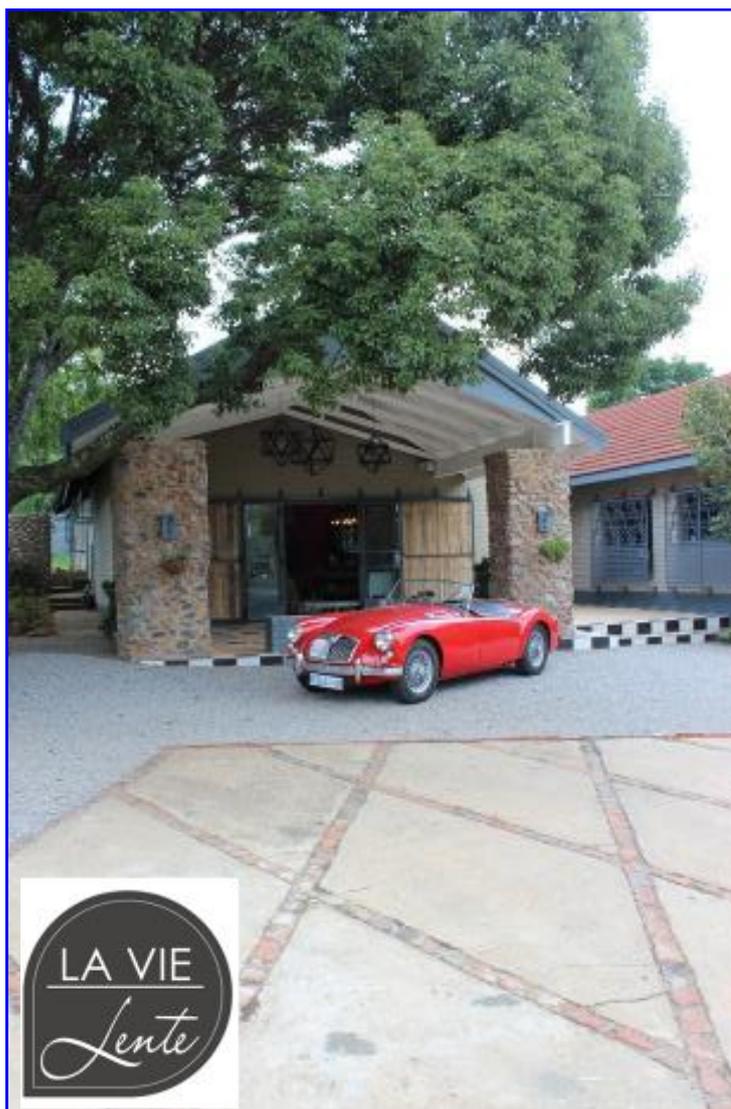


Newsletter 377 March 2013



Annual Awards Luncheon - Feb 17

Trophies Awarded

Victor Ludorum	Steve Eden
Victrix Ludorum	Magriet Nel
Clubman Trophy	Ivan de Clerk
Magnette Trophy	Hazell Eden
Best restoration	Martin te Groen
Circuit Racing	Heynes Stead
Regularity Rallies	Stephen Grover
BGT	Esra Martins
Club Condition Concours	Johan Nel
Driving Tests	Steve Eden
Polana Rally	Esra Martins
Mike Ashman	Trevor Beddy

To see the rules for these trophies, go to
www.mgcc-north.co.za/mgcc-trophies

Committee Members

Chairman, Clubhouse Maintenance John Hugo	082 801 9969	adaboy@absamail.co.za
Secretary/Acting Chairman George Dehlen	082 492 1806 012 991 1754	gdehlen@iafrica.com
Newsletter/Treasurer Steve Eden	082 372 8740	steveireden@gmail.com
Membership Secretary Gary Chapman	082 653 1888 012 460 1392	ghchapman@nashuaise.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	jaww@vodamail.co.za
Vehicle Valuations Carel Wilken	083 391 1611 012 386 2136	Hercar Restorations

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

Jacaranda Jottings

I am becoming amazed at the diversity of needs expressed by members, although they are not willing to suggest how we meet them!. We have had lots of discussion on Showday for example. Jhb Centre want it to be held somewhere where the ladies can distance themselves from the event and go shopping or have breakfast and/or lunch. Some want it to remain a car centred event, remember this is a Car Club, and as long as there is a pub nearby, are quite happy. Some feel that all the Cars need to be close together in one central area, others don't mind if the Concours Cars are separate from the others.

