

Newsletter 354 Feb 2011



**Raindrops are falling on my head
Otherwise known as the Baylis Splash!!**



A few hardy souls ventured out on Sunday January 16 to travel to Summerset Estate, Bob Baylis's current residence, for what used to be known as the Baylis Bash. Hazell and I elected to go straight through, missing out the detour to the Clubhouse. Having checked the phone for possible cancellation SMSs I loaded up the GT with food, drink and foul weather gear, feeling happy that I had not made the mistake of washing the car the previous day.

A minor worry as we set off down the road, wiper switch on, no action, wiper switch to fast speed, away they go. Strangely by the return trip normal operation had resumed.

One could assume, that having been designed in England, the MG would be admirably suited to rainy conditions, how wrong can you be? The windows all misted up, the wipers didn't really wipe, and the rain came in through the windscreen seal, the heater and elsewhere. We safely negotiated the puddles, the potholes, the roadworks and the idiots with X ray eyes down the N1 to New Road, and shortly arrived at our



destination.

"Summerset" Estate indeed, I suppose this meant an English summer because the weather was indeed appropriate to that. I still wonder if they really meant to name it Somerset, after the English county.

Bob had soon opened up his "garage" leaving us all to jealously look at the immaculate gaggle of gleaming T Types parked on the spotless floor.

The ladies retired to the kitchen for warming cups of tea and coffee whilst the men chatted in the garage prior to commencing that manly exercise, "lighting the braai!". As the rain was still

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pouring down this consumed the wood from an old Ford's doors, that Bob is

Committee Members

Chairman George Dehlen	082 492 1806 012 991 1754	gdehlen@iafrica.com
Membership secretary & Clubhouse maintenance Gary Chapman	082 653 1888 012 460 1392	Gary.chapman@sandoz.com
Treasurer Tony Craddock	073 221 2610	tcraddock@infodoor.co.za
Vice Chairman & regalia Ivan de Clerk	082 552 6906 012 997 7335	ivan@bscsurvey.co.za
Newsletter Steve Eden	082 372 8740	stevejreden@gmail.com
Records, Marketing & PR Pepi Gaspari	082 410 1569 012 803 9682	marpepi@iafrica.com
Secretary, Clubhouse Maintenance. John Hugo	082 801 9969	adaboy@absamail.co.za
Insurance Valuations, Trophies Peter Noeth	083 267 3457 012 998 0361	noethj@telkomsa.net
Motor Sport Liaison Kollie vd Westhuizen	082 557 4712 012 993 3985	kollie@kollies.com
Clubhouse refreshments & Insurance Valuations Jay Westaway	079 528 1954 012 329 5533	jayw@vodamail.co.za
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

Now well into January, the recent holidays seem to be fading from memory as we start to plan for 2011. Hopefully I will get back into retirement mode in mid year, and can persuade Hazell to join me, so we can start to plan some travels around Africa. It is amazing to think I have been here for just over 30 years and have had time to see so little of the country. My job has taken me to Europe, Thailand, Australia, Japan and Brazil but I have never been to the Western Cape!

The most I have seen of the country has been on two car tours, namely the MGA and Spridget 50th events. Both these events took us to areas we are planning to revisit in a more leisurely manner when we have the time. In this magazine you will see reference to a Midget adventure, if you are interested let Kevin Loader know. I think it may be a step too far for Hazell and I in the Midget.

You will see, on the Calendar, that as promised, our Triumph colleagues will be holding their noggins at the Clubhouse from now on. You are welcome to join them, as they are to join us at our Noggins. I believe that this is the first step in the integration process of the smaller marque clubs into larger more sustainable groups. (as I type this I can hear the screams of outrage from the more conservative!), I note, from their newsletter, that Border Centre are also thinking the same way.



The year is getting off to a rapid start, with the Baylis Bash done and dusted, Piper International at month end, SARRA & SAVVA Rallies for the competitive amongst us, and the annual prize giving function in Feb. Top Gear Live is in March for those who love (or hate) Clarkson.

The Club AGM is being held on March 7, and as usual we are desperately looking for some new blood, with new ideas to fill the vacant positions. The current average age must be close to 60 which can't auger well for the future.

