



# Newsletter

## 349

## Sep 2010



## Cars in the Park 2010

### Beautiful Talbot Lago Replica

## Committee Members

POMC Cars in the Park seems to be one of those “love it or hate it” events which we cannot ignore. This year’s event was, to all accounts, a tremendous success with some 2 500 vehicles being exhibited and over 25 000 paying guests. A fantastic achievement and well worthwhile for the charities benefiting.

However, what can be done about the traffic? People coming from the south were taking up to an hour to get in, some I know turned back. The alternative entry route, via Erasmia as detailed in last month’s Newsletter, was fantastic, I left home at 08h30 and was at the MG stand before 09h15. Having got in though, unless you were prepared to stay the full day, getting out was another mission with no clear route defined.

As a club we will go back to POMC with our positive comments and some opportunities for improvement.

I feel we need to improve our stand at the event to make it easier for people to stay longer and enjoy socialising with other Classic Car enthusiasts. (Some toilets would be a good start!). Thanks to Ivan & Marcel for the pancakes which was the first step in making the event more enjoyable.

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Ex Officio Clubhouse Refreshments Doug & Meghan Baillie		

### 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](http://www.mgcc-north.co.za)

GPS S 25 46.495 E 28.16.035

# Jacaranda Jottings

First of all let me express my thanks to all those who have sent me positive comments on my first newsletter, it makes the effort all the more worthwhile. Negative comments (if constructive) are also well received. Some have commented about the amount of colour being expensive to print, remember that printers can be set to black and white if you must print the newsletter out. However, please try and be kind to the planet, and read the newsletter on the screen if you can. This also allows you to increase the viewing size if your eyes are old and tired like mine.

Many thanks also, to those of you who are supplying articles for publication, this makes the magazine easier to produce and more interesting for the readers.

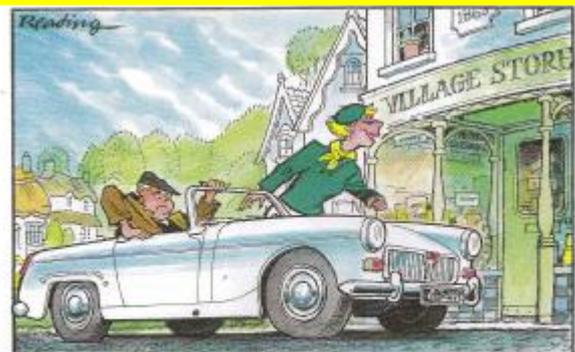
September is of course Indaba month and some amongst us will make their bi-annual trip to meet like minded enthusiasts. This means that there is no local run but we do have a Sunday Natter & Noggin in place of our usual Monday evening event, and a Friday Pub night. . Hazell & I are off to the UK from the 14th to the 28th to visit family and friends, and also to visit the Goodwood Revival. Next month's newsletter will therefore be later than usual.



We had a joint Gymkhana with the Triumph Club on Sunday August 15. Having finally, after 2 years, got the Midget running I attended and had great fun. Ivan & Johan also took part. Remember, it

is the the Midget's 50th anniversary in 2011. As mentioned last month we have a possible Abingdon to Cape Town Midget Tour coming through in the 4th quarter 2011. Perhaps we can have a local tour in parallel? Maybe a short one from the northern border to Gauteng?

The MG Icicle Rally, held on August 9 was a great success and due reward for all the effort Ezra and his team put in. MGNC was well represented and took 1st and 3rd overall and 1st in the pre 1956 MG class. The Peer-mont Metcourt Hotel was a pleasant surprise with friendly staff and a good breakfast. Some of us "old fogies" were not too sure about the open plan bathrooms though! Steve.



"I'LL DO A BIT OF SHOPPING DAD, WHILE YOU'RE TRYING TO GET OUT"



Start of the first competitive section of the Icicle Rally.

