



Newsletter

348

August 2010



MG6 at Goodwood

Committee Members

Goodwood Festival of Speed 's famous hill run will be the venue for an exclusive preview of the exciting new MG6 sports fastback.

The new 1.8-litre turbocharged five-door will be built by MG Motor UK at the MG Birmingham plant and is due to be officially launched later this year.

But visitors to the prestigious Goodwood festival in July will be among the first people in Britain to see the new car. And some invited guests will have the opportunity to get behind the wheel and drive the MG6 on a special three-mile course, incorporating the famous hill run, at Goodwood House in West Sussex.

This year, for the first time, the festival will stage an additional day called the Moving Motor Show on July 1 when some guests will be invited to drive the course.

The sight of an MG at Goodwood will bring back happy memories for Lord March, the man behind the revival of Goodwood as a key motoring venue in the UK. He said: " My grandfather, Freddie March, used to race MGs and it will be fantastic to see an all-new MG back on our roads. It will mark another historic link between Goodwood and one of the world 's most iconic brands. "

MG Motor UK currently builds the MG TF two-seater sports car, sold through 41 MG dealerships and costs £13, 799 on the road.

The MG6 will be the first all-new MG to be produced at the MG Birmingham plant in 15 years. Full details and prices of the MG6 will be announced nearer the launch date.

During the three day Goodwood Festival of Speed, from July 2-4, visitors will be able to see both the MG TF and pre-production versions of the MG6 at the MG stand.

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MG Car Club - Northern Centre

PO Box 35765, Menlo Park 0102

Clubhouse c/o Umgazi Road & 26th Avenue, Menlo Park, Pretoria.

Meetings usually on first Monday of Month, check by phone.

www.mgcc-north.co.za

GPS S 25 46.495 E 28.16.035

Jacaranda Jottings

You will have noticed a change in style of the Newsletter this month. As you may have read in previous issues, Peter has decided that it is time to pass on the editorship to someone new. Yours truly, having just been put on early retirement, "volunteered" to have a go.

Things will not change too much for now, but a change in software, and personal choices, will make a visual difference. In the future I believe we should be moving to a true "e-newsletter" where we will send out a link rather than a PDF file. This should give us more freedom in file size which we currently have to keep low for e-mail reasons. Let me know if you have any comments on this proposal.

Please from now on send your inputs, adverts etc to me rather than Peter. If possible please use e-mail rather than fax or hard copies, as this reduces the amount of typing required.

Contributions of any type will be gratefully received and published where possible. If you have knowledge of events you think would be interesting provide details so we can add them to our calendar.

As far as postal versions are concerned these will continue for the foreseeable future, but the fee will have to increase. The current R50 does not cover the printing and postage etc. This means that the members who are taking e-mailed copies are actually subsidising those of you receiving by post. The cost in 2011 will have to be at least R100 to cover expenses. So now is the time to join the electronic communication age!!

The Committee has decided to return to a Pretoria based Jacaranda event this year but the final format has yet to be decided. If you have any good ideas, and/or would like to have a go at organising something please let us know. The Mother Club is organising "MG80" on that weekend to commemorate 80 years of the MG Car Club and have asked for overseas clubs to hold events and show them via the internet, your chance for 15 minutes of fame!

Regards

Steve

50th Anniversary Drive Abingdon - Cape Town

An interesting letter if anyone has spare time

My name is Roy Locock and I am the owner of Bridget the Midget, the only Midget to ever have circumnavigated the globe.

I am organising a drive from Abingdon to Cape Town for Midgets as part of next years anniversary. I am hoping for a group of 5/6 cars, including Bridget, to leave in September 2011 to arrive in time for Christmas. I have announced this venture in the UK this week and already have two owners register their interest in joining. I am hoping that we might get at least one owner from South Africa to join and wondered if you would be so good as to spread the word through the Cape Town club.

My e-mail address is roy.locock@btinternet.com, my own website is www.bridgetthemidget.co.uk and my postal address is 6 Riders Way, Chinnor, Oxon. OX39 4TQ. United Kingdom.

The views, comments and opinions expressed in this Newsletter are not necessarily those of the Club or Executive Committee.

