



Newsletter 370 July 2012



The 2012 MG Combined Johannesburg and Northern Centres Showday.

Showday this year was organised by the Johannesburg Centre and was divided into two parts.



On Saturday 2nd June at Dave Wheeler's Magnette Motors in Benoni, the Concours d'Etat entrant cars were subjected to intense scrutiny of condition and cleanliness – interior, exterior, chassis/underbody (the cars were raised on Dave's five hoists giving judges a clear view of the important but often neglected underside), engine compartment, operation and authenticity. The Chief Judge was Peter Noeth, and he was supported by twelve assistant judges.



The event proved very popular, and drew 50 MGs, and a large number of club members and the public.



The ten MGs judged ranged from a prewar MG VA to one of the last of the modern MGTFs. The overall winner was Glen Wort's immaculate 1965 MGB roadster, and the attached



table summarises the Concours d'Etat results.

The second part of Showday took place on the lawns of Brightwater Com-



mon in Randburg on Sunday 10th June. Designed to maximise public exposure of MGs at a busy shopping mall, the family-oriented day drew an even larger number of MGs and involved club members in the judging. New

MG6s were on display, as well as racing MGs currently seen on race-tracks at Zwartkops and Kyalami. The event ended with the announcement of results and the award of trophies.

Text George, pics George & Steve



Committee Members

Chairman, Clubhouse Maintenance John Hugo	082 801 9969	adaboy@absamail.co.za
Secretary George Dehlen	082 492 1806 012 991 1754	gdehlen@iafrica.com
Newsletter/Treasurer Steve Eden	082 372 8740	stevejreden@gmail.com
Membership Secretary Gary Chapman	082 653 1888 012 460 1392	ghchapman@nashuaisp.co.za
Regalia, Community Liaison Trevor Beddy	082 465 0167	etbeddy@global.co.za
Records management Ivan de Clerk	082 552 6906 012 997 7335	ivan@bscsurvey.co.za
Public Relations, Club Liaison Pepi Gaspari	082 410 1569 012 803 9682	marpepi@iafrica.com
Clubhouse Refreshments & Trophies Jay Westaway	079 528 1954 012 329 5533	jayw@vodamail.co.za
Vehicle Valuations Peter Noeth	083 267 3457 012 998 0361	noethi@telkomsa.net

MG Car Club-Northern Centre

PO Box 11430, Silver Lakes 0054

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

Concours d'état Results

Zia Wort	MGTF	Johannesburg	979	Gold and First in MGF and TF Class
Glenn Wort	MGB Roadster 1965	Johannesburg	975	Gold and First in MGB and GT to 1969 Class
Bob Wilmot	YA	Johannesburg	967	Gold & First in PostWar Saloons Class
Gustav/Johan Nel Bernice/Donovan Wort	TD MGB GT 1966	Northern	967	Gold and First in TD Midget Class 942 Gold in MGB and GT to 1969 Class
Trevor Beddy	MGB Roadster 1966	Northern	924	Gold in MGB and GT to 1969 Class
Martin Te Groen	VA	Northern	906	Gold & First in Prewar Class
John MacKenzie	MGBGT V8	Johannesburg	871	Silver and First in MGB V8 and MGC Class
Shannon/Joe Texeira	MGA Coupe 1957		821	Silver and First in MGA Class
Banie Claasen	MGA Roadster 1956	Northern	713	



Jacaranda Jottings

A bumper edition this month, so only a short piece here. Thanks to George for the Showday input and to Ivan for his article. What a shame, that like most laws in SA the ban on cellphone useage while driving is not enforced. Neither is the speed limit, I followed a police car, no flashing lights, at 150km/hr on the N4 from Belfast last week, eventually I slowed down as the traffic was getting heavy.

In a similar vein, we had a Concours this month, rules on how to enter (via nomination by your club) and when to arrive (before 09h30) were issued well in advance. However, on the day - turn up when you like, just enter, nominated or not, even if your car is dirty .