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

# Forthcoming Events

## September

Sun 5. NB on Sunday!!!	Natter & Noggin and Rocker Race day	NC	Clubhouse @ 11h00. Make sure your Rocker cover racer is ready.	cv
Mon 6-12	Lap of Lesotho Tour		Ref Roger Pearce	
Mon 6	Exco	NC	Clubhouse @ 19h30	
Thur 9	Natter & Noggin	JHB	Old Edwardians Club @ 20h00	
Fri 10	Pub Night	NC	Clubhouse 17h00	
Tue 14	Indaba Trip	NC	Ref Ivan or Peter	
Thur 16-19	Cango Indaba	CT	Oudtshoorn	cv
Fri 17-19	Goodwood Revival		England	
Thur 19-21	Magnum Rally	SAVVA	Steffan Stander 072 124 6572	RR

## October

Sun 3	Alfa Rally	SARRA	Joe Smith 083 498 4994	RR
Mon 4	Natter & Noggin - Quiz night	NC	Clubhouse @ 20h00	c
Thur 7	Natter & Noggin	JHB	Old Edwardians Club @ 20h00	
Mon 11	Exco	NC	Clubhouse @ 19h30	
Sun 17	Jacaranda Run & MG80	NC	Clubhouse 10h00	c
Sun 24	Rallyesport Rally	SARRA	Andy Adendorff 082 552 0488	RR

## November

Mon 1	Natter & Noggin		Clubhouse @ 19h30	c
Thur 4	Natter & Noggin	JHB	Old Edwardians Club @ 20h00	
Mon 8	Exco	NC	Clubhouse @ 19h30	
Sun 14	Casa de Madiera Rally	SARRA	Brian Askew 082 601 3021	RR
Sun 21	Sunday Run		TBA	

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

## **Another view on Cars in the Park 2010 from Ivan de Clerk**

What makes us take our beautifully restored cars, meticulously cleaned and shiny, to a dusty, overcrowded, blaringly noisy place, situated right in the middle of nowhere?

The roads around the venue are nothing short of atrocious with potholes, bumps, and dangerous high ridges galore. Even at seven in the morning, the amount of cars, trucks and taxis on the road, make one think back to the days of going to the drive-in theatre. Queues that takes hours, and passing traffic that takes off on the wrong side of the road kicking up great clouds of dust.

After driving the last 4 kilometres, slipping the clutch all the way and keeping an eye on the temp and oil pressure gauges, we arrive inside. Here we find an abundance of marshals who expertly point the cars in the right directions. We put up the Club banners and sort out the parking. Then chase off a pirate parker from the stand, another Chevy sneaking onto the MG stand. Ja, well, no sorry my china, I'll move the car just now. See?

At last, we can settle down, unpack chairs and get something to eat and drink. The crowds have started arriving and this year seemed to be a record turnout. Parading around the track is the thing to do. Not just in a car, or what some might think could be called a car, but crowds of up to six deep flow past. Many taking a quick picture, others pointing out features, others loading the kids into the car for a photo! Another little blighter rubbing the dust off the TD's bonnet, mommy saying, "Don't touch the car my pretty little boy." Its fantastic to see how many illiterate people there are in South Africa who cannot read the display, "PLEASE DO NOT TOUCH."

Such a pity that the organisers do not take the trouble to print the date or year on these entry sheets, but we collect them all the same. More's the pity that although the organizers state in their invitation "they encourage exhibitors of 'Show Vehicles' to strive to raise the quality of vehicles on display", but they fail to do anything from their side. The dust. On "Show vehicles"! Come on?

The point that I was hoping to make, before sounding like I wanted to complain is why do we do it? I mean, are we nuts? Do the organisers pay us? What is the main attraction? From my point of view, we do it for fun and for the love of motor sport. We love to drive our cars - under any and all conditions.

We talk cars and gawk open mouthed at some of the creations while admiring the MG's ,and especially the Porsches. (*Why Porches? Ed*) Nothing can put us off, and although we have reason to gripe, we come back year after year. Oom Peter braaied some excellent porterhouse steaks, and Daphne served delicious salads and hard boiled eggs. We enjoyed, we ate and we joked. We shook hands, took pictures of each other and shared a moment or some MG experience. We are one big family.