I am concerned that we are losing touch with reality. This is a car event and this should be the priority. If the ladies do not wish to attend, as no shops are available, no one will force them to. Perhaps they should organise their own breakfast/shopping run on the same day? But not as happened two years ago where many of the Jhb contingent went off to a pre-arranged lunch. Why on earth do they need to go eating or shopping on this particular day anyway? There are another 51 Sundays available for them to do so. I can remember when the shops and pubs weren't open on Sundays. What did we do then? We socialised with each other, enjoyed our cars and had fun.

The upshot of all this is that no one venue can be found to keep everyone happy, but this is a well known state of affairs. We are looking at the Botanical Gardens, amongst other venues, but will wait and see.

On other events, some want to socialise, some want breakfast runs or lunch runs. Some complain the runs are too short, some say they are too long. All I know is, whatever is organised usually has a poor turnout. The awards lunch for example, attracted only 15 members with partners, from a membership of 120.

Event organisers put in a lot of work, and usually expense, for no reward. The least they expect is decent support from the membership.

It is the AGM this month, so if you want change be sure to be present.

Event Detail

More detail on events that are coming up soon

Annual General Meeting March 4 19h30

Possibly the most important meeting of the Club Year. Come along and make yourself heard (Assuming you have paid your subs). A new committee will be elected to guide the Club into 2014

March 17 - St Patricks Day Breakfast Run to Kitty Hawk Airfield and Restaurant

Leave the Clubhouse at 09h30 or meet at Kitty Hawk Airfield at around 10h00 for breakfast in their restaurant. It is St Patrick's day so be sure to wear something (British Racing) green and drink Guinness or Kilkenny. I am not sure what to eat, but remember the potato famine. They forgot where they planted them!

Angela's Picnic - Delta Park April 7

An unofficial run to this popular event is planned. Watch for details

Condition Concours Sunday 21 April 2013.

To be held at the Clubhouse, this will take the usual form of a bring-and-braai (fires will be available) or bring a picnic

Lunch. The gate will be open at 08h30 and cars should be in place by 09h30. This year Jay Westaway will be Chief Judge.

A judges briefing will take place at 09h45 and judging will start at 10h00.

The Condition Concours is not as serious as Concours D' Etat as it uses the simple Tops Only Judging format. This

means that only the exterior and interior of the cars are judged for cleanliness and condition - authenticity is not judged. The engine compartment, boot and chassis are also not judged.

The Condition Concours does, however, provide you with the incentive to thoroughly clean your MG inside and out. It also allows the Club to select cars for entering in the Tops Only or Concours D' Etat categories at the Annual Combined Gauteng Centres Showday in June. So, why not get stuck in and see how your pride and joy fares against the rest. .



New Members

None this month

Annual Awards lunch

The annual award lunch took place on Sunday 17th of February, at La Vie Lente, a country bistro, 11,8km (Thank you Gustav!) from Simon Mahlangu Drive. Altogether 31 people attended, including Norman and Pat Ewing and William Kelly, the new chairman of Jo'burg centre, and his wife.



La Vie Lente is set in extensive grounds, with secure parking, and has a lovely, country atmosphere. It also has a beautiful kitchen and design shop!

The tables had been beautifully laid with linen napkins and fresh flowers. Jay had already arrived, and we soon had the trophies set out on a table. A few anxious moments for Steve and me fol-



lowed, until others began to arrive. Drinks and the ordering system were soon sorted out, and people began to mingle, some sitting outside in the gardens.

By 13:00 fresh breads, with homemade pâtés and dips were on the tables, and with the last few guests arrival we began our meal.

