



Newsletter

351

Nov 2010



Quizmasters Bob and Tanya at the quiz night on Oct 4

Bob's Quiz Night

Committee Members

Six teams battled it out at Bob's quiz to establish their intellectual superiority. The team names provided little indication of their prowess or abilities.

Team "British Bulldogs" consisted aptly of some ageing ex-pats, "Willing and Able" were mainly female (which gives food for thought!), and the "Midgets" weren't at all small. The "Straight Four" may have been trying to impress "Willing and Able" that they weren't bent, whilst the "Green Team" may have been expressing their naivety rather than their eco-awareness. The "Old Sports" were definitely not lying about their ages!



The 80 questions on various subjects, only very few MG related, were asked by Tanya with 30 seconds given for each answer. Through the rounds the lead changed several times but in the end "Willing and Able" triumphed.

The winning score of 55 out of 80 may not have got far in University Challenge but a good time was had by all.

Thanks to Bob and Tanya for organising and to Steve and Hazell for acting as "referees".

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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

GPS S 25 46.495 E 28.16.035

Jacaranda Jottings

One thing I didn't mention last month following our trip to the UK was the amazing amount of Christmas advertising and promotions that existed. Everywhere was advertising for events and parties. I spoke to one publican who responded that one had to get in early to make sure you got the business. This in September nog al.

I notice that in SA it is getting as bad as everything seems to be extending further through the year, I am sure that rugby, cricket and football soon will be played all year in SA with a corresponding loss of support as the public get overloaded.

So, what about the "MG Season", should it last all year, should December be a no event month? This comes to mind following the Exco this month as there was extended discussion on whether we should have a Christmas party, a dinner out, or any other form of celebration. One of the major issues was trying to find an organiser as it is apparent that the same few always carry the load. What do you, yes you MG member out there, want from the Club. From our approx 150 membership we get an average attendance of around 23 at events or noggins. I am not sure whether this is a good or bad number, but it certainly leaves room for improvement. If you have an idea, or even better would like to organise an event or run, don't be shy, let us know.



The Jacaranda run combined with the MGCC 80th birthday celebration attracted an amazing number of cars and an equally large number of photographers. The objective was to take pictures combining the themes of the day, namely Jacarandas, Pretoria's historic landmarks and MGs. These photos were then downloaded by Danielle de Clerk and a selection made to be placed on the recently created web site www.mg80th.blogspot.com.



This site is linked to the International MG80th Celebration site <http://www.mgcc.co.uk/mg80> where all the inputs from centres around the world can be seen. Have a look, we can be proud of our ef-

forts. See Ivan's article on page 8.

As you will read in Ivan's article, this event attracted the largest attendance I can remember for some time. I wonder, what can we organise next to create such interest?



January will see, I assume, the David Piper series race in South Africa, as well as the continuation of the various Historic and Classic Racing Series. I find attending a race meeting so much better if a group of people from similar interests stay together. Would one of our ZOC members care to comment on how we could achieve this?

Thanks to all of you that have sent in articles this month, it makes my job so much easier.

Regards Steve

Clubman points 2010 to date - Top ten

Ivan de Clerk	450	Marcelle de Clerk	320
Peter Noeth	390	Pepi Gaspari	275
Esra Martins	340	Tony Craddock	265
George Dehlen	340	Jay Westaway	260
Gary Chapman	335	John Hugo	235

Forthcoming Events

November				
Mon 1	Natter & Noggin	NC	Clubhouse @ 19h30. Indaba 2010	c
Thur 4	Natter & Noggin	JHB	Old Edwardians Club @ 20h00	
Mon 8	Exco	NC	Clubhouse @ 19h30	
Friday 12	Pub Night	NC	Clubhouse @ 17h00	
Sun 14	Casa de Madiera Rally	SARRA	Brian Askew 082 601 3021	RR
Sun 21	Sunday Run	NC	Breakfast run - meet at Clubhouse @ 07h45	c
December				
Thur 2	Natter & Noggin	JHB	Old Edwardians Club @ 20h00	
Mon 6	Natter & Noggin	NC	Clubhouse @ 19h30	c
Mon 13	Exco	NC	Clubhouse @ 19h30	
Sun 26	Boxing day braai	NC	Clubhouse from 11h00. Informal get together for those who want to get out.	