Some members joined us from as far a field as Potgietersrust, (I don't care what they call it now) but, let's just say that Andy came a long way to show off his fine looking MGB GT. We gathered around, had something to eat and then started with the battle looking for a toilet. The long queue of 30 people made us decide to next year bring along a porta potty. Yes, that's right. Next year all the bad will have been forgotten. We know by now that the organisers will do nothing to improve the venue - that is disappointing. Even though our cars, the classics and vintage, form the main attraction at these events and bring in money for them ..

The roads will be worse, there will be more dust and less toilets. There will be an even larger crowd, but do join us – WE WILL BE THERE!

### **Have you got cold ears from driving in your open MG ?**

If so, our Regalia Secretary has just the thing for you - ear muffs - as worn by many MGNC members this winter. Get yours now before stocks run out! R20 a pair. Contact Ivan to get those ears warm.

Unfortunately, or maybe fortunately, they do not prevent you hearing those strange noises coming from the passenger seat !

# Event Detail

## 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. Usual bar service will be in operation. Starting from 11h00. Contact Gary Chapman for details.

## Cango Indaba/ Lap of Lesotho/Indaba Tours.

If you are not organised on something by now you are probably too late. If you are going on one or more of these events, drive safely and have a good time. I am expecting some impressive articles when you all return!

Roger Pearce has some vacancies on his Indaba Tour, see details in this newsletter. It is not too late to join in.

## Pub Night - Friday September 10

Friday night from 17h00 at the Clubhouse. Last chance to discuss your trip to the Indaba. Come and unwind for the weekend with a couple of drinks and something to eat. These events are becoming popular..

## Bob's Quiz Night - Monday October 4

### Don't miss this one.

Organise yourselves into teams of 4. There will be 4 rounds of 20 questions each. Topics will include General Knowledge, Sport, Geography and Music.

These quiz nights are always good fun with a competitive edge. Bob has recruited the Edens to be impartial judges to rule in the case of disputes.

## MG 80 and Jacaranda Run- Sunday October 17



The Mother Club is celebrating 80 years of existence on the 16th & 17th of October. This date coincides with our proposed Jacaranda Run.

We will leave the Clubhouse at 10h00 for a tour of the Jacarandas. MGs will have unique stops to allow for video taping which will be uploaded to the internet for viewing as part of the MG80 celebrations. Other marque clubs will be invited to take part

After the run we will return to the clubhouse for a Bring & Braai. Fires will be provided

Really future planning!!

# Indaba 2014



**MG CAR CLUB**  
**South Cape Centre**

Established February, 2007  
P O Box 732, Knysna, 6570.

[www.mgcarclubsc.co.za](http://www.mgcarclubsc.co.za)

Affiliated to the MG Car Club Ltd. UK

## The MG Icicle Classic Regularity Rally - Ivan de Clerk

The number of entries for this year's MG Icicle Rally was overwhelming. Due to the successes of previous Icicle's, this was to be expected. Esra Martins again organized one of the best events on the MG Car Club Northern Centre's calendar with nearly 60 entries this year!

Cars were grouped into class A, for 'newer' MG's from 1956 onwards, class B for non-MG's from 1956 onwards, class C for MG's manufactured up to and including 1956, and then class D for non-MG's up to and including 1956.

All groups were well represented and class D received an entry all the way from Zimbabwe - a 1932 Riley M3.

Registration went smoothly and efficiently and was handled well by Esra's team. His many assistants must have been up well before sunrise, because when we walked in at 07h00, they were ready for us. We were greeted, handed indemnities and scrutineering forms, and all sorts of stickers. Ingwe was the main sponsor and the bright orange Icicle stickers looked very official on the bonnets of our cars – allowing us unobstructed passage through the security booms.



