

Petrolheads in Paradise

NEWSLETTER NO.2 MARCH 2013



MARCH 2013 - EVENTS CALENDAR.

Please note:

- **Regular breakfast runs will take place on the last Sunday of every month and will be organized by the MGCC – GRMC members are invited.**
- **GRMC members are invited to MGCC events shown in red. MGCC members are invited to GRMC events.**
- **Meeting place will be the Quays at the Waterfront in Knysna and Engen One Stop in Sedgefield.**

Calendar of Events – To Diarize. Please note the changes on the Calendar.

<u>Date</u>	<u>Events and Venue</u>	<u>Details</u>
<u>April</u>		
Mon 1st		Easter Monday
9/10/11/12th	3 nights/4 days	GRMC. Sutherland Observatory via Price Albert and return from Montague
Sun 14th		China G P
Wed 24	Pensioners Brunch Run to Enrico's Keurboomstrand	
Sat 27th		Public Holiday – Freedom Day
Sun 28th	Breakfast run Old Nicks	MGCC
<u>May</u>		
Wed 1st		Public Holiday – Labour Day
Sat 4th	Club Car Show Knysna	GRMC with help from MGCC
Sun 12th		Spanish G P
Sun 26th	Breakfast Run Bistro Sedgefield	MGCC and Monaco G P
<u>June</u>		
Sat 1 st at 5 p.m.	Last night of the Proms. P.E.	GRMC and MGCC invited
	<p>This is an advance notice to secure tickets and finalise accommodation arrangements.</p> <p>We can travel as a group or as individuals overnighing at the V & A Guest House.</p> <p>Final arrangements will be communicated nearer the time.</p> <p>Costs are as follows: Concert Tickets R90 p.p. which includes R10 discount for pensioners.</p> <p>Accommodation R750 for a double room B and B or R570 single B and B</p>	<p>Contact Staurt Jones- e-mail stuartjones1@telkomsa.net</p> <p>Or 044 382 6298 / 083 700 5033</p>
Sun 9th	Bring and Braai at Glentana Caravan Park	MGCC
Sun 30th	Breakfast run to Old Nicks	MGCC and British G P
<u>July</u>		
Tues 18th	George Transport Museum for Power ride up the Outeniqua Mountain – later a Scillian Lunch. Cost R105 p.p. Meal R110p.p. Total Cost R215 p.p.	
Sat 20th	MG Club Xmas Party in July	MGCC event plus GRMC members.
Sun 21st		German G P
Sun 28th	Breakfast run to Sedgefield	MGCC. Hungarian G P



CHAIRMAN'S CHIRP

The year is moving at a fast pace with the first 3 months now history. We have already seen two Grand Prix's, one taken by Renault and the second one by Red Bull. It certainly is heading for an exciting year as the top teams in Red Bull, Renault, Ferrari, Mercedes and McLaren fight it out for the championship. While the McLarens are lagging at this stage I am sure they will be on the pace by the next race in China.

It is also a year full of anniversaries. The year will belong to Aston Martin who celebrates 100 years. What can beat a centenary? Then we also have a host of 50th anniversaries - Porsche 911, McLaren, Lamborghini, Lotus, Cortina, Austin Healey, Chevrolet Corvette and the list can continue. Happy birthday to all!

The Club has also been very active. Organising 47 cars (including the MGSC) to attend the George Old Car Show in February, which turned out to be very successful for all. The annual tour, "Star Gazing to Sutherland" being organised by GRMC has been finalized with a group of 39 members (including MGCC) ready to take off on April 8. We must thank Peter and June Turner for the professional way in which they took over the organising of the tour.

The other main event for the year is the Garden Route Classic Car Show, which takes place on May 4 in Knysna. The planning is at an advanced stage and the committee is working extremely hard to take the car show to the next level. You all have seen the communication on the format that the car show will take on. It is going to be a car show with a difference, quality cars and not to be missed. I have three requests. If you have not registered your classic, please do so before April 15 the cut-off date. Secondly we will be calling for members to assist with the layout of the field and marshalling on the day of the show. Please give us your support. Thirdly, this is your car show and the drive is also to raise money for charity. We thus need people to attend. Please spread the word to friends and people you come in contact with. The event will be extensively advertised, but your reinforcement is needed. Let's make it a bumper attendance car show!