Despite a few unplanned for happenings, (Eskom again!), and being busier than they had since their opening 6 months ago, the staff remained calm and friendly. The fillet was declared delicious, the lamb tender and the Thai chicken curry one of the best ever tasted.

John Hugo, along with Wendy Kelly, then pre-



sented the trophies to those winners present, with Trevor Beddy being announced the very worthy recipient of the coveted Mike Ashman Trophy.

After superb deserts, goodbyes were said, although some diehards stayed on until 'chucking out' time. Many people said that they had enjoyed the event, and the location, so much that they hoped to return in the near future. *Text Hazell,*

Pictures Steve, Jay & Dave

In a Lighter Vein

Thanks to Trevor Beddy for these

Within hours of the news that Tesco's 'all beef hamburgers' contained 30% horse meat these quips hit the internet....

I'm so hungry, I could eat a horse....." I guess Tesco just listened.

Anyone want a burger from Tesco? yay or neigh?

Not entirely sure how Tesco are going to get over this hurdle.

Waitress in Tesco asked if I wanted anything on my Burger. So I had a £5 each way

Had some burgers from Tesco for my tea last night....I still have a bit between my teeth.

A woman has been taken into hospital after eating horse meat burgers from Tesco; her condition is said to be stable.

Tesco are now testing all their vegetarian burgers for traces of unicorn

"I've just checked the Tesco burgers in my freezer...AND THEY'RE OFF"

Tesco now forced to deny presence of zebra in burgers, as shoppers confuse barcodes for serving suggestions.

Said to the missus these Tesco burgers given me terrible trots.

To beef or not to beef. That is equestrian.

A cow walks into a bar. Barman says 'why the long face?' Cow says 'Illegal ingredients, coming over here stealing our jobs!'

I hear the smaller version of those Tesco burgers make great horse d'oeuvres.

These Tesco burger jokes are going on a bit. Talk about flogging a dead.. agggghhh NO! NO NO NO!

MG tour of Zim's tourist highlights:

As promised, here are more details about the tour.

The dates are tentatively set for Thursday 16th May – Wed 29th May. Please read the itinerary for more details & a preliminary costing.

There are two tours within the overall trip; a short & long trip. The longer trip is limited to 17 cars as this is the carrying capacity of the ferry, so if you're keen to join the tour please make sure that you book early. Places will be allocated on a first-come-first-serve basis.

To book for this Zim tour please contact Kevin by sending an email to KLoader@worldonline.co.za, indicating if you're interested in the short or long tour.

Deposits were supposed to be in for Feb 21, but if you are interested contact Kevin, there might still be space.

FULL VERSION

2013 MG TOUR OF ZIMBABWE

#	Day	dd	Month	Destination	Supplier	Stars	Forex	B&B pp	Dinner pp	Total pp	Other / car	People per car	Cost in ZAR per car
1	Thurs	16	May	Palapye	Majestic Five Hotel	4*	BWP	550	200	750	350	2	2 165
2	Fri	17	May	Chobe	Cresta Mowana	5*	USD	105	-	105	-	2	1 910
3	Sat	18	May	Chobe	Cresta Mowana	5*	USD	105	-	105	-	2	1 910
4	Sun	19	May	Victoria Falls	Victoria Falls Hotel	5*	USD	83	25	108	160	2	3 428
5	Mon	20	May	Victoria Falls	Victoria Falls Hotel	5*	USD	83	25	108	-	2	1 965
6	Tue	21	May	Milbizi to Kariba	Kariba Ferry	2*	USD	130	-	130	-	2	2 376
							USD	-	-	-	98	1	896
							USD	-	12	12	-	2	219
							USD	-	-	-	25	1	229
7	Wed	22	May	Kariba	Cutty Sark Hotel	3*	USD	44	25	69	-	2	1 261
8	Thurs	23	May	Harare	Meikles Hotel	5*	USD	78	20	98	-	2	1 791
9	Fri	24	May	Nyanga	Troutbeck Hotel	4*	ZAR	640	200	840	-	2	1 680
10	Sat	25	May	Bvumba	Leopard Rock Hotel	5*	USD	83	24	107	-	2	1 947
11	Sun	26	May	Bvumba	Leopard Rock Hotel	5*	USD	83	24	107	-	2	1 947
12	Mon	27	May	Great Zimbabwe	Norma Jeans	2*	USD	84	21	105	-	2	1 912
13	Tue	28	May	Louis Trichardt	Ultimate Lodge	3*	ZAR	498	150	648	180	2	1 476
Estimate per car with 2 people													27 112