Esra

We quickly found a marshal to scrutinize the TD and then went back to return the completed forms. We receive our final instructions and Esra did the drivers briefing. The walk between the parking area and the documentation helped us get final exercise before the long trip. The marshals were anxious to get us on our way, and Jay Westaway had the cars starting from the parking lot in numbered sequence. My MG TD was number 52, placing Bella nearly last on the list. We found ourselves sandwiched between TD's, TC's and the silver aluminum Riley.



Team de Clerk & Kruger

The many MGB's, GT's and moderns were well on the way by the time we were allowed to go. With the first check point right outside the exit to Emperors Palace, we waited patiently for our turn. Cars were leaving at one minute intervals, but soon we were off.

Fortunately the organizers decided that this year rallyists should not stop at check points, it would all be Self Timed Controls identified on the route schedules. This made it that much easier for us in the classic car, because previously we had to climb off high roadside curbs, and try to accelerate away again after stopping at marshaling points, which was a bit hairy. Now we could maintain an average speed, jot down the times and not lose too much time. Well that was the theory anyway.

Bella was behaving very well, and although it meant having to make many quick gear changes to get up to speed, she was running like a dream. The route took us close to Heidelberg and from there towards Meyerton. It wasn't long before we started passing other rally competitors. I was a bit worried at first, but with Johan Kruger again navigating, remember he helped us to win Class C last year; I had nothing to fret about. I decided either we were going to run away and out of the rally, or they might be misreading the Change Speeds.

With the top down and only the windscreen protecting us, the strong August crosswind was making it very difficult to see and drive. Just to keep our caps from flying off became a battle. The cap keeps the sun and the glare from your eyes and it would be very difficult to drive, read the gauges and still keep a sharp lookout on the road without it. But, with one hand on top of the head, we pressed on.

There was a strong cold front moving in with ice cold weather predicted for the Tuesday. It was no wonder that the horizon soon became a haze. With the visibility becoming really poor and making it difficult to identify landmarks, we doggedly stuck to our route schedule. Our main aim was just not to get lost. The best advice to any novices surely is, don't get lost – stick to the route schedule.

Soon we arrived in Meyerton and thankfully stopped for lunch and a pit stop. This time we came prepared with our lunch pre-packed. Previous experiences at refuel stops meant that we either had to stand in a long queue for *slap* chips, or go without. Quickly washing down the burger and salads with a cold drink, we set off on the return leg.

Bella was keen to get back and running like a horse returning to its stable. Or maybe it could be that it's downhill back to Kempton Park?

No shortcuts though as we were circum navigating the Suikerbosrand range of hills. Approaching Heidelberg from the south, ahead in the distance we saw a long procession stuck behind a milk tanker. A number of rally cars were crawling along behind

the truck on the narrow road. But, yet again we were very lucky and blessed, because as we reached them the road became dual lanes. Coming up at speed, we managed to zoom past maintaining our average cruising speed.

At times Bella was running at 65mph to keep to an average of 53mph. Yes, miles per hour, and the clock mechanism odo working astoundingly accurate. However, I must admit that we also had a GPS and two stopwatches at hand. Still, quite a feat; for Johan to read anything at all at speed, whilst looking out for markers and at the same time



Team Hugo

writing down exact times – in seconds.

On one particular section we were following behind Clive Winterstein's green MG TD. He was maintaining excellent speed, until he got stopped near Benoni by the SAPS. Not even asking

Clive to pull off the road, the officer stood right in the middle of oncoming cars. And boy, we were oncoming - Fast! The officer, outfitted in a uniform three sizes too small for him, apparently said that he wanted meat. Well, this is South Af-

rica and anything happens. He was promptly told to catch some cattle in a nearby field, but by this time we were flying past Clive and he must have lost two minutes. Hard to make up again in a TD - to be sure.

On the outskirts of Benoni the timed section came to an end and we could drive slower in the next open section to the End Point of the rally. Not too leisurely, because by now the afternoon sun was nailing us and the wind had become really strong and we had to contend with dust in our eyes. We parked in the allocated area at Emperors and went looking for a well deserved cold beer. It was all over and all that remained was to unwind and wait for the results.