The Concours rules need to be enforced, there is a lot of talk, (see letters in this issue) that they should be changed. What is the point in this if no-one has the strength to enforce them. Cars on trailers? I think, if someone has the ability & resources to keep a showcar as a museum piece, good luck to them. If it is the best car on the day, it must win. The detractors of this cry foul, as they cannot win, is that a reason not to enter? As per the Olympics, it is the honour in taking part that is important! I would suggest a sub committee be formed, at National level, to resolve the issues
Regards Steve

New Members

We welcome the following new members to the MGNC family, we hope to see you at future events.

G. Ellis	TC
W. Ellis	ZB
N. Conchar	BGT
C. Labuschagne	TD
F. Blignaut	MG6

The opinions expressed in this Newsletter do not necessarily represent the views of the MG Car Club Northern Centre or the Executive Committee.

The Dullstroom Oldies and Boldies Run - (Steve & Hazell)

Following a suggestion from Marcelle de Clerk for a visit to Dullstroom, and a wish from the Indaba visiting T type brigade for a shake down run, this trip was born. A few different types of accommodation were explored before the Duck and Trout Lodge was chosen. The R180 pppn was probably the deciding factor. Accommodation in around Dullstroom is extremely expensive. So come 08h15 on Saturday May 26, Hazell and I were parked next to the N4 in the A, waiting for the others to arrive from their gathering at the Clubhouse.

Eventually 2 TCs (Tony & Annette and Esra) appeared followed by a TD (Ivan & Marcelle), a B roadster (Trevor & Marcelle Beddy) and a Toyota Fortuner (Johan & Ilse Kruger). The initial plans included Trevor's TC and Johan's A, but these were not finished in time. George Dehlen, in his TC had arranged to meet us at the Spur close to the Casino in Witbank.



Back to school?



Dressed for survival



A rose between thorns at the Duck & Trout

A gentle run at around 60 mph to Witbank was completed with no problems, and we soon rendezvoused with George in the car park.

Finding the Spur was no problem, however getting the 12 of us fed and watered seemed too difficult for the staff. Eventually Hazell found the floor manager



ALZU services, Kimbers Law - wherever MGs are together, people will gather round an open bonnet!

and we made some progress, at least it gave time for Hazell and Trevor to revert to childhood and do some colouring in, they did not keep between the lines though! Over an hour later we had all eaten, and returned to the cars, for a planned gentle run to Belfast.



We should have known that these pension age plus vehicles do not always behave themselves. Approaching the ALZU services (the one with rhino & buffalo) Tony headed for the slip road and we followed in to see what was wrong. The travellers in the car park were amazed at the sight of 4 Ts, 1 A and a B and we were soon the major attraction with many people asking to be photographed next to them.



Gustav & Johan

Tony's problem was identified as oil between to the contact breaker points and was soon fixed. The issue arose a couple more times during the weekend, especially when running on the freeway. We then headed for the One Stop at Belfast for a splash and dash before the final run to Dullstroom. With all the stops and delays the trip took over 5 hours, compared to a normal modern car trip of under 2. Despite this we arrived in good spirits, Hazell especially having enjoyed the longest run we have done in the A since the 50th anniversary tour. Top down as well! Esra also travelled topless whilst the others travelled roofs up (bunch of woosies!)

Arriving in Dullstroom we met up with Gustav & Johan Nel who were there in their TD. After a quick tour of the town, we booked in and dumped the luggage. We all very ready for our visit to the brewery. We were met by the owner/brewer and treated to a tasting session of his 5 brews. Having tasted and decided we then slaked our thirsts with his excellent beer.



Back at the D&T we lit fires to warm the rooms up (not arson, fireplaces were in the rooms!) A couple of J&Bs and G&Ts later we were set to leave for supper. The lights on the A, behaved in typical Prince of Darkness fashion, i.e. total darkness. We got a lift to the Mayfly for supper. I'm not convinced that I was not doing a Mansell, and pulling the wrong switch, as the lights worked perfectly the following day! Supper was excellent and thanks to Ivan for providing some wine.

Next morning dawned a little cloudy but this soon dissipated with the heat of the sun.

We were due to breakfast at Pickles and Things, and Ivan set off to ensure there was space reserved for us. Unfortunately Esra's TC, having performed faultlessly the previous day, made it out of the car park gate but no further. A frustrating hour or two was spent trying to revive the car, but no progress was made. A few phone calls later it had been agreed that Dave Wheeler, of Magnette Motors, would come with a trailer on Monday morning. (Thanks Dave).