SHORT VERSION

2013 MG TOUR OF ZIMBABWE

#	DAY	dd	Month	DESTINATION	SUPPLIER	Stars	Forex	B&B	Dinner	Total pp	Other	Conv per car	Cost in ZAR per car
1	Thurs	16	May	Palapye	Majestic Five Hotel	4*	BWP	550	200	750	350	2	2 165
2	Fri	17	May	Chobe	Cresta Mowana	5*	USD	105	-	105	-	2	1 910
3	Sat	18	May	Chobe	Cresta Mowana	5*	USD	105	-	105	-	2	1 910
4	Sun	19	May	Victoria Falls	Victoria Falls Hotel	5*	USD	83	25	108	160	2	3 428
5	Mon	20	May	Victoria Falls	Victoria Falls Hotel	5*	USD	83	25	108	-	2	1 965
6	Tue	21	May	Milbizi to Kariba	Farm House	3*	USD	50	20	70	25	2	1 508
7	Wed	22	May	Louis Trichardt	Ultimate Lodge	3*	ZAR	498	150	648	180	2	1 476
Estimate per car with 2 people													14 361

Proposed Combined KZN, Jhb and Northern Centres Weekend away. 9th-11th August

Full details are overdue, but this is what we know so far. Gary Chapman is our liaison guy so please contact him for more detail if you wish to attend.

The rate at The Nest in a Rondavel is R650.00 per person per day.

Includes 6-course dinner, breakfast, lunch, as well as morning and afternoon tea/coffee/biscuits.

Drinks, laundry and telephone excluded.

2 hours from Dbn, 4 hrs from Jhb, 5 hrs from Pretoria. Possibly meet at Heidelberg Total Petroport, leaving in loose convoy 9h30 Friday.

There are only 30 rooms available which will be allocated on a first come, first served basis.

Many leisure options available: bowls, croquet, tennis, horse riding, quad biking, helicopter flights, paint ball. Drakensberg Boys Choir.

Raptor rehabilitation centre.

Breakfast walks. Short trails with guide – history of area, battlefields, etc.

Inter-MG centre simple driving skills competition. Prizes!!!

Condolences

It is with deep regret that we inform you of the passing of MoraG, wife of Chris Colverd. Our thoughts are with Chris and family.

MG Mart

MGA rear lamp plinths, later type with separate flasher. Gus Heinze (1)	A friend of mine wants to sell his MG YA, 1950 model. The car is still in a spotless condition. For any enquiries, you are welcome to phone me on 0766 298 017. Thank you Danie van Aarde (3)
1971 MGB GT in good working order. Stainless steel exhaust & engine converted for unleaded fuel. R50k negotiable or willing to trade for reasonably priced MG ZR. Contact Roger on 0829000964. (3)	140 amp oil bath welder, with cables and hood. R900 or swap for Portapak gas welding kit. Steve Eden 082 372 8740 (1)

Forthcoming Events in Brief

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

March

Mon 4	Annual General Meeting	NC	Clubhouse 19h30	c
Sun 17th	Breakfast run to Kitty Hawk	NC	Leave Clubhouse at 09h30 or meet at Kitty Hawk at 10h00	c

April

Mon 1	Natter & Noggin	NC	Clubhouse 19h30	c
Sun 7	Angela's Picnic		Unofficial run, watch for details	
Sun 21	Club Condition Concours	NC	Clubhouse 08h30	c/v