The response to Ivan's survey was discussed at Exco, there is an obvious preference for longer runs and more competition type events. This has been noted, but of course we need people to organise them, even more reason for some new Committee members. What was also interesting was the lack of interest in entering Concours events, we seem to spend a lot of effort and money in organising these for the few who want to take part. I feel we could probably run a non competitive shine & show gathering, for less effort and expense, and get just as much support. Thanks to Ivan for his articles, without them this magazine would be very thin. Best wishes to Tony after his knee op.

Steve

Midget adventure - Abingdon to Cape Town

You may have heard about Roy Locock & Bridget the Midget? In June 2008 Roy started an around the world trip in a 1977 MG Midget, which he finished 17 months & 39000 miles later. Please click to <http://bridgetthemidget.co.uk/> for more details.

As 2011 will be the 50th anniversary of the modern Midget, Roy & 4 other Midgeteers plan to mark the occasion with a 3-month travel adventure from Abingdon to Cape Town. Departure 11th September & ETA Cape Town 10th December 2011. The planned route starts in Abingdon UK, through France, Germany, Austria, Hungary, Romania, Macedonia,

Date	Day	UK Tour	SA Tour	Date	Day	UK Tour	SA Tour
Nov 25	Fri	Windhoek	Upington	Dec 1	Thur	Rest Day	
Nov 26	Sat	Rest day	Keetmanshoop	Dec 2	Fri	Rest Day	
Nov 27	Sun	Keetmanshoop		Dec 3	Sat	Mossel Bay	
Nov 28	Mon	Vioolsdrift		Dec 4	Sun	Port Elizabeth	
Nov 29	Tue	Vanrhynsdorp		Dec 5	Mon	Embarkation	Journey home
Nov 30	Wed	Cape Town		Dec 6			

Turkey, Syria, Jordan, Egypt, Sudan, Ethiopia, Kenya, Tanzania, Zambia, Botswana, Namibia and finally into South Africa.

Our current thoughts are that we would like to show the UK Midgeteers some SA hospitality & rendezvous in Upington before travelling into Keetmanshoop (Namibia) to meet them. The table gives an outline of the proposed companion tour.

At this stage we are looking for an expression of interest; there is no obligation to the join the entire "SA companion tour". If you're keen to know more about the companion tour, contribute ideas, help with the organization, or all of the above, then please contact either:

- Bruce Henderson on brucejhenderson@gmail.com , or
- Kevin Loader on KLoader@worldonline.co.za .

Forthcoming Events

Point allocation c=Clubman, v= Victrix/tor Ludorum, RR=Regularity Rally, HR=Historic Racing

January

Fri 28 - 30	Zwartkops International		See last month for detail	
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February

Thur 3	Natter & Noggin	Jhb	Old Edwardians Club @ 20h00	
Mon 7	MG Natter & Noggin	NC	Clubhouse 19h30	c
Fri 11	Pub Night	NC	Clubhouse 17h00	
Sun 13	CMC Sealed ODO	SAAVA	Germiston - Pierre 072 513 9432	
Sun 13	Valentines Day Run	NC/ PTSCC	Askari Game Lodge 09h00 for 09h30 at the Clubhouse	c
Mon 14	Exco	NV	Clubhouse 19h30	
Wed 16	Triumph Natter & Noggin		Clubhouse 19h00	
Sun 20	SARRA Chics Regularity	SARRA	Larina 084 949 0937	RR
Sun 20	Annual Prize Giving	NC	Eat@essence 11h30 for 12h00	c

March

Thur 3	Natter & Noggin	Jhb	Old Edwardians Club @ 20h00	
Mon 7	MG AGM	NC	Clubhouse 19h30	c
Sun 13	SARRA Fiat Regularity	SARRA	Ian Huntley 082 650 0618	RR
Mon 14	Exco	NC	Clubhouse 19h30	
Wed 16	Triumph Natter & Noggin		Clubhouse 19h00	
Thur 17- 20	Top Gear Live		Kyalami	
Sun 20	Sunday mystery run	NC		c

April

Sun 3	Angela's Picnic			
Mon 4	MG Natter & Noggin	NC	Clubhouse 19h30	c
Fri 15-17	Weekend away		Possible joint with PTSCC	

Future Planning

Oct 27 - 30	Cape Centres Gathering	CT	Graaf Reinet	
Nov	Possible MG Midget Tour		Namibia to Cape Town	

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

Holiday at Home – or doing the Garden Route

This year, our family decided that we would not go away, but to rather stay at home.