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

Get Well Soon

We send our best wishes to Robin Godfrey and Jay Westaway and their respective families, Robin & Jay have both been fitted with pacemakers in the last weeks.

Also to Andrée Napier Bax who has undergone surgery recently.

If you happen to be in Knysna.



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

October 14 2010 – Ivan de Clerk

Pretoria – Dependability and reliability of MGB GT's are being questioned as first signs of equipment failure, particularly on cars over 40 years old, are causing severe displeasure amongst MG Car Club Northern Centre Members.



The Recall stems from reports that, after a certain number of bonnet closures, especially when these are accomplished by dropping the bonnet from a height of more than two feet, the MG badge located in the grill can become dislodged and fall off, at the risk of causing injury to the lower extremities of over zealous MG owners.

Mr Peter Noeth (74) of the MGCC Northern Centre, upon noticing that his Grey Lady's MG badge had come adrift during a recent tour and following a particularly long drop (of the bonnet that is), remarked, "Hello, what's this then? You've only been stuck on for 45 years!"

MG officials are investigating and taking the reported failure seriously, as MG's were spotted during the September Run to the Indaba in Oudtshoorn, driving at high speeds over some very bumpy Eastern Cape mountain passes, that could have caused some fittings to dislodge.



Some MG models lining up on official 'Badge Inspection Day'

"We are looking at recalling all MGB GT models from the Northern Region," remarked an MG Club official. "We certainly cannot risk owners of GT's who are well-known for working bare footed, to have their toes and feet hurt by falling badges."

He continued, "We take foot corns, calluses and gout seriously, as we have some of our own, and can

understand the pain. This means that we might even be making personal visits to our members who are owners of this particular model by doing a series of house calls, (as was the case with the Tesla recall - see story below- particularly at 'Sundowner' time, to ensure a sober look into the allegations."

Rumour has it that ornaments, medallions and badges from certain prestige brands were being rejected by the cars themselves. (See report on Bentleys below.) However, such reports have been unsubstantiated.

Tesla's power cable recall – courtesy Wheels 24

New York - Tesla is recalling 439 Roadsters after a single incident in which a low-voltage auxiliary wire rubbed up against a carbon fibre panel in the car causing a short, smoke and "possible fire" behind the right front headlamp, the company reports. The issue could have caused vehicles to crash, so Tesla went out on a series of house calls to fix the issue. The correction involves installing a protective casing over the cable and checking the routing and takes about an hour to complete.

Bentley's 'B' forces recall Sep 24 2010 07:42 – courtesy Wheels 24 London - For some its the cherry atop the pie - but the winged "B" hood ornament that adorns many of Bentley's famously luxurious cars has forced the company to issue an unusual recall. The British firm filed its recall with the US National Highway Traffic Safety Administration (NHTSA) after discovering a problem with the mechanism that ordinarily ensures the sleek adornment swiftly retract in a crash. "If the hood ornament does not retract, it could increase the risk of injury to a pedestrian in the event of a crash between the vehicle and the pedestrian," the agency added.

Let us see how many of these "Willing and Able" can answer?

This is a quiz for people who know everything! I found out in a hurry that I didn't. These are not trick questions. They are straight questions with straight answers.

1. Name the one sport in which neither the spectators nor the participants know the score, nor the leader, until the contest ends.
2. What famous North American landmark is constantly moving backward?
3. Of all vegetables, only two can live to produce on their own for several growing seasons. All other vegetables must be replanted every year. What are the only two perennial vegetables?
4. What fruit has its seeds on the outside?
5. In many liquor stores, you can buy pear brandy, with a real pear inside the bottle. The pear is whole and ripe, and the bottle is genuine; it hasn't been cut in any way. How did the pear get inside the bottle?
6. Only three words in standard English begin with the letters 'dw' and they are all common words. Name two of them.
7. There are 14 punctuation marks in English grammar. Can you name at least half of them?
8. Name the only vegetable or fruit that is never sold frozen, canned, processed, cooked, or in any other form except fresh.
9. Name 6 or more things that you can wear on your feet beginning with the letter 'S.'

Event Detail

Natter & Noggin - Monday November 1 @ 19h30

If you did not attend the Indaba, but would like to hear all the good, and some of the bad, things that happened come along to the November Natter and Noggin.

Those who were there will present their feelings and comments and hopefully some pictures.