May

Mon 6	Natter & Noggin	NC	Clubhouse 19h30	c
Sun 19	PTSCC Diving Tests	PTSCC/ NC/Jhb	Rafters Pub Car park	c/v

Subscriptions - Reminder 4

Please pay by EFT to **FNB Account - MG Car Club Northern Centre, 62363284359, Branch 250655**. This account will **not accept cheque payments**, if you must pay by cheque, please contact the treasurer.
Payments by cash or cheque attract bank charges, so please add R20 to your payment in this case.
Remember, your insurance may be invalid if your membership expires.
Note, in terms of our constitution, if you have not paid by March 31, you will have to re-apply for membership and pay the R100 joining fee.

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

The Distaff Side by Hazell Eden

Or

The Annual Awards Lunch (The Prequel).

When Steve told me that we were organising the Awards Lunch this year, my response was not a very joyful one. With a brief of a "private" space for about 40 people, a Sunday date only 3 weeks away, an attractive venue, secure parking, good food, and a ticket cost of R150 maximum, the task seemed daunting.

But, what happened? We met such fascinating folks, made new friends, ate wonderful food, and had interesting experiences. And this was before the event!!

We started by making a list of all the venues we could think of in the Pretoria area, that might possibly fit ANY of the criteria. It was amazing how many places we came up with. I know we like to eat out, but the list was a really *LONG one*. Then we crossed them all out. This one had no secure parking, or you had to park in a 'paying' car park. That one's menu was 'fast' food. The next only did a buffet on Sundays. There were venues that were too far away, had too many steps, didn't open on Sunday, had no private spaces or were simply too expensive.

So we went to plan B. We got in the car and drove. We began at the clubhouse, and decided to head east, stopping at every likely looking place. This does take quite some time, and as we began our search on a Monday, when many "Venue" type places are closed after the weekend, leading to several return visits. (Memo to self, NEVER do this on a Monday again). We finally ended up out at the Bronkhorstspruit/Delmas crossroads, where an overzealous, red flag waving road worker, allowed us to turn left onto a Stop/Go road works where, about 3km in, we found that the 'Go' traffic was coming towards us in the form of several large coal lorries. A period of dirt driving and a few swear words ensued!

But at least we had a short list. Phone calls next. Most venues could meet our ticket price for a meal, but would also charge a hire fee for the venue, some as much as R 1 500. This put them right out of our price range. We made appointments with some of the venues and drove off again. One venue, in the Willows, was ideal. Good parking, nice room, reasonable buffet menu, friendly management. They would phone us with a quote tomorrow. After seven phone calls over the next four days, and numerous promises, we gave up.

I then went to 'Die Bronberg', a restaurant, wedding and wine tasting venue (if you're contemplating getting married, I suppose you might well need a drink!), on the Boschkop road, (Steve was busily compiling a newsletter, or balancing the books or surfing the net, or whatever he does!). Although we did not use this venue I was very impressed with the attention I received, the willingness of the manager, and the unusual menu. We had eaten there before, and had really enjoyed the food, which is traditional boerekos. However, the Sunday menu ALWAYS includes Curried Affal, as one of the three main courses, a term of their lease apparently, and I wasn't sure how this would go down (pardon the pun) with some members. They also do a mean sheep's head, or so I am reliably informed, but you have to book this 3 days in advance. So they can warn the sheep I suppose.

The major problem with many places is , from our past experience, , that they can't cope with 40 people, who all wanted to eat and drink, arriving more or less at the same time. This is a VERY important factor that has to be taken into account when organising an event where people will arrive and want to be fed together. We have been to many events where the venue has promised to be able to do so, but in fact cannot. This can result in some folks still waiting for their meal as others are leaving, or in the entire group waiting for several hours, or more, for all the food to be prepared.

So how do you try to ensure that this doesn't happen? In an attempt to see how well, or badly the place copes when patrons arrive in a group, the only way is to visit the venue for a meal, with as many hangers on as you can muster. The more the merrier.