The looonng road to the Cape or KZN could take care of itself. Two days to pack and unpack, two days driving to the coast and two days up again – makes the vacation considerably shorter, doesn't it?

Well, what a pleasure it was at home. Here in the suburbs it was gloriously quiet. No beggars and just the occasional alarm going off in the distance.

Marcelle and I took some walks, the length depending on the size of the latest Christmas meal of leftovers. Everything was lush and green after the recent rains and we could admire the neighbouring gardens.

Returning from a walk always brings a flurry of activity in the garden, and I know by now to quickly disappear into the garage to do some things that HAD to be done, fettling the TD or the TF.

The TF's battery went kaput, possibly because it is not used daily any longer. So it was off to Supaquick to buy a new one.

Afterwards I did a thorough check to look for reasons why it died. Starting from the interior lights and working through to testing the boot and engine compartment lights, I looked for anything that could have been left on while the car was standing. Finding nothing obvious, I resorted to cleaning out the entire bonnet compartment instead. I polished the spare wheel and removed the plastic cover over the firewall. A thorough wash and polish and a quick silicon wipe made it spick and span again. Nothing else to do.

Bella, my MG TD had been on a couple of short runs lately and also received a spit and polish. After checking the fluids, remember a dry baby is a happy baby, I started her up and went for a short spin. The holidays meant I did not get the usual response of shouts and waves from the neighbours, nor was I chased by dogs or children. I took her home and parked with the engine over the drip tray on the floor and covered her up. If she would only drip a little oil, I could use my new super dooper crawler to slide underneath and inspect the sump. But not a chance – Mmm ... could it be that there's no oil in the engine?

I also found time to work on my latest Wolseley air-cooled engine. This stationary engine was only manufactured in 1965, but already in a bad state when my friend Michael, in Bela Bela, rescued her from his local scrap yard. I decided to finish the engine in satin black with a golden pinstripe, making a nice change from the original olive green.

Apparently many of these old engines and water pumps are now ending up as scrap, although still in perfectly complete condition. Michael says they get about two Rand a kilo for the metal. Being a hefty 110kg's it is no small wonder that they are disappearing at an alarming rate from farms and small holdings. Just a flywheel alone tips the scale at 45Kg's!

There were many small tasks to keep me busy around the house. Marcelle needed a pergola trellis for the two newly acquired Catawba grapevines as they are super fast growers and need something to cling to. We used to call them *glip-pertjies* and, as kids, loved to eat the fruit.

Building the pergola proved to be a nice easy job. I found poles of the right thickness and length and carted them back in Marcelle's Honda. (Of course the MG is too small, and anyhow its just been washed).

Making a rough sketch, I measured the lengths, cut them with the chainsaw, and drilled 8mm holes and assembled. Putting long carriage bolts through the holes, using large washers and nylon insert locknuts it was easily screwed together. I spaced some eye bolts at regular intervals along the inside of the columns and strung it by making a ladder with *blou draad*. Within days the vines were winding themselves onto the wire and climbing fast.

Maybe I should build a bigger pergola to park the Morris Minor underneath? The Morris is still standing, and after finishing almost everything, it looks like it's going to be one of those, "For sale, 95% complete" cars. It really deserves better from me, but my MG's and Morris's never seem to get along well. Even though the Morris is BRG and circa 1953, fully licensed and on the road, the MG's still shy away from her.

The Honda also looks at the Morris with discomfort. I get the distinct feeling that the Honda is thinking that it's part of the family, because of some collaboration between BL and Honda in the 80's at Longbridge. But, I'm watching it carefully and if it misbehaves, it's out and underneath the carport and both MG's back in the garage before you can say 'Arnold Shwarzenegger'.

I really hope that all our MaGical members had a good and restful break and that everyone is eager to join us on all our club Runs and Events. Our cars are certainly ready, clean and dry, but more importantly, we need your company.

This year we intend to drive further distances, socialise much more, try not be so awfully competitive and to not once criticise anyone or their lovely MG.

May we all stay close together as a family, treasuring our friendships. My sincere hope for 2011.

Ivan de Clerk

MG - The Marque of Friendship

Event Detail

Pub Night - 11 Feb

Another fabulous MGNC Pub Night, join us from 17h00 to start relaxing for the weekend.