Forthcoming Events

August

Sun 1	Cars in the Park	POMC	Zwartkops Raceway	
Mon 2	Natter & Noggin	NC	Clubhouse @ 20h00 - Regalia Evening	c
Thur 5	Natter & Noggin	JHB	Old Edwardians Club @ 20h00	
Sun 8	Showday	JHB/NC	Emperor's Palace	cv
Sun 8	Amatola Rally	SARRA	Eastern Cape	
Mon 9	Icicle Rally	JHB/NC	Emperor's Palace	cv
Sun 15	Triumph Gymkhana Mini Economy Run	PTSCC	See detail Talk to Kollie	
Mon 16	Exco	NC	Clubhouse @ 19h30	
Sun 29	Forkman Rally	SARRA	Stuart MacGregor 082 772 4177	RR

September

Sun 5. NB on Sunday!!!	Natter & Noggin and Rocker Race day	NC	Clubhouse @ 11h00. See page 4 for detail.	cv
Mon 6-12	Lap of Lesotho Tour		Ref Roger Pearce	
Thur 9	Natter & Noggin	JHB	Old Edwardians Club @ 20h00	
Mon 13	Exco	NC	Clubhouse @ 19h30	
Tue 14	Indaba Trip	NC	Ref Ivan or Peter	
Thur 16-19	Cango Indaba	CT	Oudtshoorn	cv
Sat 17-18	Goodwood Revival		England	
Thur 19-21	Magnum Rally	SAVVA	Steffan Stander 072 124 6572	

October

Sun 3	Alfa Rally	SARRA	Joe Smith 083 498 4994	RR
Mon 4	Natter & Noggin	NC	Clubhouse @ 20h00	c
Thur 7	Natter & Noggin	JHB	Old Edwardians Club @ 20h00	
Mon 11	Exco	NC	Clubhouse @ 19h30	
Sun 17	Jacaranda Day	NC	Details later	c

RR = Regularity Rally; c = Clubman event; v = Victor/trix event



Farewell to David John Waterworth, 22 March 1941 – 12 July 2010

Our dear friend and long time member of the MG Car Club, Dave Waterworth, passed away at the age of 69 after a hospital stay of more than a month. Dave phoned while in hospital to say how much he looked forward to entering his MGA Coupe in the next month's Condition Concourse - and mentioned that the brand new radiator had at last arrived!

With his magnificent MGA Coupe, he won the Combined Centres Concours d'Etat twice in a row, and stood a better chance than most of winning again this year.

We will fondly remember Dave, always eager to join us on a Club Showday, with his wife Val. Occasionally still tackling the trip from Benoni at night and on the hazardous R21 during the construction period. Sometimes, Val would do the driving, but always willing to make the effort and never complaining.

The one specific trip that we will remember Dave by, must certainly be the KwaZulu Natal MGCC's 75 Birthday Run which was held in the Drakensberg. Dave joined in as usual, and he and Val set the pace for us on the long drive to the Nest Hotel. Then the following day Lawrence, Johan and I persuaded him to enter the MGA Coupe on the Concours event. He was out with his chamois cloth and toothbrush early the morning. Cleaning, wiping again and again, and making sure everything was spick and span and it was no surprise that the car won! At this years Club Condition Concours, Dave again decided to join in. The picture shows a proud man with his wife and car.

Dave was a tolerant man, and through his gentle and humble character, set a fine example to us younger members. That's how his two sons, Bruce and Gary, his daughter Lynn and wife Val, and all of us will remember him.

- Ivan de Clerk

Rocker Cover Racing



Event Detail

Cars in the Park at Zwartkops. As usual we have been invited by POMC to participate. You will get free entry if you are in your MG or any pre 1985 Classic. Les Miller racing cars will be on display. An alternate entrance, much less congested, is available into Zwartkops racetrack. This can be reached via Erasmia, off the M26 and will make your access a much more pleasurable experience should you use it. If you come in on this entrance, please use Entrance 3 onto the track. MG Club is on stands 58,59 & 60. Further details are available on the POMC website. www.pomc.co.za



CARS in the Park™
Premier Classic Car Show in SA
Preferential rates at Protea Hotels for event
25 000 visitors
Lions charity support

Attractions:
All Day Classic Car Display
Largest gathering of classic motoring related clubs in the country
Over 1000 Show Cars Display & Sale
Stunt car experience
Genealogy & Trunking tour
Held in World Heritage
Circuit and they are all the young at heart
Gala
Full Family Fun

www.pomc.co.za
1 August 2010
Zwartkops Raceway
clp@pomc.co.za / 082 421 3899

Regalia Evening - August 2 at the Clubhouse.