This delay upset the plans for the morning when we due to visit some local attractions. After breakfast we all spent some time walking the streets, looking at the art galleries and antique shops, before meeting back at the D&T at 12h00. Esra was given a lift in the Fortuner and we set off for Pretoria.

After a stop in Belfast for a splash and dash, we headed for home. Tony's TC needed another wipe of the contacts at the One Stop which was performed amid the Desperado's (Soweto bikers I believe) celebrations. It appears that they congregate there and their fans and followers (groupies) travel by taxi to join them. I was disturbed by their antics on the highway as they travelled at 200+kph, weaving in and out of the traffic. Not a number plate to be seen on their bikes. No sign of any effort at law enforcement.

On the other hand, a Harley group of some 50 bikes, travelled in a disciplined convoy, with trail and lead vehicles, within the speed limit.

Approaching Witbank, we got a call from Ivan, asking if we had any water as he was sitting on the hard shoulder, 10ks from Witbank, with suspected overheating. Hazell had about 150cc of fizzy mineral water, and decided to keep that for him.

We caught him up, the water was added to the radiator, and he successfully made his way home. We travelled on, basically on our own, and made it home with a travel time of 3 hours. Not bad for a 55 year old car. I'm not telling you the age of the occupants!

An enjoyable trip, perhaps a bit short, two night would be better. As Hazell said, a 400km drive for supper out is a bit like hard work. Thanks to those that came with us and to Ivan and Marcelle for their exemplary organisational skills. Where next? Groot Marico?

Text by Steve & Hazell pictures by Steve and George.



Pub Lunch, May 30



Following the trip to Dulstroom it was our duty (pleasureable of course) to organise the June Pub Lunch. Fortunately for us we have a restaurant within the Silver Lakes Estate. With some trepidation, the service having proved very slow in the past, we spoke to the manager and explained what we expected and about how many guests were likely. A similar discussion took place with security, entry being sometimes slow due to the procedures required. Well what a pleasure, I met up with 18 people at the MG Clubhouse, in 12 cars, including an A, BGTs, TFs and some plastics and led them to the gate. All was organised and we drove straight through to the Silver Lakes Clubhouse and the Fairways Restaurant. Hazell had organised the seating and we were soon enjoying drinks and the vast majority had an enjoyable meal. All agreed that the setting, overlooking one of the

lakes and the 9th hole, was superb. These informal lunches, initiated by Bob Baylis, are becoming good social occasions for the Club, letting us all get to know each other better. Long may they continue. See events page for the next one.

The Scottburgh Classic Car Club invites you to the third

Scottburgh Classic Car Show

Including Classic Motorcycles

Sunday, 29 July 2012 at The Country Club, Airth Street, Scottburgh

Large Club Bar with light meals - restaurant - wide variety of food available on the field - beer tent - tea garden - prizes.

TRIUMPH will be the featured marque at the show.
Classics Pre-1975 or by invitation

Entrance R5 donation per car for Exhibitors from 07h30 and R30pp for Visitors from 09h00.
Pensioners & Scholars R10. Children under 12 free. Proceeds to Charity.

For details contact Peter Fielding on 039 976 1995 or jagmg@telkomsa.net

SCCS
A run to this event has been organised by Jhb Centre and special accommodation deals have been done with Rawdons (Nottingham Road) and The Blue Marlin (Scottburgh).
Please contact Jhb Centre if you are interested.
Graham & Heather Forbes
082 825 4898.