There are one or two drawbacks associated with this part of the operation. Firstly, visiting too many venues can have a detrimental effect on one's figure, and, very definitely, on one's wallet (or in our case Steve's credit card, which is currently melted around the edges!). Secondly, don't think you're going to be able to do anything else with your day. We have tested venues where we have arrived at 9:30 for breakfast, and only left well after 2!

On the positive side, we have eaten at MANY, MANY interesting establishments. Actually this isn't always a positive, on reflection, as some of the food has been pretty ropey, and service been more of an endurance than a pleasure. (Ask me, on the QT, and I'll tell you where NOT to go for a good meal.)

Spending time getting to know those brave folks who have accompanied you is one of the biggest pluses as far as I am concerned. Experiences are shared, memories recalled, knowledge is passed on and when the anecdotes begin, so does the laughter. Sometimes it isn't poor service that sees you spending several hours lingering over a meal, but simply that everyone is having so much fun they don't want it to stop, especially if the wine has begun to flow!

But when you find that venue which meets all the requirements, plus lively, interested, accommodating management and staff, PLUS a great kitchen "boutique" shop, as we did with La Vie Lente, then you know you have the makings of a great event, and many future visits to look forward to.

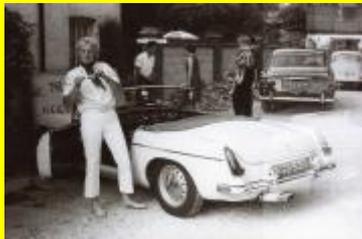
La Vie Lente was a great success with lots of positive comment, and many promises of return visits. If you weren't there, go and try it. You will find your visit a rewarding experience.

Hazell

The final part of a submission by our Rear Admiral - Trevor Beddy (unabridged and un-edited- Ed)

REVISITING THE MG EXPERIENCE AND SOME BLATHER

While on gunnery course in Portsmouth I collected my new car from the factory outlet in Abingdon. As I mentioned previously, it was built to my requirements in respect of colour, trim, overdrive, wheel choice and a few extras including a particularly unattractive looking Arbath exhaust attachment. If you can tear your eyes away from the blond in the photograph you can see this vulgar, but sexy sounding contraption protruding from behind her legs. The total cost of my purchase came to approximately six hundred and thirty pounds – and slightly less in rand terms. The rand was stronger than the pound in those days. I still get a thrill when I think back on the excitement of collecting this beauty, my very first sports car. I have happy memories of nine months of care-free top-down motoring (even in winter) on winding country roads, mostly in Hampshire and Devon, with beautiful scenery and an abundance of excellent pubs to hand. These are still very fond memories of a special car and a Kingdom that was just beginning to rock – that will never leave me.



After my long course I joined the SA Navy's new Type 12 frigate, SAS President Pretorius, in Portland. I was appointed as the second gunnery officer and was to take passage

in her back to SA. This warship was fresh off the stocks on the Clyde and was state-of-the-art naval technology at the time. We were to do a rigorous "work-up" at Portland with the Royal Navy before sailing to SA. When the time came to leave England I chose the ever efficient AA to get my car home. This wonderful "motorists friend" shipped my car effortlessly back to SA and what a pleasure that was. I have remained an AA devotee and member ever since. It has been worth every penny spent.

We finally returned to SA via Gibraltar and other ports of call. This incidentally was the only time I had ever seen a German WW2 bomber in flight. The wartime Heinkel 111 was still in operational service with the Spanish Air Force and was doing maritime patrol duties when it intercepted us in the bay of Bisquay. Not merely by chance I might add. I recall our captain, James Johnson, commenting that the last time he had seen one of these aircraft was in the Mediterranean during the war - and he'd been ducking! The stop-over in Gib. was very pleasant and so were the English nurses at the military hospital. I also remember that the actress Ava Gardner was in town at the time and that our surgeon commander (naval doctor) had managed to squeeze a dance from her in one of the Spanish night clubs. Lucky old toff! I think that this was after Ava's divorce from Frank Sinatra. Funny how these vague memories remain with one. We then sailed home via Lisbon, Luanda and Walvis Bay and finally to Cape Town, where a very grand and formal ceremonial reception awaited us on arrival. Amongst the many dignitaries, I particularly remember the Commandant General of the Defence Force and his wife repairing aboard with a gift for the Officer's Wardroom (Mess). It was a large painting. Expectations of the subject matter of the painting amongst the officers were high though, ranging from a classical reclining nude to a (second best) landscape scene. To our abject horror it was a well-known South African artist's attempt at cubism depicting three ladies in a field with their kraal in the background, or so we were told. It did not remain in the Wardroom for very long and the kind donor never got to hear about its "transfer". Little did I know that I was later to become the good general's aide.