The Regalia Team will be presenting some proposals of clothing, memorabilia and cold weather equipment for discussion in terms of "Indaba Wear" and ongoing Club branding. You are welcome to bring along ideas of your own to display and propose for consideration.

Showday - August 8 at Emperors Palace

Usual Concours Competitions plus an auction on Showday of a MGBGT which is for restoration. Anything over R10 000 will go to the Youth Project.

There will also be a raffle for one night B&B at the Five Star Emperors Palace L'OREALE hotel which normally costs R4 500 per night. Tickets @ R100 can be bought on Showday or Icicle day

MG Icicle Classic Regularity Rally - August 9.

Starting and finishing at Emperors Palace this promises to be the most fun you can have in an MG, unless you are a lot younger and more supple than I am.

Contact Ezra for more details 082 823 5360 or

012 460 9861



Triumph Club Gymkhana - August 15

Time: 10:00 Venue: B-House (building supplies company) on Garsfontein Road east of Mooikloof.

Lunch: At Rafters Pub and Restaurant (on site).

We will start the first driving course at 10:30 sharp, break for lunch at 12:30, and do the second part of the gymkhana from 13:30 depending on the number of participants. If things go according to plan we should have the results and prize giving not later than 15:00.

Remember: Rafters Restaurant is a licensed establishment and members are expected to buy their drinks there.

Rocker Cover racing - Sunday September 5

Taking the place of the September N&N this will be the first chance for all you rocker cover racer builders to compete.

We will have a bring and braai, a short N&N and some races. Starting from 11h00. Contact Gary Chapman for details.

On your marks, Get set ... Ready to go?

With the 2010 World Cup, thankfully for some of us an event of the past, what's the use of watching the re-runs on the TV? Sorry our team did not make it, but its gone and now its time to get some work done.

Work on the MG's need to start now with some urgency. Don't let the icy cold weather put you off either. There is the Combined Centres Concours Day in July, Cars in the Park on the 1st of August, followed on the 8th of August by the Gauteng Showday at Emperors Palace. The very next day, on the 9th, sees the start of the MG Icicle Classic Regularity Rally, and then within weeks it's the MG International Indaba. So, time is not to be wasted.

Let's get those MG's properly checked and make sure that they are in absolute tip top condition. Tip Top? Is that where Tops Only comes from? I wonder. Because, to enter the Concours d'Etat, the Concourse d'Elegance, the Concours Comique, the Tops Only or even the Driving Tests – the car has to be in great form, perfect and better than Tip Top. A fine example of this must be Lynton Lomas in his beautiful black Midget at the Indaba in PE, racing around the cones and winning the speed event, just the day after winning the Concours?

The dust from grinding and cutting a new door between my garage and carport has settled. At last! I could not wait any longer before starting work and checking everything on Bella, my trusty MG TD.

Mechanically, she is in an excellent condition. The XPAG engine runs like a dream and everything else on her works just perfectly. Bella also looks the part, having recently won the Club Condition Concours for the T-Series Midgets. However, never rest on any laurels, as the saying goes, I have to make sure that she can tackle the trip to Benoni for Concours day, then to Ekurhuleni for the Combined Centres Showday, the next day competing in the MG Icicle Rally and then later in September to the Indaba at Oudtshoorn. Indeed, she will have to be better than Tip Top to cover the hundreds of kilometres planned.

My experience with cars leads me to consider that a car is just like a baby. As long as they are dry, they are happy and make no noise. When the fluids start leaking out, then the trouble starts. Therefore, I always look for drips and spills and ensure that all the fluid levels are spot on. Apart from engine-, gearbox- and diff oil, and the important brake fluid, the midpoint to commence might be the cooling system.

I prefer to start by putting a large pan underneath the sump as there is nearly five litres of water to catch, and waiting until the engine has cooled overnight before draining the coolant. Removing the radiator cap (with my special green wooden octagonal spanner) I then open the drain taps. There should be a small brass tap on the right hand side of the engine near the engine number shield, and another at the bottom of the radiator. A word of warning, additives such as anti-freeze or summer coolants are extremely poisonous, particularly to animals. When the dripping stops, remove the pan and dispose of the old fluid by pouring it into a container that can be dumped.

