decided to use their advantage at the first point, with all other competitors choosing to hold their cards for later. The route for the 2nd section took competitors all the way along Bottelary Road in the direction of Bellville, turning Northwards along La Belle Road, after crossing the R300 and continuing to the R101. The route continued via the R101, M137 Okavango Road and N1 to end at the Engen 1-stop where Shirley was 'on duty' at Checkpoint 2. The activity here was to collect a pamphlet bearing the name of a British car, from the tourist information board. This delayed some competitors quite a bit, especially one or two who had not heard of Wolseley cars and needed a bit of help. The answers to the 7 questions along the way were easy to find, with only one ambiguous question posing a problem for 6 of the contestants.

Many competitors wanted to take the advantage at this point, but the number was limited to the first six and the remainder had to follow the long route on the next section.

The route for section 3 was northwards on the R304 towards Klipheuwel, then onto the R312 to the intersection with the R44 in the direction of Wellington. After ± 10 km a left turn onto the R45 had the cars speeding towards Malmesbury, left into Slent Road passing Voor-Paardeberg before arriving at Checkpoint 3 close to the intersection with a road leading to the R302 in the Malmesbury direction. The checkpoint where Philip was marshalling was a straightforward collection of answer sheets and issue of the route schedule for the final section of the race. The cars attracted the attention of the children from the neighbouring farms who made their way to the roadside to see the action, they gave great cheers as each car arrived, most notably for Mike and Fran in their gleaming TD. The 3rd section had included 10 questions, the answers to which could all be found along the way. The most common mistake made by competitors was not being able to count the 13 flags at the Florida Farmstall correctly – one competitor was going too fast to count more than 6!

With the race now on the last leg to the finish, those who had taken their advantages earlier had to head north towards Malmesbury, while others who kept their advantage cards to the end took a direct route towards the finish at Meerendal Wine Estate in Durbanville. The first 4 cars arrived at the finish before our estimated arrival time of 12 noon, but some of the 'stragglers' only arrived after 1pm.

The winner of the event is determined by the points scored along the way and only in the case of a tie in the points, was the finish time taken into account. We had 4 competitors score the maximum of 25 points and consequently the top positions were taken by the first 3 of those in the order of their finish times.

The results were announced over lunch at *Carlucci's* Restaurant at Meerendal, the winners were:

- 1st place – Gary Shaw and his navigator Stan*
- 2nd place – Robin and Hildegarde Rich*
- 3rd place – John and Annelise Waller*



Gary Shaw with Philip



Philip & Shirley with Robin Rich



Annelise & John Waller with Philip

The full results of the day are as follows:

Overall Placing	Car No	Participant Names	Total Score (max 25)	Time of arrival at finish
1	6	Gary Shaw and Stan (MGB)	25	11:45
2	13	Robin and Hildegard Rich (ZR)	25	12:25
3	10	John and Annelise Waller (MGB)	25	12:28
4	11	Roger Lewis and Tatiana (MGB)	25	12:58
5	9	John and Tracy-Ann Craig (MGBGT)	24	11:44
6	3	Geoff and Rosa Ballantyne (MGBGT)	24	12:14
7	7	James Ballantyne and Kirsty (MGBGT)	23	11:44
8	12	Neil and Jane Beck (MGF)	23	12:07
9	15	Celia Baylis and Janet (MG3)	23	12:31:47
10	2	Mike and Fran Johnson (TD)	23	12:31:48
11	1	Dieter and Loraine Reck (TC)	23	12:48
12	5	Markus van den Oever and Simon (MGBGT)	22	11:42
13	4	Martin Davies and Sue (MGA)	22	12:34
14	16	Rita Floyd, Wolfgang and Carin (Jetta)	21	13:06
15	17	Mike and Yolande Plows (Toyota Verso)	19	13:24:15
16	14	Brian and Eileen Dallimore (TF)	19	13:24:45

We thank all competitors for taking part and making this such an enjoyable day, with special thanks to Roy and Sharon Zazeraj for their assistance with marshalling on the event. Thanks also to Brendan, Greg and Raphael of *Carlucci's* for being so accommodating and arranging that we could park our MGs on the lawn near the restaurant, for everyone to admire.

- Philip & Shirley Roux



Photos: Philip Roux

WHALES & WHEELS - HERMANUS

Saturday - 21st September

Before we knew it the Hermanus Whales & Wheels Show was upon us, we packed the TD and headed off to Hermanus for a long weekend. Cape Town Centre was not that well represented, however we did meet up with new member Andre Nel, who arrived in his modern TF. There were quite a few Overberg members in attendance so it was good to see Ian Opperman, Doug & Myrna Peiser and Henk Lombard once again.

This year the car show did not coincide with the Whale Festival so obviously there were not many spectators in town. When we first arrived the sun was out and skies were blue until midday when the rain started. All the same the parade through the main street and past the Old Harbour took place - it was 'hoods up'. For those of us who had a hood! We saw one couple driving around with a sun umbrella over them. Talk about *'Boer maak 'n plan'*.

Piet Haumann and his team made sure the rugby die-hards would not miss the clash between S.A. and New Zealand and organised for participants to watch the game in the school hall. The perfect opportunity to get out of the rain!