That aside, I think that I was more chuffed to be able to collect my car a few days later in Cape Town, still in perfect nick. There were very few MGB's in the country at the time and my roadster attracted quite a lot of enjoyable attention. This was before the model became more commonplace. I eventually sold it in 1973 after ten years of memorable driving and very few problems. Aside from battling rust and replacing big end bearings I had very little trouble with the car. She was reliable and rugged, but sadly had to endure most of those years parked in the open, often on the quayside when I was sea-going. Rust then became a problem.

I only had one memorable and quite spectacular prang in my B, despite being naturally prone to accident. This was on a rainy early-Winter's evening just outside Fish Hoek on my way to Cape Town. I spun on some oil on the road and was not able to recover quickly enough before I clobbered a car coming in the opposite direction. The driver of the other car was quite surprised but remarkably decent about it all. Needless to say it caused me some considerable embarrassment and heartache, but bore testimony to the strength of the MGB's monocoque construction. It brought to mind the memorable words of the Greek philosopher Plato, who said very wisely over two thousand years ago, that "a collision at sea can spoil your whole day". On the plus side, I was fortunate to drive away from the accident albeit with battle scars. Sadly, "Ze French Peugeot 403" had to be towed away. Lord Nelson would have been proud of me. This event is also linked to the sinking of the "Seafarer" off Moullie Point. Anyone remember this maritime disaster? For me this was almost as agonising as my prang – but that's another story.

With the advantage of hindsight I now regret not having kept a record of my B's chassis and engine number. I still wonder if it survives in a rebuilt form and who the present owner is? I also regret not having held on to the tool bags and tools as well as my purchase records from Abingdon. Too late for that now!

Missed opportunities? There have been a few. When I was in England in 1962/63 I could have purchased a second hand Jaguar XK 150 for about R800.00 and other exciting models for less. The fuel price in the UK had favoured owning smaller cars and not the "gasoline guzzlers" which were up for grabs. Unfortunately R200 extra was a bridge too far for me. Besides, the Jaguars and other interesting cars on offer were second-hand and could have given me problems, as would have been the maintenance costs at my lowly rank. I do remember though buying a 'banger' in my early months at HMS Excellent. This was for the princely sum of five pounds. I purchased this from a very relaxed and likeable bunch of Merchant Navy officers who were doing a short DEMS (defensively equipped merchant ship) course at HMS Excellent. This "fine vehicle" was a Bradford Jowett panel van with a totally shot steering box. In fact, it steered

like a ship in a heavy seaway with a drunken quartermaster at the helm. This steering problem was exacerbated when carrying half a dozen or more tipsy naval officers to local pubs, thereby taxing suspension and steering systems to their limits. Needless to say, the brakes were also very dodgy to put it mildly. Heaven knows where the MOT was in those days? Had a lot of fun with that car though, including with the British Constabulary, but thereby hangs another tale.

The second opportunity came when I was military attaché in Rome and Athens, from 1978 to 1982. Here I also had the chance to buy second-hand exotics such as Ferrari and Maserati etc. These were to be had for an affordable price to anyone on diplomatic duty and on liberal overseas allowances' etc. However, with a young family to look after, I had to consider the practical side of things. Instead I foolishly chose to buy a new but mundane 1982 Mercedes Benz 200 sedan which I collected from the factory outlet in Stuttgart. What a disaster and anti-climax! That was the worst car that I have ever owned. Within three years after returning to SA all the shocks had failed and the timing chain had stretched. This was as a result of a common factory fault which Mercedes did not disclose. Shame on them! The car was also hopelessly underpowered. You can't win 'em all as the saying goes. No fond memories of the Merc marque to this day. It's a pity that Jeremy Clarkson was not around then.