Then, loosen off all the hose clamps. I chuck them away and prefer to rather use new ones as the thread on certain clamps are often damaged from frequent checking and over tightening. Next, I pull off the pipes and make sure they have no perish cracks or cuts. Then, I carefully inspect the water pump and metal radiator connection pipes. Checking for severe corrosion, which could happen as a result of not using additives. Finding the pipes in good condition, I loosely fit new clamps around them and push the hoses firmly into place. I find that when smearing a little grease on the inside of the pipe, before re-fitting, makes it a easier to fit and to remove later, and they won't leak if one uses the correct hose clamps. Speaking of correct hose clamps, I personally prefer the twin-wire clamps to the metal plate ones. The reason being that they can be tightened properly. But, rather use a screwdriver instead of a 8mm spanner as the wire type can actually cut through the rubber hoses if over tightened.

Before I even think of filling the radiator, I make sure that both drain taps are closed to prevent all that expensive fluid from running out. After mixing the anti-freeze, or summer coolant or water wetter, whatever you prefer for your car, I fill the radiator to about half an inch from the top. It should gurgle in nicely, given some time. Next I start the engine and let her idle for a while so that the thermostat can open and the fluid can start circulating into all the passages and pipes.

The MG TD does not have a pressurised coolant system, but one should still make doubly sure that the cap is not too hot to the touch when re-checking the fluid level to prevent severe burns. Steam is an indication that there is something wrong and the engine might be overheating.

When all was done and checked, all that is left is to take the car for a test run. The next day all the pipes and fittings should be checked again with a decent leadlight. Some of the new torches have high intensity LED lights, and they can actually show up coolant in a fluorescent colour, making it easy to find a leak. Fine? No leaks? Then the baby is happy. Next on the agenda is to start checking the brakes.

Maybe the above has inspired you to also start getting your MG ready. Please do, and come and join us on at least one of the events that the MG Club has in the "pipe line".

- Ivan de Clerk

MG Restoration: “The Internet, mightier than the spanner?”

I recently discovered a “goldmine” of MG information in the form of an internet forum. Now, before you think “ ‘em youngsters and their computers!”; let me say I love “Old School”. The fact that I can remove my cars “alternator”, shorten, hone and soak new replacement bushes excites me.

Some background: I bought my TD 3 years ago, not knowing that below the paint lurks a wooden frame, angle iron supports and some (not so original) chipboard floorboards!! ..Yes, “Innocence is bliss”, but with a car in 100’s of pieces, and no option to click the “Undo” button, I started collecting from the internet; photos, links to websites, and technical documents. The aim then of this article is to share these sites and comment on its usefulness.

Starting off is the “MG BBS” (Bulletin Board Service) forum & Archive, here is a huge number of MG enthusiasts actively commenting and answering questions asked by others. First you select your cars category like “T-Series TD&TF”, “MGA”, or “MGB Technical”. Then you can view all questions asked during the last 3 months or add your own question. You can even add a photo to illustrate your “nightmare” or “work of art”. What is even more useful is the archived section containing all the questions asked from as early as 1995. So now, for example, I can search for all “Timing advance” questions and answers specific to my car, Amazing!! So if you haven’t done so already go to www.mgcars.org.uk/members register as a new user, “it will become the most valuable item in your MG tool-box”. And don’t think it’s all formal and serious in there; these people also have the necessary patience and humour to deal with leaking gaskets or smoking wires. A very similar forum site is www.mgexperience.net/phorum/ Next on my list: “A picture is worth a thousand words”. Although sometimes specific to TDs, the links below might be very handy.

www.dbraun99.com/mgtd15470/ (This is like a detailed photo album on a TD restoration)
www.mgexperience.net/registry/browse.php

<http://mgtdrebuild.blogspot.com/>

http://www.ttalk.info/picture_this.htm

<http://www.universitymotorsltd.com/techvids.html> (Links to “YouTube” videos)

Then for a long list of MG related websites: (Mostly technical, but sometimes just a fun read)

<http://www.mgcars.org.uk/> (MG enthusiast website with many subjects and links)

<http://www.members.optusnet.com.au/bobmccluskey/index.html> (Private Restoration of a MGTD)

<http://www.mgf-tf-central.co.uk/index.shtml> (For the “plastics”: MGF & MGTF)