Many of our members have been asking what Brian Bruce is going to do with the buildings that he has bought in the industrial area. Well the suspense is over. In this newsletter Brian has set out his motivation and plans for the future. We wish Brian all the luck with the venture, which I am sure, will be a great asset to all the Petrolheads and Knysna. Brian has also agreed to write more and we look forward to this in future newsletters. Enjoy.

Until next time.

Peter

FROM THE EDITOR'S DESK

Over the next few months the newsletter will undergo a revamp. Peter and I have decided that we need more photos and less text in our newsletter. If any member takes photos at events/outings, please e-mail these to me for insertion in the newsletter. I am depending on you to make this work. All suggestions/constructive criticisms will be welcome.

Time is fast running out for the registration of cars for the car show. If you have not registered your car, as yet, please do so; you have until 15th April when registration closes.



For those of you who get snail mail and might not have heard, the Hillclimb has been cancelled due to lack of sponsorship.

Till next time, safe driving.

Christine

PAST EVENTS.

REPORT ON THE CAPE CLASSIC TRIP 1 TO 4 MARCH

The eight couples who responded promptly to Lionel Hewitt's invitation were rewarded with yet another memorable event arranged by him.

The Cape Classic is a festival of classical chamber music played at enchanting venues including ambassadorial residences, wine estates, some in private residences, an art museum and an amphitheatre.

Proceeds from the Festival are donated to charity and support cultural exchange between Africa and Europe. Nine artists performed, mainly from Germany. They perform free of charge but are no doubt pleased to escape their winter and enjoy our warmth and hospitality.

There were ten performances of which Lionel selected two, one at the private residence of the owner of Morgenster, Somerset West and the other at the Oude Libertas amphitheatre in Stellenbosch.



Serious business – Lew Baker and John Day



Homestead at Vergelegen

The Morgenster event was an intimate affair in a reception area accommodating an audience of about 110. The hosts reserved the three front rows for their guests, but due to a virus doing the rounds several could not attend and their seats were offered to the other guests. Some grabbed the opportunity and were lucky enough to be seated within touching distance of a most attractive young violinist!

The amphitheatre at Oude Libertas is very different to Morgenster but ideally suited for a magical evening of music for a larger audience.

We were all accommodated at Roosenwijn guesthouse, very comfortable and located within easy walking distance of the town centre and the evening meal venues.



Two lunches were arranged, one at “Stables Restaurant” at Vergelegen very conveniently located next to Morgenster for our lunch after the morning performance on Saturday and the other at Delheim wine estate on Sunday prior to the evening performance at Oude Libertas. Both excellent choices and highly recommended.

The programme allowed time for individual exploring. We enjoyed the vibe of a student town, the wonderfully preserved buildings, the trees and the excellent botanical gardens. Besides absorbing the splendours of Vergelegen and Morgenster, we found Delaire, La Motte, Delheim and Muratie outstanding.

One comes away from such an event with a feeling of satisfaction, having fun in the company of fellow club members, enjoying music of the highest calibre, savouring memories of spectacular wine estates, restaurants and scenery and an appreciation for our wonderful country.



Herb garden at Vergelegen

The event was attended by Lew and Heather Baker, Chris and Jill Bourlay, John and Margaret Day, Don and Marion Forsyth, Barry and Joan Giggins, Lionel and Rose Hewitt, Stuart and Jane Jones, Geoff Mangan and Chris Bentall, Ed and Jen Parfett.

In case you should be interested, next year’s festival will run from 12 to 22 February.

Their website www.cape-classic.com will provide more information in due course.

On behalf of all the attendees I extend sincere thanks to Lionel for recommending the event and for his meticulous arrangements and also to Rose for her support.

This was not an official GRMC event.

Don Forsyth



SAVVA TECHNICAL TIP 69 – DOOR HANDLES

So often one sees a beautifully prepared car spoiled by “hanging” door handles. This is especially noticeable on cars that have a chrome strip running along the waistline and the handle should fit in with the sweep of the strip.

The question is why are these handles hanging down? Simple. Over the years people have been over enthusiastic when opening doors to the point they have bent the square metal shaft that goes from the handle to the lock.

The next question is how do we sort it out? Very simple. Remove the handle, place the square shaft in a vice, heat it up and gently straighten it. It will make such a difference to the cosmetic looks of the car.

Thanks to Colin Brauteseth for this tip.

SAVVA TECHNICAL TIP 70 - POWER TOOLS

A month ago we mentioned the necessity of having fire extinguishers handy when working on our vehicles. We also mentioned the dangers that surround us when working with machinery, inflammables etc.