Trophy

At 15h00 Esra did the honors and announced that Gavin and Bernadette again did exceptionally well and took first prize overall Class A in the MGB V8. Class B winner



Waiting for the start



Halfway

was Andre Stemmet and Henry Short in a Mercedes Benz 280CE, with Johan Kruger and myself winning Class C for the second year in a row in the 1951 MG TD. The incredible Riley M3 was short on our tail and won class D honors. Steve & Hazell supported the NC efforts with a third overall in their BGT.

When looking at the number of cars entered, the excellence of the organization of the whole Event, even including accommodation that was arranged, this year's MG Icicle Rally again was a huge success. Esra and his team of marshals and assistants were truly professional. There's nothing, beyond any doubt in my mind to compare to the MG Icicle Classic Regularity Rally with when it comes to participation, sheer enjoyment, safety and with exciting well planned routes. MG's dominated with over 42 entered! Moderns and Classics added pizzazz and every single person that I spoke to said that they thoroughly enjoyed the MG Icicle - agreeing to be back next year for more.

#### Report on the Festa Joubert Art Exhibition

On Saturday, the 31st of July and Sunday, the 1st of August Festa Joubert had her first solo Exhibition.

The event took place in the Elephant Hall, one of Safari Park Lynnwood's nine conference and wedding venues.

The surrounding atmosphere suited Festa's artworks well and by 19:00 on the Opening night her guests were streaming in through Safari's green walkways to be welcomed by a beautifully decorated hall and ethnic music. Festa's team of helpers had undoubtedly done a wonderful job.

Large wooden paintings and framed pieces were installed on every surface of the walls and window sills against a backdrop of white drapes. Lines of guests circled the floor, turning and pausing to discuss Festa's collections. These guests included Festa's friends, family, business associates, photographers, art connoisseurs as well as the **MGCC Northern Centre** (of which Festa is a member.)

Festa wishes to thank all the MG members and their family's who attended and for all the encouragement and well wishes she received. Thank you for joining her and for making it a lovely experience. She looks forward with excitement to her next Exhibition and hopes that her fellow MG club members will again be able to attend.

Danielle de Clerk.

## Combined Centres Showday

Results for Concours d'etat		
Glen Wort	MGB 1965	988
Bob Wilmot	J2	986
Lynton Lomas	Midget	982
Bernice Wort	MGB 1967	981
Bob Wilmot	YA Saloon	979
Zia Wort	MGTF 160	978
Tom Kirkland	ZT	977
Marius Marx	MGTF	977
Jem Moggridge	MGA Coupe	977
Bob Wilmot	TC	975
Rolf Schweizer	TF	966
George Schiering	TC	965
Glen Parker	MGB GT	965

Results for Tops only		
Hentie Erasmus	MGBGT 1968	266
Jeremy Salter	MGBGT 1975	260
Heather Chapman	Midget	260
Gary Chapman	MGB 1979	255
Doug Wickins	MGBGT 1975	252
Alan Farndell	MGA	251
Shannon Texeira	MGA Coupe	249
Clive Winterstein	TD	246
Colin Ferguson	MGA	244
Julian Pringle	MGB 1965	243
Brenda Farndell	Magnette	239
Philip Katz	MGBGT 1969	239
Deryck Boyle	MGBGT	233
J Herholdt	MGA	212
Heffernan	MGBGT 1966	199

Above are the results for the Combined Centres Showday held at Emperors Palace. The car park venue was not very user friendly and a long way from needed facilities. Some people felt that the presence of the Casino, though maybe attractive to the "Concours widows" removed focus from the event, leaving a less than satisfactory ambience.

Congratulations to the winners, and thanks to all competitors for putting in the long hours required to produce cars of this quality.

### Triumph Club Gymkhana



-Many members complain that we do not enough competitive events, such as driving tests or gymkhanas.