Forthcoming Events

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

July

Mon 2	Natter & Noggin, with rocker cover racing	NC	Clubhouse 19h30	c
Sat 7	"Wings and wheels day"	JHB	Zwartkops Air Force Museum, 09h00 Diarise this - free goodies!!!	c
Sat 14	Cat's Eyes Trial	NC/ PTSCC	Clubhouse 17h00	c/v

August

Sat 4	Technical Noggin at Magnette Motors	NC	Magnette Motors - Note, replaces August Noggin	c
Sun 5	Cars in the Park	POMC	Zwartkops	
Sun 12	Icicle Rally	JHB	Meet @ The Ball & All Golf Driving Range near Lion Park	c/v

Sep

Sun 2	Lyntons Toys	NC	At Lynton Lomas's, more detail later	c
Mon 3	Natter & Noggin	NC	Clubhouse 19h30	c
21-24	Indaba	NC	Clarens	
Sun 23	Breakfast run	NC	MGB50 Celebration Breakfast for those not at the Indaba. Please contact Steve if you are coming as I need numbers.	c

MG The Marque of Friendship

Event Detail

Lunch Run - June 27

The monthly Lunch Run for June will take place on 27 June in the area near Brooklyn Square. The restaurant is a curry restaurant which serves lunch portions of curries at reasonable prices. The restaurant is licensed and there is an off street parking area 50 meters from the restaurant. A map will be provided and we meet at the Clubhouse at 12:00 noon to leave at 12:30. Those who do not like Curry can indulge in other dishes available on the menu.

Robin Godfrey

Rocker Cover Racing - Noggin July 2

Inter centre races will be taking place at the Indaba. To ensure Northerns remain true to winning form, this event will be a trial run for those who have built racers.

If you require the rules, they have been published previously, please contact the editor or Gary Chapman.

Get building!!



Rotors and Wheels Day at Zwartkops Air Force Museum Saturday July 7 from 09h00

Organised by the Mercedes Club, and assisted by MG Jhb. The Museum are not allowed to charge entry so to raise funds raffle tickets for a ride in a PUMA helicopter will be sold at the gate.

Free boerie rolls and caps are reputed to be on offer. There will be a gymkhana organised by MG Jhb. As this is the 80th anniversary of the helicopter a number of "classics" are expected to fly in.

Food and drink will be available.

Cat's Eyes Trial - Saturday July 14

Organised by last years winner, Bill Sales, from PTSCC.

Meet at the Clubhouse at 17h00 to receive your directions and questions, usual format at a shopping centre for security reasons.

The event will finish at a suitable venue for dinner and results.

Offsite Noggin - Saturday August 4

Technical N&N at Dave Wheeler's Workshop in Benoni.

Come and check your car before travelling to Clarens.

Time to be advised.

Icicle Rally Sunday August 12

The day will start with a light breakfast, a simple driving test then a treasure hunt/regularity drive followed by a route finding exercise back to the venue for a braai lunch. The final distance will be around 180km.

Details later.

Motor Sport Legends Association

circa 74

Meet Mauro Forghieri!

Mauro Forghieri's resumé includes designing cars for four Ferrari F1 World Champions, eight Formula 1 Manufacturers' Championships for Ferrari, and the final design of one of the world's most sought after classic cars (Ferrari 250 GTO).

It was under Forghieri's leadership that John Surtees won his World F1 Championship in 1964. This brilliant engineer was also behind Niki Lauda & our very own Jody Scheckters championship win.

The Motorsport Legends Association will be hosting a prestigious fund raising dinner in aid of the Motorsport Legends Benevolent Fund at Gallagher Estate on the 19th of July 2012.

Join us for **"An Evening In Conversation With Mauro Forghieri"**.

Click here to request more info NOW!

Please could you distribute this invite amongst your members, and encourage them to get together and book tables to join us, along with Mauro Forghieri, for a prestigious fund raising dinner in aid of the Motor Sport Benevolent Fund Association.

For more info call Jacqui on

[071 778 8490](tel:0717788490)

We will also sell individual tickets.

R1000 a head if you are interested

Some Comments on Showday received from NC & Jhb Members

From Alex Dewar

Hi just a few comments about show day .Venue was reasonable .Yes a bit cold but we do drive British sports cars .Attendance ; disappointing .All the stalwarts were there but the rest missing .Are MG drivers now only fair weather drivers .If so let them buy Merc so called soft tops and put the heaters on .One major problem was 'where were the concourse cars'? .Yes it is a good idea to have the concourse prior to show day .The facilities are better and the judges have time to enjoy show day .However should those cars not be compelled to attend show day or lose their certificate .These cars should be on show for the rest of us to see and scrutinise .I was at the concourse judging and one problem I noticed was some of these cars are never driven .You could smell the stale petrol .MG's are meant to be driven .We need to introduce a rule that prior to a car being entered in the concourse that it has to have completed so many club runs to be eligible .We can all keep a car in the garage .never drive it and bring it to concourse ever year but who wants to do that ?