Once again our thanks to Piet and his team for the huge effort that goes into organising this annual event.

- Fran Johnson



Photos: Fran Johnson



HERITAGE DAY - STELLENBOSCH AIRFIELD

Tuesday - 24th September

Every year Hazel Walton from Starstuck Autos organises the very popular Heritage Day run, open to all classic car enthusiasts. The MG club decided to combine the September Veterans' Run with Hazel's run from Observatory to the Stellenbosch Flying Club for a charity bring & braai lunch. Being open to all clubs the occasion brought out an interesting array of seldom seen classics from all over the Peninsula.

After a windy drive from Obs, behind a slow, wooden-bodied 1929 Fargo truck, the wind-free airfield in Stellenbosch yet again proved to be the ideal venue. Salads were available at a cost, the proceeds of which went to the animal sterilisation project (ROAR). A fantastic figure of R4,500 was raised for this needy cause.

As to be expected MGs were plentiful, ranging from TC to modern TF. Despite our hopes, Brian 'Biggles' James and Dieter 'The Red Baron' Reck could not be persuaded to re-enact a dogfight on the runway in their TCs. Maybe next year? *The Red Baron* I know only picks on TDs! (a private joke)

A great outing once again and our sincere thanks to Hazel for her sterling efforts and organising skills.

- Mike Johnson



Brian 'Biggles' James



Dieter 'The Red Baron' Reck



1929 Fargo pick-up

Photos: Mike Johnson

LETTERS

Dear Editor,

In Dieter's article (The Breed - September) the question is posed "what happened to the TE". To the best of my knowledge E was reserved for Experimental i.e. EX120, EX127, EX135 etc.

Regards,
Robin Rich

* * * * *

Dear Members,

A former club member, Geoff Mangan, now residing in UK and being the owner of the ex-Grenville Wilkinson's TC, indirectly contacted me for advice on a problem he experienced some time ago. The description of the incident certainly puzzled me and I could not come up with a clear understanding on the cause of his breakdown and the way in which it was repaired. Below is a copy of his letter in which he refers to the dilemma with his treasured TC. Has any member experienced similar problems in the past and would someone be able to offer advice to prevent a similar occurrence in the future?

Quote: "I had a problem last year when we took the car to the Powderham Show. The car cut out in the narrowest of roads some 3 miles from the event, couldn't get it to start. By now there were other car guys around as they couldn't get past us. One of them suggested I remove the number 4 plug lead and try to start again on 3 cylinders. The car started and we travelled on 3 cylinders to the show. This is my first experience of this type of fault - have you ever come across the same problem?"

It would seem that the coil was overheating in the nose to tail driving in heavy traffic en route to the show and there was sufficient power for 3 cylinders but not 4. I am not sure I can fully accept this so I am waiting for the better weather to see if the new coil solves the problem - the TC is not used in winter nor in fact when it rains.

Would love to hear your comment." Unquote

Regards,
Dieter Reck



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1954 MG TF 1250cc (red). Completely restored, leather interior. Price: R500,000

Contact: Ian Opperman (**ex-member**) 028 316 2299 / 082 678 1207

1963 MGB roadster - Wire wheels, nice straight body, very good engine and gearbox (good oil pressure and no smoke) anti-klunk kit supplied, ready to fit. No soft top, but factory hardtop included. Slight oil leak - car sold as is. Price: R120,000 drive away.

Contact: Brian Crawford (**member**) 021 558 6766 / 082 783 6921 briancwd@iafrica.com

1972 MGB Roadster 1800 - purchased in February 1996 by Jim Crosier (MG member until 2016). Condition reasonable but would need to have some work done. Colour: bright red - soft top needs some attention. Detachable hard top in good condition. Last driven December 2016 due to family illness, stored in garage since then. Fully licensed and registered until 29 February 2020
Price: R120,000

Contact: Jim Crosier (**ex-member**) 021 438 9959 / 082 658 2871 jimcrosier@telkomsa.net

1967 MGB GT (spare parts)

New parts: Ignition points & condenser (Echlin); oil filter cartridge; tappet cover and manifold gaskets; radiator hoses (top & bottom); clutch hydraulic hose; fuel hose; heater hose; generator brushes; fan belt (generator car); accelerator spring; odd gaskets; odd engine seals.

Used - good spares: Thermostat & housing; radiator cap; condensers

Other spares: Boot lid stay arms (1 good /1 needs spring); racing mirror; grease gun; wire wheel spanner. **Contact:** Tony Yeandle (**ex-member**) 021 712 7120

1957 M G Magnette - maroon, in excellent running order.

1938 MG TA - British racing green.

1952 TD - antique white and a lovely blue.

1957 MGA - white upholstery.

Contact: Dave Hawkins (**PE Centre member**) 082 453 2618

WANTED

Front grille for an MGB GT 75 in good condition.

Contact: Charles Lindsay-Bowman 082 451 9339 (**member**) email: concertzlb@gmail.com

MGB Works hardtop wanted in good condition.

Contact: Ray Mackey 082 922 6106 brmprojects@telkomsa.net (**non-member**)

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