Enjoy a Boerwors roll, a cold beer and a chat with fellow enthusiasts. From 17h00 till the barman has had enough!

Valentines Run - 13 February

Our Monthly Run in February will be something special for our ladies - Valentines Day Run!



We will be joining the Triumph Club on a combined Run to Askari Game Lodge in Magaliesberg.

Meet at the MG Clubhouse at 09h00 and leave at 09h30 sharp as this is a longish Run of about 100km. Arriving at Askari at 11h00 for a welcoming cocktail. Prepare yourself for a wonderful experience!

Askari offers three Elephant experiences to their guests. These include an midday morning "Interaction" - including "Touch and Feed", and a late afternoon "Walk with the Elephants." The elephant experience, guided tour and a Valentines Day Lunch has been arranged for us at a very special price of only R100 per head. Please do not miss this wonderful opportunity.

Organisers - Ivan de Clerk and Bill Flynn

Annual Awards Function - 20th February



Come and enjoy the à la carte menu and Prize giving function at

Eat@ Essence

616 Spesbona Drive

Moreleta Park

Time 11h30 for 12h00

Bookings R130 per person, cash bar available.

RSVP: via SMS to Marcelle de Clerk 082 69 20415 before Monday 14th February 2011

Dress Smart Casual

MG Car Club Northern Centre Annual General Meeting 2011 - March 7

In terms of the Constitution of the MG Car Club Northern Centre (MGNC) notice is hereby given that the Annual General Meeting of the MGNC will be held on Monday March 7, 2011 at the clubhouse, 26 Umgazi Road, Menlo Park, Pretoria. at 20h00.

In terms of the Constitution three existing Committee members must be carried over to serve on the 2011 Committee. Nominated members are Pepi Gaspari, Peter Noeth and Steve Eden.

Nominations are required for a further five candidates to fill all positions.

Committee Meetings are held on the third Monday of each month, starting at 19h30 and usually closing before 22h00. If you feel you want to help build the future of our club please come forward. It is an opportunity to make new friends and despite what some might say, it is not that stressfull!

See nomination form elsewhere in this issue. This must be completed and handed to any EXCO member by 20h00 on March 7.

Any person wishing to add an item to the AGM Agenda for discussion must submit a suitably motivated request, in writing, to the Committee by February 14, 2011.

Mystery Run - March 20

Please keep the date open - Details to be advised next month. Not available at time of publication

Possible Weekend Away at Kaapsche Hoop April 15 -17

The Triumph Club have invited us to join them for 2 or 3 days at Kaapsche Hoop in Mpumalanga. Situated between Ngodwana, Nelspruit and Barberton this small village is home to the famous wild horses. There are a number of small guest houses which will allow the participants to enjoy camaraderie or isolation as required. R200 pppn self catering.



The Bloodhound SSC

Towards 1000mph in South Africa

How to get more children interested in Engineering? This was the question posed by Lord Drayson of the UK to Richard Noble, one time holder of the World Landspeed record.

Answer: build a car capable of a staggering 1000mph and so set young minds and pulses racing.

To be driven by Andy Green, who drove the current record

holding Thrust SCC in 1993, Bloodhound has been designed by Ron Ayers who coincidentally built the Bloodhound anti-aircraft missile.



BLOODHOUND'S velocity, miles and acceleration graph



Powered by a Euro-fighter jet engine and a rocket engine producing the combined thrust of 21 tons, equivalent to 140 000bhp, the car will accelerate at 60mph per second, 3g.

The rocket engine requires fuel at 50kg per second, the pump is driven by a V12 Formula 1 engine. A ton of rocket fuel and half a ton of jet fuel will be used on each run.

As Bonneville is too short, a 14 mile long track is required, and Black Rock Nevada is too rough, Hak-skeen Pan in South Africa will be used for the record attempt. Some 90 000 tons of stones will have to be picked up from the desert floor to prevent damage to the solid metal wheels which will be spinning at over 10 000 rpm! Verneuk Pan was rejected as the sur-

face proved to be unstable.

The stone clearing project commenced on November 18 2010, and is being used as an upliftment project for the Northern Cape. It is expected to take over 6 months to complete. The record attempt is due for 2012.

Acknowledgements to - Enjoying MG and Ian Galloway Professional Development Director Bloodhound SCC (Who drives a 1964 MGB)

Further info is available at www.bloodhoundssc.com.