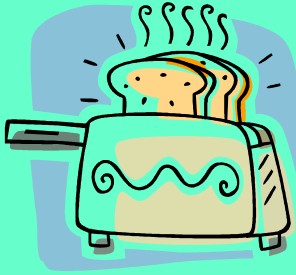
We will also have a discussion on the Jacaranda Run and it's contribution to MG80.

Pub Night - Friday November 12 @ 17h00

Another of these enjoyable evenings. Bring your friends and family, or somebody else's, for a pre weekend chill out session. The beers will be cold, the ice cubed, and the snacks delicious.

Don't miss it!

Sunday Run - November 21 - BREAKFAST RUN – SUNDAY 21ST NOVEMBER



Meet at the Clubhouse at 07h45 to leave at 08h00 sharp for a short run to a country venue for breakfast.

Route schedules will be given at the start. The buffet country style breakfast includes juice and tea or coffee for R95.00 per person.

Booking is essential – contact Ivan on 082 552 6906, or Peter on 083 267 3457 by no later than Sunday 14th November.

Last Noggin of 2010 - Monday December 6 @19h30



As this is the Festive Season let us try and make this a bumper noggin.

You are all requested to bring along a plate of snacks to share .

Travelling Supper - December 4

Due to issues with secure parking, and the feeling that cancelled.

Cancelled

the same old people will be doing all the work, this has been

Boxing Day Braai - December 26 from 11h00

For those who really want to get away from it all the clubhouse will be opened and braai fires available. If you had enough Xmas spirit come down for some peace and quiet.

Cape Centres Gathering 2011

Early warning that the Cape Centres Gathering will be in October next year in Graaf Reneit. Make your plans !



We first heard of the “Lap of Lesotho” in late 2009 and after reading Roger Pearce’s Newsletter No.1 we decided to enter in our 1979 MG Midget 1500, nicknamed “Oros”.

We found ourselves car number 12 in a very mixed collection of classic and interesting cars totalling 27 in all including Jaguar, Alfa, Mercedes, Porsche, Volvo, Morgan, Triumph, Ferrari, Lancia and of course MG – 9 in total, ranging from our Midget to Stewart Cunninghame’s BGT V8.

The start venue was the brand new Protea Hotel in Clarens and Day 1 saw us off through the Golden Gate National Park and then in mist and drizzling rain down Oliviershoek Pass, past Woodstock Dam and through Estcourt and Nottingham Road to a very welcome lunch stop at Rawdons Hotel. From here it was an easy run past Midmar Dam to our overnight stop at the Fern Hill Hotel outside Howick. We found it interesting that no route schedule was provided – only a list, e-mailed in advance to entrants, giving GPS coordinates of the suggested route. Fortunately, we were given the names of our overnight venues so, although our GPS sometimes seemed to get quite confused, at least we knew where we were going to sleep each night!

Day 2 saw us setting off through occasional thick mist to Underberg. On reaching the town “Oros” decided to suffer a split heater hose and we had to abandon her to the mercies of a local tractor workshop. Leaving the rest of the cars at the Underberg Country Club, we proceeded in a convoy of eight 4x4 vehicles through Himeville to the start of the Sani Pass. Our driver, an experienced and well spoken tour guide in a brand new Land Rover Discovery 4 kept us enthralled with his knowledge of the history of the pass, as well as its flora and fauna. He made sure we understood that this is now a national heritage site and therefore the rule of “take nothing but photos, leaving with nothing but memories” strictly applied! Fortunately the day was clear and after lunch and a beer at the highest pub in Africa, we returned to Underberg. We collected “Oros” expertly (and cheaply!) repaired and set out for our overnight stop at the Drakensberg Gardens Hotel via a scenic route with the majestic mountain range as a backdrop. After supper we were treated to a performance by the staff choir, and a collection was taken for the local primary school.

Day 3 and we headed to Ugie to view a tractor museum and have lunch. On the way we stopped in Kokstad to do some shopping and got caught up briefly in a Cosatu march/demonstration which was a new experience! Our GPS never found the tractor museum but, thanks to Rod Paxton standing by the roadside waving his arms around, we found the lunch venue and were treated to a very good soup and cheese meal by the Ugie Ladies Club. After lunch, a collection amongst us all raised over R 3000 towards their HIV orphans Christmas party. From here it was a short run to our overnight stop at the Mountain Shadows Hotel in the Barkly Pass area. No sooner had we sat down to supper when a violent thunderstorm extinguished all the lights and we thought we were in for a dark and gloomy night. But back on again they came, and Roger and Lorraine put on a fun filled quiz evening that had us all in stitches of laughter for nearly two, very enjoyable, hours.