It was only latterly when I visited the well-known Waldie Greyvensteyn private car collection in Bloemfontein a few years ago that my interest in classics was rekindled. This was on the kind invitation by the late Waldie's son, Rudolph. I am pleased that I had the opportunity to view this assembly of magnificent vehicles which was then still intact. Subsequently this notable collection of vintage and classic cars was broken up and about two thirds of it sold off as part of an estate-settlement. Fortunately one third is preserved in the celebrated Rupert Museum in Franschhoek and the other third is still in the hands of Rudolph. Should you ever visit this amazing collection of over four hundred cars in Franschhoek, then please look out for the old black and white OB (Bloemfontein) number plates. These are the cars that belonged to Waldie. Incidentally, Esra Martins was at school with Waldie at Grey College in Bloemfontein and knows his history well. On reflection, I suppose that I have Rudolph to thank for lighting the fire in me once again. He has since relocated to the Wilderness area where he continues pursuing his passion and I would imagine, displaying his impressive vehicle collection from time to time.

However, back to the future! A little over a year ago I became interested in another type of British sports car that I had long admired as a schoolboy, namely, the Morgan. A retired naval friend of mine in Pretoria had three of them, one of which he was restoring and is now in the hands of Willem van der Stoep. On a visit to his impressive workshop on the plots at the far end of Garsfontein road, Ray very generously and perhaps rather rashly, allowed me to drive his plus 8 at considerable speed. A potentially reckless concession I might add as I had become unfamiliar with English gears and particularly with the "non-synchromesh in first" challenge. Thankfully all went well and suffice to say that this drive was an adrenalin-rush that could only be compared to – never mind! But it was decidedly thrilling. Needless to say, I hardly slept that night. I had become an immediate Morgan fan. In the event, sanity prevailed and with cost as a factor and a rather odd Morgan lubricating system in mind, I set my sights once again on an MGB.

With the advantage of hindsight I realized that my former car had become a classic and a collectable and moreover, that this was the logical car for me to start with - and the place to start from was logically the MG Club, Northern Sector. So here I am, more or less where it all began those fifty years ago. The thrill of owning an MGB again is just as intense, and driving the Marque even more thrilling than before. However, getting out of the car after a long drive is an entirely different matter.

In essence that is my story. I now have two MG's as most of you know. Both were bought from within the club I am pleased to say. My very handsome 1966 MGB BRG roadster was purchased from Johann Kruger in excellent condition and I have to express my grateful appreciation to Johann for this. My TD came from the estate of the late Fanie Geyser, also a club member. The latter, which is in need of considerable work to bring it up to scratch, is still in "dry-dock" at Dave Wheeler's garage and a complete restoration is being done on it. Work is progressing well and I know that the car is in excellent hands. Both Ivan de Clerk and Bob Bayliss assisted me with the above transactions and with subsequent advice for which I am grateful. Esra Martins has also played his part with sage advice as have many other members of the club.

More about that these acquisitions later though. I am still busy gathering information on both of these vehicles which is being recorded and filed for the benefit of future owners. I am also keeping a record of present work and minor modifications being done. For those members who are interested, the cars will be available for purchase, but only after my departure - from this earth I mean.

In conclusion I would like to thank all the MG Club members (ladies and gentlemen) who without exception have welcomed me into their exclusive fold and moreover accommodated my endless and often tiresome questioning coming from a decidedly non-technical background.

In conclusion, my view is that the club's strength lies in not just the cars but more importantly in its members and the fellowship that this unique fraternity encourages and inspires. May this spirit continue to prosper into the future.

Trevor Beddy

(Trevor many thanks for this, and your talk at the Club last month Ed)

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