Here’s another one to add to our list – and that’s power tools. I have a fear of working with tools like circular saws and angle grinders. Years ago when apprenticeships were still deemed as necessary some of us were lucky enough to have become apprenticed in some industry or the other. In those days, regardless of what trade you entered the first lesson one was taught was respect for the tools of that particular trade and

- a) how to treat them correctly to ensure the tools longevity, and
- b) how to ensure your own longevity when working with them.

About a year ago my faithful old angle grinder packed up so I purchased a new one with all the bells and whistles fitted. A friend looked at it and expressed his concern that the new one had an “on and off” switch and not a switch you had to hold down to operate it (like the old one). I took no notice of his comment until recently when I placed the “said” grinder on the workbench and plugged it in and it took off. The switch on the grinder had inadvertently been knocked on. Fortunately, it took off south and not north. It jumped off the workbench with me doing the Highland fling around it. Needless to say I’ve now fitted new brushes to the old one and the new one will be available at a bargain price at the next club flea market.

I recall some years ago, our old friend Tom Zeederberg cut his leg very badly with a portable circular saw. He never really recovered from that ordeal and could only drive automatic cars after that.

We’ve just heard of another accident and that was with an angle grinder. The gentleman in question was cutting something on his garage floor when the disc jammed, jumped out of whatever he was cutting and went across his foot seriously damaging it.



Accidents like this take a fraction of a second to happen but can affect the rest of our lives. Let's be more aware of the dangers of operating these machines.

If you have electric tools fitted with this type of on/off switch make absolute sure it is in the "off" position before plugging in.

A WARNING TO ALL CAR ENTHUIASTS.

On Wednesday 10th October 2012 I was involved in a fire in my garage. I sustained 3rd degree burns on my hand and extreme smoke inhalation. I was under my Riley changing my fuel pump using a lead light, the globe burst and fuel ignited causing an explosion. I managed to escape from under the vehicle, used my fire extinguisher to douse the flames, but the extinguisher ran out. I lost 5 of my vehicles and my bike, the Riley Elf 1968, the Sunshine Mini 1966, Austin 850 1964, Renault Gordini 1970, the MGA 1958 coupe and my Yamaha RD 400 1972 bike in the fire. Please friends, get rid of your lead lights, oil and paint and make sure you have more than sufficient fire extinguishers in accessible places for your prize possessions.

I lost most of mine and almost my life.

Peter Porter.

IMPORTANT NOTICE.

Imagine the disaster if a fire broke out in your vehicle and no fire extinguisher could be found.

It is a requirement of both FIVA and SAVVA that all vehicles attending gatherings should have a fire extinguisher.

SAVVA TECHNICAL TIP 71 – FAN BELTS

If you see a car stranded on the side of the road it's invariably because it's overheating or has electrical problems. As far as the overheating is concerned it's usually because a hose has burst or a fan belt has disappeared.

Let's look at fan belts. Recently I purchased a new belt at the local spares shop and was very concerned at how hard it was and because of the method of packing it was egg shape and not round. Once fitted, I had to over-tighten it to make it run without a vibration. This you must appreciate is a no-no with early water pumps. Eventually, I replaced it with a Fenner belt which was much softer and was round. The difference was more that noticeable. If you have an early car with water pump that you don't want to put too much strain on, we suggest you go to a belt supplier and not the shop down the road.

Many moons ago I was working as a slave in a large factory, which had monstrous electric motors. Most of these motors had two or more drive belts and when replacing them it was imperative that we replace them with "matched sets". As a reminder of the necessity to fit matched sets I once purchased a Rolls that had been standing for years and in my enthusiasm to get it going I bought new belts from the down the road spares shop. Two for the power steering and aircon and two for the alternator and water pump. All went well for a week or two until one belt must have had a wobbly and took the others with it. You cannot believe the mess under that bonnet – four belts tangled up with all the workings – lesson learned.



If you have a car that has dual belts, especially the long variety, may we suggest that when next replacing them you go to a specialist belt supplier and ask for matched belts. Belts of the same type manufactured some time apart may not tighten to the same degree.

THE BULL IN THE BASEMENT

Why is this article called “The Bull in the Basement” you ask? Well it’s because Ken Imhoff of Oxford, England decided to build a dream car in his basement, which took 18 years... this is probably the majority of most of CIB reader’s lives... The build started in 1990 and finished in 2008. Upon finishing the car, the only way to get the car out and enjoy his creation was to knock out the wall in his basement and extract the car... Seriously guys/girls. You’ll enjoy this one.