The next day saw us travelling through Lady Grey, Rouxville and Zastron to a snack lunch at the Lord Fraser Hotel in Wepener. From here we entered Lesotho through the Vanrooyens Gate border post where a couple of police were delighted to be allowed to pose for photos sitting in “Oros” At last we were onto the roads in Lesotho – these were in a much better condition than we had feared so it did not take us long to reach the final stretch for the day – a 7kms untarred, mountain pass from the main road to our overnight venue at the Malealea Lodge. This however, turned out to be very steep, and incredibly rough and difficult to drive and took us another 45 minutes before being warmly welcomed by the lodge owners. After a raucous supper in a cramped dining hall we were entertained outside, on a very cold evening, by a group of local singers and dancers and again we contributed to the usual collection!

Day 5 and with some trepidation we had to face returning over the terrible pass back to the main road. However, it seemed to be better going back and soon we were on Lesotho’s equivalent of our N1 to Maseru. Here we faced chaotic Saturday morning traffic and suicidal pedestrians, before luckily spotting Roger’s Jaguar and following him out on the right road to the Katse Dam. After successfully avoiding the inevitable wandering cattle and their herders, we found that, to reach our destination, we had to climb and descend three incredible passes – the first peaking out at 3 600 metres, then followed in somewhat of an anticlimax by one

of 2 500 metres and one of just over 2 000. We had been warned that this day's run would test our cars to the full and so it did with quite a number suffering from overheating and having to stop for cooling-off periods. We found that sticking to no more than 2500rpm in second gear got us safely up the steepest gradients without the engine temperature getting into the danger zone. Even going downhill proved hard on some cars who had brake fluid boiling problems!. The hotel and the village at the dam wall itself had been built for the engineers and the workers at the time of its construction – now it provides comfortable accommodation for visitors with spectacular views in all directions.

The final day dawned – we could hardly believe our trip was coming to an end – and we now had to do the three passes in the opposite direction back to the town of Leriba. Here we turned southwards to exit Lesotho through the Ficksburg Gate border post, while most of the others went north to exit through Calendonspoort Gate. Driving through Ficksburg we experienced a political rally being held by COPE. Except for the few who had fallen out for some or other reason, we all met up again for a celebratory supper at a restaurant in Clarens, (where we were proud to receive one of the finisher's trophies), and a final night at the Protea Hotel before returning home.

Our thanks to Roger Pearce for organising this interesting, and challenging event, which included some of the most stunning scenery in Southern Africa – it was more than just a tour, it was definitely an adventure!

OFFSITE NOGGIN AT ZWARTKOPS

Should I or should I not go to the advertised offsite noggin? My friend Peter Knight had gardening commitments on Saturdays. A few days before the event I received an e-mail from a friend Peter Locke, in Bulawayo who owns a couple of classic cars including a 1934 MG PA. He would be down here with Bruce Glasby from the same town bringing his Ford Anglia down to race. With Joe Teixeira, Bob Osborne and family as well as free entrance and the prospects of a few laps around the track, "what the hell" I said "go".

I collected Peter Locke in Johannesburg at 7am on a chilly Saturday morning, and set off to Zwartkops.

We arrived, 3rd MG there, parked in the designated area and went to find the Glasbys. At 10am Nick Parrot gave us a short speech on the proceedings for the day, after getting an Indemnity and the required stamp on the wrist, a "SMILEY" face, I was ready for a few laps around the track.

I am a stickler for being on time and duly moved my car to the pit lane at the noted time but the races were running late by 30 minutes. I have been around the track on an open day but my experience of track driving is minimal so my heart was pounding in my chest. I understood that the racing MG cars would be in front to get ahead. The moderns, MGTF's MGB's A's and so on would be next. "Jees" I thought, "that means I am going to be in front of the rest." Now my heart is pounding even more. I will run out of adrenalin at this rate. At last we move into the pre race paddock. I am trying to get the strap of the helmet tied up and nerves are not helping, I ask a lady marshal to help me and talking to her calmes me a bit.