Steve

Automotive News

US car Makers are back in the lead

article by Ivan de Clerk

(compliments Los Angeles Times)

For the first time in years, American nameplates such as Chevrolet and Ford outsold the Toyota brand in the U.S. Sales of trucks and sport utility vehicles, which are American manufacturers' bread and butter, are on the upswing.

"Another factor is that the domestics are bringing out strong new offerings in other segments," said Jeremy Anwyl, chief executive of Edmunds.com, the auto information company. "We have yet to see a coherent response from the Japanese."

"Toyota has had a brand image crisis, while Honda has taken a very conservative approach to market share," Anwyl said, and "may have left sales on the table."

Overall, Toyota Motor Corp. was the only major auto company to see sales decrease from 2009.

Ford had sales of just under 1.8 million vehicles in 2010 and outsold Toyota for the first time since 2006.

Hampered by the recall of millions of vehicles last year Toyota saw its share of the U.S. auto market fall to 15.2% from 17%.

Ford's December sales rose 6.8%, to 190,191 vehicles. For the year, its sales including the Lincoln and Mercury brands rose 19.5% to more than 1.9 million vehicles. The automaker's market share rose to 16.7%, up more than a full percentage point. This was the second consecutive year of rising market share for Ford and its first back-to-back increase since 1993.

"Ford has benefited from the problems at GM and Chrysler. They took the government [bailout] money and **Ford did not**. It became the American manufacturer of choice," Magliano said.

Audi of America, Hyundai Motor Co. and its sister company, Kia Motors Corp., and Subaru of America all set U.S. sales records and gained market share despite the slow pace of auto sales overall. Volkswagen of America had its best year since 2003.

Analysts were impressed by the growth at South Korea's Hyundai and its Kia sibling. They sold a combined 894,496 vehicles in 2010, up 21.7% from the prior year and very close to Nissan's total of 908,570. "We used to call the top mak-

In higher gear

U.S. car and light-truck sales for top 10 automakers:

	Dec. sales	Pctg. change from Dec. '09	2010 sales	2010 share
GM	223,894*	+16.1%	2,199,399	19.0%
Ford	190,191	+6.8	1,931,534	16.7
Toyota	177,488	-5.5	1,763,595	15.2
Honda	129,616	+21.0	1,230,480	10.6
Chrysler	100,702	+16.4	1,085,211	9.4
Nissan	93,730	+27.7	908,570	7.8
Hyundai/Kia	75,246	+37.2	894,496	7.7
Volkswagen	23,867	+17.1	256,830	2.2
Subaru	26,694	+15.7	263,820	2.3
BMW	23,280	+15.7	220,113	1.9

*Data do not include discontinued models. Source: Autodata

Los Angeles Times

ers the big six — the domestic three and the Japanese three — and now all of our analysis is based on the big seven and includes Hyundai," said Jesse Toprak, an analyst at TrueCar.com. Hyundai has made the leap from a brand for people "who couldn't buy or afford anything else" to one that offers vehicles "people choose to buy based on the merits of the products," he said.



Writers comment. My personal opinion is that this story is really about the success of Ford, for they refused to accept the US Federal carrot. It has been said that until such time as GM and Chrysler repay government money, plus interest, plus the bonds that they were allowed to default on, they should be excluded from any story about the success of the automobile industry in the US. (Remember the lessons learnt when back in the 1980's the British Conservatives made

controversial decisions around the Rover Group, even going as far as "allowing the development of engines." Maybe government should be kept out of the automobile industry – only time will tell.)

On the other hand, isn't it great to see Hyundai and Kia moving up? They certainly seem to have a dedicated and passionate following here in South Africa.

International Midget 50th day takes place on June 12, 2011 at Burghley House in the UK.



Obviously most of us will not be able to make it but I would propose we have a Jacaranda City Midget 50th to honour these delightful little cars. I would suggest we invite all the Sprites as well. Any suggestions for a venue?
Steve



A slippery story - or can I use that oil on the shelf?

We were standing round chatting in Bob's garage (actually garage is not an adequate description) and

someone asked about the shelf life of oil. He said he had been to many retailers and discovered that all the oil containers had a stamped on date which was always in the past. Worried that he might damage his engine with old oil he wondered what the date meant.