From Anita de Castro

I received this email from Alex Dewar and my response is..

My sentiment exactly!

Please pass this onto Clive Winterstein (I do not have his email address at hand) and other committee members. I also feel that this is not acceptable and should not ever happen again.

This matter should please be discussed at committee level.

This is a peoples club, it's about people and their cars. There is simply no spirit in it at all if people merely enter their cars, have it judged somewhere else, (judging elsewhere which is not a problem) but to not attend and participate and not show those same cars on show day, should not be accepted.

What a disappointment.

From Judie Schweizer

Herewith emails with regard to Showday. Please read through the comments made by Anita de Castro and Alex Dewar. I think very valid points have been made, in fact I have had objection to the type of concours entries we have had for a number of years. Concours entrants entering their cars which are not used from one year to the next (at least not on any club activity) - makes you think whether this is the reason why stalwarts of the club do not enter their cars for concours as they know a clean sweep is made each year. We know there are a number of good cars in the club, and cars in which the owners have invested a lot of time and work to achieve the standard that they have, but they seem to be reluctant to enter the cars into concours. In addition to Alex Dewar's comment that the cars should participate in three runs a year, there should also be an appearance of the owners at at least three noggins a year.

Anita de Castro's comment that the MG Car Club is a people's club is a very valid one and it is proved over and over again, when members are in time of need, there is always a helping hand in the club to help out in situations whether it be in the form of a spare part lying extra in the garage, or as Norman experienced with the problem with his car in Natal recently - other members of the club returning to Pietermaritzburg to pick up Pat and take her home to Johannesburg, accommodation, social gatherings and club members rallying around to try and help Norman get his car back on the road. Please let the club continue with this spirit and not have it crushed. The display with regard to the absent concours winners shows that the purpose of their entering the concours is purely self indulgent and not in the spirit of the club and members. If for some reason they were not able to attend showday, arrangements should have been made with friends of members of the club to have their cars are display at showday.

Finally a non-complaint (sort of) - I really enjoyed the judging exercise at Showday, although in some instances it was self-indulgent (vote for my own car), nepotistic (vote for husband's car and for my friends' cars) it was great fun and stimulated us to go and walk around and LOOK at the cars, but please (this is the sort of part) I find it hard to put the words sexy and car in the same sentence, although I do appreciate if we had to look for the sexiest driver, we most probable find the car is a Toyota or such like.

N.B. I have published these (please forgive me if they weren't for public consumption) because I believe that there are some important issues that need to be resolved. There were other issues raised about late entries being accepted, non members entering, and unsuitable non concours level vehicles entering. I am not a concours supporter but it does have its place in the MG Movement, but is it worth the PT for 10 entries?

Steve

Rodger Lawson – a Tribute

We have had to say farewell to Rodger Lawson, one of the friendliest and most enthusiastic members of the Northern and Johannesburg Centres of the MG Car Club.

My first meeting with Rodger and Veronica Lawson was at Cars in the Park in Silverton in 2001. He had bought a TD, and Veronica told me that Rodger had been pulled over by a traffic officer for driving at 70 in a 60 km/h zone – and that Rodger had been chuffed that the old car could actually do 70 km/h! Our next meeting was on the 2003 Tusker Tour, when that same TD completed the 3200 km tour faultlessly – one of the few T-Types to do so.

MGs which Rodger owned or participated in restoring included two YAs, a YT, two TCs, two TDs, an MGA, an MGBGT V8, two MGCGTs, a ZR, and an MGTF.

Tours and trips which Rodger and Veronica undertook in their MGs included the Drakensberg, Port Elizabeth, and Oudtshoorn Indabas, Cape Centres Meets in Oudtshoorn, Port Alfred and Graaff Reinet, the Tusker T-Type Tour, MGA Anniversary Tour, the T-Type Cream Cracker Tour, and Durban Dashes.