I ask her if the racing line is a dotted line painted on the track. She very seriously tells me it is a black wide line on the track and if I follow it I should do well. I say I am sure that if I follow someone then I will not get lost. I have this fear that if I am in front I will lead people on to the wrong track and then we will all be lost.

The whistle blows and we get into the cars. The safety helmet feels a bit heavy on the head. Oh dear, other drivers are wearing gloves and I am not. Is that serious? Will they allow me on the track? No problem we are waved on and off I go,



gently following the B in front of me. Two race cars disappear over the horizon, a slight left hand bend and then a sharp right bend. Brake hard and then slow into the corner and fast out. Do not overdo it and spin the car on the first corner. So far so good. I am following the car in front and nobody is directly behind me. I slowly start relaxing with a Rod Stewart CD playing in the background, a toothpick between my lips (I do not smoke). The next bend approached, then the back straight is ahead of me, and with a little courage, I overtake a car!

Wow, I am doing all right! All of a sudden the next bend arrives. Hard on the brake, slow in and fast out. Wow, the car is doing well! I go past some spectator stands but I dare not look. Concentrate on the track. Somewhere on the track Heyns Stead passes me in his single seater. Ah this is easy, I can keep up with him at least. No bloody way. He vanishes into the sunset. Peter Locke said he waved at me from the pit wall but the crowds were just a blur to me. Is that because I was very fast or do I just have bad eyesight?. Anyway after a few very enjoyable laps a red flag was waved from the pit wall and I knew that was the end of the race. Once more around and then follow every one into the pit lane. Now that is what people refer to as "an adrenalin rush". Doing a tandem Parachute jump from 11000 feet was nothing compared to driving on a race track. Joe Teixeira gave me a compliment saying that I did not drive badly. That made me feel very good. All in all the TF handled well.

Until next time - MaGic MotorinG

070 MGB

MGCC 80th anniversary celebrations and Jacaranda Run 2010.

What a wonderful privilege it was to share in the planning, organising and execution of such a successful event as this year's Jacaranda Run. Early on, when we first received the invitation from the MGCC our 'Mother Club', the exco decided that the Northern Centre should try to make this a memorable event – for the MGCC and for our members.



Tony Craddock would organise the Jacaranda Run again for our club, and I started by preparing a presence on the Internet, creating a blog spot for our news and a place where we could upload our photos. Using the MG International Indaba Run to Oudtshoorn, as the test site.

The blog spot was established using Google. It costs nothing and there is a lot of help available on the Net. Uploading, editing, importing and writing something onto the site is fairly easy. Quite soon we could start by making the blog spot known to our members.

Everything was already in place some weeks before the Jacaranda Run. Members were reminded at Noggins to attend and take as many photos as possible during the run.

On Sunday the 17th our members arrived from early on, in their polished MG's. The numbers grew steadily, and soon we had to ask owners to form a second row inside the clubhouse grounds. This also filled up and cars had to be parked around the corner – with more arriving. What a turnout!

We have never had such tremendous attendance that I can recall. We had the Fry's visiting from the MGCC Midlands Club in the UK, and some of our friends from the Triumph Club in their MG. Our National Chairman Norman Ewing, also a member of our centre, joined us.

After a short welcoming speech, Tony proceeded to brief us on the route and reminded members to take photos. These would be downloaded and stored upon their return for uploading to the MGCC site. By now we were keen to get going, and soon cars were leaving in small packs of seven or less.

The Jacaranda trees were in full bloom and the colours seemed to be brighter than usual in the in sunlight. What a display they made! The roads were carpeted with their purple flowers.

Beckett Street and many others, were purple canopies formed by the trees branches from both sides of the road. MGs were lined up underneath, adding some brilliant yellows, reds and greens of their own. The white jacarandas in Sir Herbert Baker Street attracted attention and MG members who visited there were treated to a rare sight to be sure.



The parking area at the Union Buildings was flooded with MGs. Tourists smiled and took many pictures posing with the cars. The pictures from the Union Buildings overlooking the surrounding area were wonderful. The scenery, with statues and cannons, the sandstone, the MGs and the jacaranda trees was a privilege to see.

By the time the first cars arrived back at the clubhouse, everything was ready, and Danielle had set up her Notebook. She quickly started to store the pictures handing back the memory cards to their owners.

The most time consuming task seems to have been selecting the most representative theme pictures. Making a selection from so many fine pictures was a difficult job indeed. We now believe that many of our members must be keen amateur photographers as there were some exceptional pictures that could easily win a photo contest. George and Kevin assisted, and soon the target of twenty pictures was exceeded and increased to almost fifty!