As far as I can discover (google is my friend) oil companies do not print a sell by, or use by date on their cans. The date would appear to be a canned date, like on a bottle of wine!

My research has established, that kept in its original sealed can, and not exposed to high temperatures, oil can be kept for at least five years. However, if the container has been opened, moisture and dust/dirt ingress will quickly make it unsuitable for use in engines, gearboxes etc. You can still use it for other less stressfull applications, hinges, nuts and bolts, lawnmower blades, hacksaw blades and so on.

More importantly is what spec is the oil, if you are putting it in your 20 year old MG this is not really an issue but modern engines have been designed to use modern oils. You should not try and use 5 year old GTX in your brand new turbo diesel, as this could lead to mechanical failure in the long or short term. Read the specifications in your owners handbook and stick to them. Also - forget the additives, they are a waste of money and may damage your engine. Steve

Nomination Form for Committee Member 2011

I, _____
Club, Northern Centre, hereby nominate

being a member in good standing of the MG Car

_____ committee.

To stand for election to the Club's Executive Com-

Signature _____

Date

I accept the nomination and agree to serve on the Committee if elected

Signature _____

Date

MG Mart

MGA Coupe 1959. Concours Condition, includes personalised plate MGA 1959GP.R170 000 082 336 3715. Benoni (3)	MGB GT 1967. White with red interior. New trim and carpets, original leather seats, flawless respray. All mechanical & electrical items in excellent working order. R85 000 Charles Thompson 012 645 1284 (2)
ZB Magnette 1958. Ex late Errol Battison. Bare metal respray in Damask red. Beige leather with red carpets. Complete mechanical overhaul. Ready to drive and enjoy. R70 000. Peter 012 998 0361, 083 267 3457, no-ethj@telkomsa.net. (3)	TF 160 2004. Power grey metallic. 52 500km. R90 000. Philip 083 296 6123 (2)
B Roadster. SS exhaust. Original maroon paint. One owner, imported from UK in 1974. Rudi Pretorius 083 396 9002, rudi.pret2686@hotmail.com. (3)	TF 160 2004. Grey metallic. 36 000km R97 500. 072 534 3828. (3)
Books. Practical MG TD - maintenance, update and innovation by Jonathan Goddard. Endorsed by the UK T Register. Limited stocks available at R85 + p&p. kloader@worldonline.co.za. Profits to Firland Salvation Army Children's Home. (3)	ENGINE FOR SALE . WE HAVE A ROVER MG 75 V6 THAT WE ARE LOOKING FOR A COMPLETE ENGINE OR IF SOME ONE MIGHT BE INTERESTED IN BUYING THE CAR AS IS.MICHAEL. germishuys-michael8@gmail.com 011782-3573 Fax:011782-2889
Advertisements must reach the editor the 15th of the month. Please preferably e-mail to stevejreden@gmail.com or fax to 0865439787. Ads will be carried for 3 months unless an extension is requested. The National for sale and wanted list is available on request.	

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fast runs where we had competing to tow a trailer behind his event we haven't had for a The heat from the braai under into the air. Very reminiscent of A good time was had by all with their thing around the braai and under the yellow umbrella.

There is a saying that only mad dogs and Englishmen go out in the mid day sun. I think this event proved that Englishmen can also go out in the rain and South Africans would braai underwater given the chance.



Many thanks to Bob and Tanya for hosting the event and allowing us to leave our wet muddy footprints in the house and, more importantly, the garage.

Steve & Hazell



restoring, and the entire supply of Blitz firelighters. Matches having been struck, tradition was then followed with the sound of opening beer cans! The rain continued to fall and there were some worries that the fires would never be ready. Eventually they were moved to under Bob's big yellow umbrella and the sound and aroma of cooking meat filled the air. The standards of culinary expertise varied enormously as did the presentation which ran from plain metal tables to luxurious table cloths, napkins and silver cutlery. Could have been used for an event on Masterchef. It reminded me of the old Frostbite breakfasts for the best breakfast. I can remember one member having MGB to carry the table, crockery and cutlery. Now there is an while! the wet umbrella produced a layer of steam which slowly lifted the hot air rising from an MGNC Exco meeting. the ladies mainly skinning on the stoop and the men doing



**Don't forget the Pub Night Feb 11,
Awards dinner on February 20
the AGM on March 7.**