MGNC were invited to attend the PTSCC event at Rafter's Pub on the 15th. Ivan de Clerk, Johan Kruger and myself entered and had a most enjoyable time.

I had to leave early but at that time the Midget was running second to a very quick TR8 in the fast run section. The event consisted of 2 slow runs round the course which included two "garages" and a slalom section with a ball in a bowl on the bonnet. The objective was to keep the ball in bowl whilst setting a fast

time. Then followed the hooligans "go as fast as you can" round. Most enjoyable. The Dehlens and Spences turned up to spectate & take pictures.

Thanks to PTSCC and let us try to get more MG support for the next one. Steve

### JACARANDA RUN WITH A DIFFERENCE!

17 October 2010 is the 80<sup>th</sup> anniversary of the founding of the MG Car Club in England and has been nominated as International MG Day

All MG clubs and centres throughout the world, east to west, from New Zealand to Alaska, have been invited to participate by organising events or gatherings and recording these on video to be included in a dedicated website for all to see.

Northern Centre will be joining in this international venture and all members are urged to participate. Meet at the clubhouse from 10h00 and we will then proceed to various historical sites in and around Pretoria where video recordings will be made.

Return to the clubhouse for a braai or picnic lunch.

Join us on Sunday 17 October with your MG (displaying SA flags!) – don't miss this once in a life-time opportunity!

# MG Indaba 2010 Tour

## September 2010

The MG Indaba 2010 Tour is a run from Clarens in the Free State to the MG Indaba 2010 at Oudtshoorn.

The MG Indaba Tour starts in Clarens where entrants are expected to arrive early afternoon on Sunday the 12<sup>th</sup> of September. The accommodation in Clarens is very close to the village centre and the afternoon can be spent walking the village and visiting the galleries, shops, restaurants and even a brewery. You are invited to attend the farewell party for the Lap of Lesotho participants in the evening, space permitting.

Monday we set off for the town of Bethulie. We travel along the Lesotho border with its wonderful mountain vistas and after reaching Rouxville we head west for the town of Smithfield, another quaint village that is a good stop for tea and bun. From there, we use a little used road to Bethulie where we will be staying at the recently refurbished Royal Hotel. We are guests of local author and historian Anthony Hocking who has lain on a tour of the local infamous female concentration camps of the Boer War and other points of interest. This will be around mid afternoon. There is a short cut, if you feel so inclined, from Wepener to Smithfield of about 70km on a gravel road, which has been travelled by an MGB in the past.

From Bethulie we head off across Africa's longest combined rail and road bridge travelling alongside the Gariep Dam for about 50 km heading for a stop at Nieu-Bethesda where we can explore the Owl House and have lunch. From Nieu-Bethesda, we head for the night stop at Graaf-Reinet. A good idea will be to watch the sunset at the Valley of Desolation.

The road into and out of Nieu- Bethesda is gravel.

On Wednesday, we head for Prince Albert via the Meirings Poort. A splendid drive. In the afternoon there will be guided walk of the village of Prince Albert. A sumptuous Karoo lamb dinner is arranged for the evening.

Thursday we head off over the spectacular Swartberg Pass to the Indaba reception at Klein Plaas in Oudtshoorn. The Swartberg Pass is a good gravel road and the distance for the day is 70km. For those not wanting to do the pass there is the alternate 120km tar route via De rust. The pass is still possibly the most spectacular in Africa. The more adventurous could leave early in the morning and take the deviation from the top of the pass down to de Hell and back.

The trip is an interesting way of getting to the Indaba and most meals are included. The distances are not long and are suitable for any age MG. The distance from Johannesburg to the Indaba and back is 2800km.

A tow car and trailer will be following the tour to Oudtshoorn as a back up should anyone experience any problems.

### Bookings and Payment.

The cost of the Tour is R4166.00 per couple for four nights including all breakfasts and dinner at Bethulie and Prince Albert.