“The project as it started in 1990. A wooden forming buck to shape the body panels. I made it from the combination of a 1:16 scale model and measuring a real car. I spent a year on that wooden buck... I started at the back and worked my way to the front, hand forming the aluminum on an English wheel...”



“Here are the pictures of the chassis. A full tube frame supporting the aluminum body. Hand built stainless steel 180 deg. headers with 12”long racing mufflers. All Corvette design suspension replaced with steel tube and rod ends for adjustments on caster, chamber and toe. Aluminum radiators with 2400cfm puller fans set to turn on at 180 degs or an override switch on the dash. 4 piston Wilwood calipers on 12” rotors. Full adjustable front and rear sway bars, and coil over shocks.”

“This is the construction page where the upper frame was mated to the body to offer support as well as safety. It was challenging to hold the body, which at this point can be a little flimsy. Time and care were used to measure and cross measure to properly hold the body at the right location.



The supporting frame was 2" round tube with .093" wall. The tubing on the bottom was a mixture of 2" and 1.5" square."

"Countless hours of body work will take place to make sure the body is perfect before paint. It was painted with a self-etching primer first, then sealed with an epoxy primer, body work, a second coat of epoxy and finally topped with a high build primer that was block sanded to perfection. I spent 25 hours in the booth on all 33 separate pieces. Each piece was carried out of the basement and brought back down carefully."



"Here are some shots of my wheels being machined. My friend Dale, who was a very good machinist, worked off my blueprints. They started out as 2" thick aluminum T6 billet and 10hrs of machining to make the centers. BBS rim shells and ARP fasteners finished them up. It was a shame in a way to cover up that beautiful finish with black powder coat but I think they turned out pretty good."

"Here are the pictures of that fall day in 2008 that tested my sanity. The complete excavation before it was safe in its garage. It took only 1 1/2 hours! Yes, I said garage. So why didn't I build it there? I can't give everything away...."

"He powers it with a bored and stroked 351 Ford Cleveland, topped with 48IDA Webers running the burned racing fuel at 12/1 through stainless steel 180 deg. headers referred to as the Ford GT40 "Bundle of snakes". The 515hp mid-engine power is being transferred through a ZF transaxle 5 speed. Yes, it's eclectic, old school and 100% built by hand."





Submitted by Roger Davis

TIPS ON FILLING YOUR CAR (S)

Petrol is becoming more and more expensive!

My line of work has been in petroleum for about 31 years now, so here are some tricks to get more of your money's worth for every litre. At the Marian Hill Pipeline where I work in Durban we deliver about 4 million litres in a 24-hour period through the pipeline. One day is diesel the next day is jet fuel, and petrol, LRP and Unleaded. We have 34-storage tanks here with a total capacity of 16,800,000 litres.

1) Only buy or fill up your car or bakkie in the **early morning** when the ground temperature is still cold. Remember that all service stations have their storage tanks buried below ground.. The colder the ground the more dense the fuel, when it gets warmer petrol expands, so buying in the afternoon or in the evening your litre is not exactly a litre. In the petroleum business, the specific gravity and the temperature of the petrol, diesel and jet fuel, ethanol and other petroleum products play an important role. A one-degree rise in temperature is a big deal for this business. But the service stations do not have temperature compensation at the pumps.

2) When you're filling up do not squeeze the trigger of the nozzle to a fast mode. If you look you will see that the trigger has three (3) stages: low, middle, and high. **In slow mode** you should be pumping on low speed, thereby minimizing the vapours that are created while you are pumping. All hoses at the pump have a vapour return. If you are pumping on the fast rate, some of the liquid



that goes to your tank becomes vapour. Those vapours are being sucked up and back into the underground storage tank so you're getting less worth for your money.

3) One of the most important tips is to fill up when your tank is **HALF FULL**. The reason for this is because the more fuel you have in your tank the less air is occupying its empty space. Petrol evaporates faster than you can imagine. Petroleum storage tanks have an internal floating roof. This roof serves as zero clearance between the petrol and the atmosphere, so it minimizes the evaporation. Unlike service stations, here where I work every truck that we load is temperature compensated so that every litre is actually the exact amount.

4) Another reminder, if there is a fuel truck pumping into the storage tanks when you stop to buy, **DO NOT** fill up - most likely the petrol/diesel is being stirred up as the fuel is being delivered and you might pick up some of the dirt that normally settles on the bottom.

Hope this will help you get the most value for your money.