Heyns had thoughtfully started the braai fires and we started to braai and fill our, by now, hollow spots. Everyone chatted, laughed a lot and enjoyed a very special day on the stoep of the clubhouse. John Hugo proving to be quite a story teller. Pepi provided the celebratory cakes. Decorated in purple, MG80th and the South African flag, the cupcakes were very pretty and delicious. The anniversary banner which was printed especially for the occasion, was circulated and signed by everyone, and then officially handed over to George Dehlen by Norman Ewing and myself.

By now Danielle had decided to return home so she could start with the uploading of the files to the MGCC in the UK. The many large format pictures required some bandwidth, but the BSC server quickly accomplished the task. Later during the afternoon we updated our MG80th blog site, and then sent a SMS to our members, inviting them to visit the site.



Task completed! I hope that every one of our members enjoyed the day as much as we did.

MG Mart

MG Midget - 1969. Engine rebuilt, seats retrimmed. Old English white. R55 000. Steve Eden 082 372 8740 (2)	For Sale -MGB GT - 1967 - White with red interior, nicely restored and well maintained - R85000.00 - Charles Thompson - 012 654 1284 (3)
MGB GT 1972. Chrome bumpers, rosstyle wheels. Asking value price R65 000.00 and assessed as excellent. Looking for a good home, only two owners. Vinca Cox 0823754235 (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: andymorrall@flysaa.com (3)
1970 MGB GT (Jhb based). Wire wheels, white (new paint), body work in great condition, recently refurbished. Asking R78k Phone: Sean 0795019211 (2)	MGB Roadster 1963 White with red interior, soft top, tonneau. R 90 000 Reine 0711 801 523 info@kalahariminerals.com (2)
Midget – 1972 round Wheel Arch. Red m 70000 kms. Has just been worked on after standing for 2 years. Brakes , water system, Fuel systems and carbs have all been cleaned and car is running well. Tyres good. Needs carpets and soft top repair. Further car needs TLC . Price R35000 onco – Car in Pretoria . Contact Jaco Guillarmod on 082 562 7000 Or Robin Godfrey at 082 6780171/012 4305004 (2)	1980 MGB roadster, flame red, rostyle wheels, recently resprayed in original colour, 2 owners, excellent original condition, with RWC R80 000. 1980 MGB Roadster, yellow, rostyle wheels, Chrome bumper conversion, recently resprayed in original colour, gas flowed head, fast road cam, extractor manifold and alloy tappet cover. Excellent condition all round. With RWC. R85 000Contact: Rod Paxton 083 458 0148 (East London) (1)

FOR SALE - Tel Alan Farndell 011 849 7355 or 082 875 5446. (1)
 Hooters, 1932 Lucas 'King of the Road' high and low note pair. Chromed, with wire mesh fronts, Le Mans Bentley style;
 36 - 47 original Lucas 'Altette', as fitted to TA - TC;
 48 - 62 original Lucas 'Windtone', pair high and low note, as fitted to 'Y' Saloons, TD, TF, Magnette and MGA, plus single examples of high or low note;
 (All hooters refurbished, and in Concors or excellent condition).
 Wipac Halogen headlamp unit, for r/bumper MGB;
 Moss (UK) Special Tuning and Parts Manual, covering MGB, MGC, V8 and Midget (unused);
 Tonneau cover for Midget Mk III (headrest model);
 Hood storage cover for same;
 MGB cylinder head;
 MGB GT tailgate glass, with heater strip;
 MGA 1600 Driver's Handbook (unused);
 Cylinder head for 'A' Series, e.g.Midget;
 MGB engine, completely rebuilt by Bob Osborne, but never used;
 MGB engine block;
 Dunlop brass footpump (1930s).

Regalia - Our regalia team did a brilliant job in selecting and selling winter regalia. Limited stocks only are available. The team would like suggestions as to what members think would be suitable to provide for the summer. Please contact the editor or Gary Chapman with your suggestions

Wanted - Companies or individuals to advertise in this newsletter. Circulation is around 150 copies per month. Advertising rates are R300 per year (12 issues) for a 90x50mm insert or R550 p.a. for a 90x100mm. Please contact the editor or any Committee member.

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.

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

MG - The Marque of Friendship