Bookings will be taken on a first come basis. There is a booking fee of R1000.00 to be included with your entry. The balance of R3166.00 is due before 1<sup>st</sup> July 2010. The booking fee is not refundable once an entry has been accepted and the balance is not refundable as these monies are paid over for bookings.

#### Banking Details:

Classic Car Events  
First National Bank  
Cnr Main and Republic Rds  
Randburg  
Branch Code: 254-005  
Account Number: 62015502075

#### Contact Details:

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### A Room with a View ( and an open plan loo!)

Being married to a pensioner, I am always on the look-out for a bargain. So the news that we could spend the night before the Icicle Rally at the Metcourt Hotel at Emperors Palace at a special rate was good indeed. It also meant that we wouldn't have to leave Pretoria at the crack of dawn, in order to be at scrutineering. It was only when the booking was confirmed that we noticed the words "Open plan bathroom". A what?? We phoned number one son, world traveller extraordinaire, and asked just that. "It means there is a corridor off the bedroom, with a bath in it, but don't worry, the loo is fully enclosed" No it doesn't!

Booking at the hotel was a little slow, but the staff were really friendly and helpful, so off to the room. We were on the top floor! Great I love a view! We got that. A view of the Casino roof, which was absolutely vast, and unlike any other roof I have ever looked at was SPOTLESSLY clean. Not a brick end or a dead bird in sight! But still a roof.

As for the bathroom it was really open plan. A curtained off area in one corner of the room with a SMALL shower and toilet that shared one door on a swivel, so either the loo or shower could be closed off. Quite clever really. At least we realised that the door swivelled, unlike one of the other participants, who spent quite some time worrying about just HOW he was going to manage sharing a room with his navigator!

Breakfast was really great, with a selection of dishes from far and wide, including Congé soup, which I had only heard about on the cookery channel, and still didn't try! Staff were extremely willing and helpful, quite unlike a South African Hotel staff! And boy, was the casino an eye opener for a Poppie van Pretoria af! But that is another story!

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 (3)	Wanted MG TF. Rosa Pentz@absa.co.za (2)
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 (3)	MGBGT 1973 5 NEW TYRES, USED REGULARLY, RED WITH BLUE INTERIOR, AIRCON, OWNER MAINTAINED. SPACE NEEDED.R35 000 CONTACT STEVE GOOSEN 0833658444 (2)
MG1100 1967 TWO TONE CREAM/GREY WITH RED INTERIOR. USED REGULARLY. OWNER MAINTAINED. SPACE NEEDED. R25 000 CONTACT STEVE GOOSEN 0833658444 (2)	Personalised Number Plate, 066BGT GP, for sale. R400  Contact Michele Batstone 082 8354139. (2)
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 (2)	Rover 1055 ( P4) Year 1958,Electric overdrive,Twin carburettors, R 35 000. MG. BGT Year 1967 Spoked wheels Electric overdrive, Everyday use. R 45 000. BMW 520 I,Year 1987,,Everyday use,R 20 000. This one will be available by arrangement, but preferably by mid August. Contact Details: Owner: Roy Harrison, Tel Home: 041 - 58 11840. Email: <a href="mailto:raharrison@telkomsa.net">raharrison@telkomsa.net</a> (2)
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 (2)	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 (2)
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 (2)	2003 MG TF 160. British Racing Green with tan interior.115500 km. Uprated head gasket with oil distribution ladder, new head bolts, cam belts and water pump fitted at 105000km.Asking price R 85 000 onco. Andrew Morrall.Tel: +27 (11) 978 3401 Fax: +27 (11) 978 5648Cell: 082 447 8470email: <a href="mailto:andymorrall@flysaa.com">andymorrall@flysaa.com</a> (1)
For Sale -MGB GT - 1967 - White with red interior, nicely restored and well maintained - R85000.00 - Charles Thompson - 012 654 1284 (1)	

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

The National For Sale and Wanted list is available on request.

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

Number	Name	MG Owned	Proposed by
	Marilise Reichel	TF 160	Ivan de Clerk

# MG - The Marque of Friendship