<http://www.teglerizer.com/sucarbs/> (a lot of articles on setting up those SU Carbs)

<http://www.tregister.org/> (For T-series owners; includes a register and production records)

<http://www.ttalk.info/> (T-Series owners; Technical articles and links)

<http://homepages.donobi.net/sufuelpumps/sufuelpumparticles.html> (SU Pump, Carb and other Technical articles)

http://www.omqtr.ca/technical/tech_index_new.htm (T-series owners, Technical articles)

<http://www.mgcars.org.uk/cambs.mgoc/tips.htm>

<http://members.optushome.com.au/inpoint/> (a little info on the MG toolkit)

<http://www.mgexperience.net/> (MG Articles, journals, forums, incl. MGB specifications)

<http://www.mgaroadster.co.uk/> (something for MGA owners, See link to “Shelley” Jacks)

I hope this arsenal of websites help, ...just remember that after you’ve fixed something, there’s nothing better than to come and brag about it at the Noggins.

Johan Nel

Final Matters of Moment

As you can see, this edition of the Newsletter has a brand new look. At the beginning of the year I gave notice to the Executive Committee that that I wished to resign from the Editorship by the end of the year. Steve Eden volunteered to take over. I spent two sessions showing Steve how it gets done and so now we have new Editor.

My first experience in Editing was subsequent to the forming of an MG Car Club under the auspices of the Pretoria Old Motor Club on the 9th of February 1978 when the late Neil Millard and I - both members of the POMC - churned out the first newsletters on a Gestetner wax sheet copier.

Much later, in 2001, I was helping then (What about Tim Carter Ed) Editor Derek Howes (Derek took over from Denise Wilson in November 1995) and in April 2002 assumed the title of "Assistant Editor". A year later, in February 2003, after 6 years and 4 months as Editor, Derek resigned. Eileen Hugo and George Dehlen took over and I had enough on my plate as Chairman of the 2004 Indaba Organising Committee.

With a successful Indaba behind me, in February 2005, I once again took over Editorship of the Newsletter. In mid 2007 the Lancia Club invited SAMCA clubs to a seminar promoting the distribution of newsletters by e-mail and the Committee requested me to represent Northern Centre at the seminar. The message of the seminar was that the Lancia club had made significant savings by changing to e-mail. Now I am generally conservative and tend to resist change, but the Lancia experience was an undeniable success and I recommended that we should seriously consider the change.

In December 2007 Ivan de Clerk undertook a survey of members, with and without Internet, and the result was 70% of members with Internet and 30% without, showing strongly in favour for the change. It was decided to implement the change with the February 2008 Newsletter, coinciding with the 30th Anniversary of the founding of our Centre. The postal newsletters would have to continue to those members without Internet. The Committee decided to carry the cost of the postal newsletters for a period, but this means that e-mail members, who carry the cost of printing their newsletters, were subsidising the postal ones, from 2010 postal newsletters cost their recipients an extra R50.00 on the annual subscription.

Our current status is 79% of members are receiving their newsletters by e-mail and only 21% by post. The committee has calculated the actual cost of the postal newsletters, which, at current rates is around R90.00 for the year! So postal recipients can expect an increase in their subs next year. On the plus side, at that rate, we are saving just on R10000.00 for the e-mail newsletters this year!!! Mission accomplished!!

I must say that I have enjoyed the last five and a half years as Editor, especially that there has been a lot of positive feedback on the quality of the Newsletter by members, which we never got with the printed ones.

I also want to thank all those members who have made contributions to the newsletter – it makes the Editor's job so much easier.

I wish Steve every success as our new Editor and look forward to some exciting and fresh developments (and fewer spelling mistakes Tony!) in the future.

Peter Noeth

Pretoria Triumph Sports Car Club Treasure Hunt.

As part of the ongoing efforts to promote closer ties between the local one make clubs, the PTSCC invited MG Northern Centre to participate in a treasure hunt on Sunday July 25. The event started at the Centurion Bowls Club at 10h00. Hazell and I, in the BGT, as usual running a bit late arrived, at around 10h10 to find some 16 Triumphs, ranging from TR2s to TR7s and Tony Craddock's lone MG Midget in attendance. Esra shortly showed up in his A and Ivan & Marcel came in their TD.