Rodger was enthusiastic and meticulous about MG restoration – he was an avid reader of books on MGs, and followed this up with internet searches. He became a respected source of knowledge on the restoration of TCs and TDs, and helped several of us with our restorations.

After prostate surgery in April, and subsequent rehospitalisation for three and a half weeks partly in intensive care, Rodger remained cheerful and looked well. Then suddenly Rodger was gone.

The Club and its members who knew him well extend their condolences to Veronica, Deirdre, Brendon and their families.

Farewell, Friend! George Dehlen



Mobile while mobile - Ivan de Clerk

Not enough people are aware of the impact the use of cell phones has on their driving ability. You see them on the road, laughing and making elaborate hand gestures, swerving the steering wheel this way and that, totally unaware of the vehicles around them.

My personal favourite are those 'shoulder-meets-ear' drivers who are only drawn out of their life-threatening conversation by running over a curb and banging their heads into the driver-side window. These days you regularly see young people texting with both hands while driving with their knees. Naivety or irresponsibility? Until they crash, will they ever learn?

With social networks constantly streaming messages, events, wall posts and tweets; free message services, like BBM or Whatsup, making texts unable to delay or stop and of course those spam SMS's, drivers just can't seem to look away from that little blinking light even if their lives depended on it.

Referring to the by-law: '38.(1) ... no person shall drive a motor vehicle on a public road (a) while holding a cellular or mobile telephone or any other communication device in one or both hands or with any other part of the body; (b) while using or operating a cellular or mobile telephone or other communication device unless such a cellular or mobile telephone or other communication device is affixed to the vehicle ...'

Alas, the solution! Mounting brackets, transmitters and docks really aren't that expensive. Why doesn't everyone have one then?

Here's another question to ponder. Why are there cellular antennae all along the major arterial routes and highways? Surely, if motorists are not allowed to talk on their cell phones, wouldn't the rational decision be to put up deflectors instead of signal enhancers? In that way remove the drivers' ability to talk on a cellphone on the main roads where most accidents happen. One might argue that emergency situations do arise where cell phones are vital, but what if Emergency roadside assistance services were given more attention and funds to make use of more advanced communicators, staff and camera equipment? Wouldn't that be an excellent reason to tolerate the e-toll fees?!

Mobile hands free kits were a big craze some time ago and many marketers tried to jump on the 'no talking while driving' bandwagon by coming up with their solutions. There were Bluetooth and USB add-ons a while ago, which all seem

to have faded away. I haven't come across any of our MG owners who have had hands free devices fitted, but I imagine that in the pre-MGB era, a conversation when driving with a soft top, or tops-down, hearing anything above the drone of the engine and the wind would be a miracle.

One vitally essential thing that a hands free makes possible: Staying alert and constantly checking surrounding traffic. If we can take a lesson from the aircraft industry (where pilots learn everything about aerodynamic principles, aircraft airframes, flying techniques, meteorology, etc.) they are instructed during flight training to constantly LOOK OUT. Visual inspections must be done all the time. From before start-up to taxiing, during the flight and after landing, it is vital to look out for other traffic – to the point where it becomes second nature. It is indispensable.

My instructor used to say, "Keep a good look-out. And when in doubt, let common sense prevail." Always make sure that you know what traffic surrounds you. Don't just turn your head doing a make belief five point check, but constantly take quick thorough scans and check the mirrors, making a mental note of where other vehicles are positioned and remembering a characteristic of each, e.g. speed / colour / condition. It's fun and can save your life. This is impossible whilst clasping a mobile device between your shoulder and ear, while typing a message or trying to read from a minutely small display. My advice, when entering the vehicle: Switch the cellphone off.

Consider your own safety, all the things you hold dear, how your family will cope without you there and also the lives, responsibilities and families of the other drivers on the roads. Life is worth living, LOOK OUT!

CONGRATULATIONS

With the age profile of our membership, announcements like this are rare. We are extremely happy to announce the birth of twin boys, Ronan and Curtis, to Gavin and Bernadette Noeth. We hear that Gavin and Bernadette are ecstatic, as is Grandfather Peter.