Nols Pienaar, PTSCC Chairman gave a short briefing and the handed out the route directions and question sheets. The route took us through three shopping centres, Waterkloof Ridge, Waterkloof Heights and Greenlyn Village. The questions ranged from the fairly obvious to the somewhat obscure, but as there was a time limit to finish everybody moved fairly quickly. The route back to the Bowling Club took us along Johann Rissik which I have not driven for years. Still impressive despite all the building having taken place.

At the finish Nols and wife Cathy marked the score sheets and announced the results, another *Triumph for MG* as Tony and Annette were third and Hazell and I came out winners.

Many thanks to Nols, Cathy, Bill and Helen and the other PTSCC helpers for an interesting and enjoyable event. Let us keep the interaction going!

Steve & Hazell Eden



MG Mart

MG Midget. Good condition. Red with white interior. No hood or hard top. R50 000. Garaged in Pretoria East. Dag Sundelin, Swedish Embassy. 0834173302. dagsundelinn@yahoo.se (2)	Wanted MG TF. Rosa Pentz@absa.co.za (1)
MG BGT 1972. Yellow. Respray & overhaul in 2009. Sunroof, telescopic shocks, high comp engine, new clutch & brakes, spoke wheels. R74 500. John Spence 076 497 9348 or john@brettenwood.co.za (2)	MGBGT 1973 5 NEW TYRES, USED REGULARLY, RED WITH BLUE INTERIOR, AIRCON, OWNER MAINTAINED. SPACE NEEDED.R35 000 CONTACT STEVE GOOSEN 0833658444 (1)
MG1100 1967 TWO TONE CREAM/GREY WITH RED INTERIOR. USED REGULARLY. OWNER MAINTAINED. SPACE NEEDED. R25 000 CONTACT STEVE GOOSEN 0833658444 (1)	Personalised Number Plate, 066BGT GP, for sale. R400 Contact Michele Batstone 082 8354139. (1)
1963 MGB ROADSTER First one to arrive in South Africa. Original & in mint condition. Very clean, good running condition. Price – R125000 Contact: Mr. H Pretorius, Middelburg, Mpumalanga, Cell. 079 991 4457 (1)	<p>Rover 1055 (P4) Year 1958,Electric overdrive,Twin carburettors, R 35 000</p> <p>MG. BGT Year 1967 Spoked wheels Electric overdrive, Everyday use. R 45 000</p> <p>BMW 520 I,Year 1987,,Everyday use,R 20 000</p> <p>This one will be available by arrangement, but preferably by mid August.</p> <p>Contact Details: Owner: Roy Harrison, Tel Home: 041 - 58 11840. Email: raharrison@telkomsa.net (1)</p>
2002 MG TF 160 for sale. The engine has a blown gasket but is still running. . The vehicle has 91 000 km's on the clock. The price for the vehicle is R45 000.00. I can be contacted at 072 359 6815 should anybody be interested. Sarel Roux	MGTf WXS941GP. First registered 26-3-2003. Excellent condition, runs well. Usual OE features. Dark metallic blue, service record, Goodyear F1 tyres with good tread. New battery end 2008. Head gasket replaced March 2008 @ 97277kms by Emgee Workshop. Extras include GAZ coil over shock suspension kit (originals included), Nokia car kit incl 6310i, workshop manual CD, "Windstop "wind deflector, "Low larm" low coolant warning, "HY Tech "parking sensors front & rear, rear mudflaps. R95 000 Eddie McCabe 082 846 0200 or ecosse@vodamail.co.za (1)
MGB 1 Righthand door mirror (used),1 Lefthand door mirror (used)1 reverse light lenses (used),3 MGC distributor caps (2 new and 1 used), MGC Cam bushes, MGC oil filter housing (used),1 steering wheel. John Berry, cell is 083554773 and home number is 011 794 9478	Wanted - Advertisers for the Newsletter. Business Card size R300 pa to Club Members, double size R550. Non member fees open to negotiation. Please submit to the Editor.

Advertisements must reach the editor by the 15th of the month of publication. Please preferably e-mail to stevejreden@gmail.com or fax to 0865439787. Adverts will be carried for 3 months unless an extension is requested.

Welcome to new members, we look forward to seeing you at future events.

Number	Name	MG Owned	Proposed by
TBA	Danielle de Clerk		Ivan de Clerk

MG - The Marque of Friendship