MG Mart

1971 black MGB in immaculate condition & daily use. Engine & wiring redone, plus car resprayed. Comes with white hard top & black soft top. R100k not negotiable. Contact Collette on tel. 079 4942284 or 0119656666 (2)

Stage 3 MGB Cylinder Head R4500 onco. Contact Mark Steele on 0832299199 (2)

MGA parts for sale

The following items were imported from the UK and not used as the car was sold.

Wood rimmed steering wheel 15 inch, flat polished spokes MLW11155-15 £110.00

Boss for above MLW1117B £40.00

Chrome headlamp stoneguard pair GAC800X £12.00

Head lamp Peaks pair GAC 7999Y £12.00

MGA nudge bar AHH5565 £50 (2x) £100.00

Gear lever alloy knob GAC 0053 £30

Laminated interior boards for heat and sound blockout, all cut to size to fit interior 8 x pieces £150.00

Professional start pushbutton with LED GAC0061 £50.00

Braided Brake hoses front £16.00

Rubber door kit MGA coupe £30.00

Cockpit cover, canvas, new pound 36.00 used £20.00

Some MGA chrome Decals badges roughly £40.00

Total £610.00 (excluding Transport and import duty costs)

Will take R 3500.00 for the lot .

Ferdy

Cell: 082 851 8003 Fax: 086 2241574

P.O. Box 95545 Waterkloof 0145 email 0828518003@vodamail.co.za (2)

For Sale, We are moving home all must go!

Selection of MG and motoring books from R50 for list email me on dfhowes@iburst.co.za

3x pictures mounted of MG, Rolls Royce and Morgan cars - R50

Pile of 'Practical Classics' car magazines 18 in all R50

Pile of Model Railway magazine (all British i.e. Hornby etc) R50

I have a drawing full scale of the luggage rack for a MG-TD. This I used to make 10+ more some 20 years ago.

This can also be used by modifying the brackets for the TC. Free to a good home

Derek Howes 084 587 3388 (1)

NMG FUEL SYSTEMS

Carburettor and Fuel Pump Specialists

Spares and Servicing

PETER NOETH

Tel/fax: 012 998 0361 – Cell: 083 267 3457
e-mail: noethj@telkomsa.net

SU – ZENITH – STROMBERG CD - AMAL

ALAN'S AUTO ELECTRICAL

Generator, Alternator, Wiring

Spares and Repairs

ALAN ZEEDERBERG

Tel:012 347 7326 – Cell: 083 310 09580

LUCAS AND ALL OTHER MAKES



The solution is easy:
know your customers!

The Business Survey Company
Targeting growth – delivering results.

www.BusinessSurveyConsultants.com

(012) 997 7335/5549

082 55 26906

ivan@bscsurvey.co.za

HERCAR

Restorations

Specialising in :-

- Full body restorations
- Spray Painting and polishing to detail
- Mechanical repairs

Carel Wilken 083 391 1611 012 386 2136
105 Industrial Road
Pretoria West
Corner of Roger Dyason and Industrial Road



FED UP WITH OLD POINTS AND CONDENSORS??
FIT ACCUSPARK!!

MODERN IGNITION SYSTEMS FOR CLASSIC CARS
SPORTS COILS, LUCAS ROTORS & D-CAPS
KITS ARE VERY AFFORDABLE @ JUST R495 & EASY TO
FIT

MAGNETTE MOTORS

Specialising in:
servicing, repairs,
diagnostic tuning of the
"new breed" Mg's
& Abingdons Classics



Dave Wheeler - 082 579 1270

28 Great North Road, Brentwood Park, Benoni
Tel: (011) 975 4005/(011) 975 3404 Fax: (011) 975 4005
E-mail: magnette@mweb.co.za Web: www.magnettemotors.co.za

WAYFARERS GUEST HOUSE Chris & MoraG Colverd



92, MALIEVELD
STREET,
SABIE, MPUMALANGA.
Tel: 013 764 1500 Cell:
0766144027
E mail: [stay-
over@wayfarers.co.za](mailto:stay-over@wayfarers.co.za)

Web: www.wayfarers.co.za

"4 Star Quality @ a 3 Star Price!"