Submitted by Roger Davis.

Irish

Humour.....

Paddy phones an ambulance because his mate's been hit by a car.

Paddy: 'Get an ambulance here quick, he's bleeding from his nose and ears and I tink both his legs are broken.'

Operator: 'What is your location sir?'

Paddy: 'Outside number 28 Eucalyptus Street ...'

Operator: 'How do you spell that sir?'

Silence.... (heavy breathing) and after a minute.

Operator: 'Are you there sir?'

More heavy breathing and another minute later.

Operator: 'Sir, can you hear me?'

This goes on for another few minutes until....

Operator: 'Sir, please answer me. Can you still hear me?'

Paddy: 'Yes, sorry bout dat... I couldn't spell eucalyptus, so I just dragged him round to number 3 Oak Street.'

SAVE THE CLASSICS

This is a story about a concern that sparked an idea that led to the rescue of various collections of neglected and endangered Classic Cars, and a commitment to Preserve, Authenticate, Rehabilitate and Manage Care these and other cars in a way that highlights the development history of the automobile as an expression of personal freedom.



Our Heritage is that which is of such importance from our Past that we choose to take it into our care in the Present, to protect and preserve for the benefit of the Future.

Our Chairman has asked me to write a story on what is happening in a small corner of Knysna Industrial. Quite simply, I am investing in my passion to address a philosophical (perhaps real) heritage concern that I will explain below. But Norman Frost is selling the broader concept of a Classic Car Centre of Excellence.

Part 1: The Big Issues

I have been thinking for a while about the future prospects of Classic Cars in a changing South Africa. I have a slight concern that a time might arrive when the Classic Car becomes as threatened or endangered in our environment as for instance, our Children and the Rhinoceros. Classic Cars are an expression of Heritage, but if this thought is not embedded within the psyche of the societal majority, they are at risk of becoming endangered.

I am also concerned that in the presence of endemic poverty on a large scale, the value of a Classic Car may become nothing more than its immediate cash value, nothing to do with rarity or long-term investment growth!

These thoughts might seem far-fetched, even outlandish, but this trend is already a reality in many marginalized societies. The economic tsunami of socio-political change and civil war is not selective in its destruction. The more desperate a situation becomes, the more society looks for non-governmental organisations to step in to the breach, dedicated to the protection of rights and life. These institutions are led by people who do so in terms of their professions, or from the platform of their businesses, or as a deep personal commitment. Save the Children and Save the Rhino are just two current topical examples.

It is these concerns that led me to the thought of a Living Museum, one that reached out to society and told a story of how transport and the motorcar in particular, became synonymous with economic development and the expression of personal freedom.

I often ask myself – Why me?

Well, my family history is rooted in the Motor Industry, dating back to 1912 in Port Elizabeth. But equally important, I was conscripted as a child and adolescent into a life of volunteerism by my mother, who was herself a prolific volunteer in the service of many charities and initiatives, including politics. As a result, it has been my fortune to serve society across many dimensions over the years. Making it about cars is just an obtuse change in emphasis.

Following my retirement in 2011 after 45 years of hard labour, the final 11 years as CEO in the zoo-like world of public listed business, I put my corporate life emphatically behind me to do something developmental and different. During a six month sabbatical, some of which I spent at my second home in Knysna, I rekindled my lifelong passion for the motorcar, spending time with Norman Frost, Pat Clough, Ron Hollis and my friends of many years, Keith and Ella Burton.



The tangible part of my journey commenced in early 2012 with my decision to purchase a somewhat dilapidated industrial facility in Arend Street Knysna. This is the neighbourhood of Frost Brothers, Bodge Engineering and Mitchell's Brewery.

My late wife Rita taught me to see property like people. *"It's the potential of what might be that is more important than what you see"*! Given opportunity and some focused investment, combined with love, passion and the idea, you can bring out the potential in almost anybody and anything.

Also during this time, Norman persuaded me to expand my interest from post-war British Sports Cars to the pre-war era. It was not long before I was in extended negotiations to acquire a few collections of seriously neglected veteran, vintage and classic cars. Although I was really interested in only a few cars from each collection, it was clear that this option was difficult for the owners. When I offered a compromise to acquire each total collection (hoard!), they accepted.

I have often been asked why I am doing this and for whom am I doing it. Frankly, it is for the cars and myself. My journey seems to resonate with a statement by my history master at school, who said, *"History does not repeat itself, human nature does"*!

I have never wished to own a small collection of high-value, rare and pristine classics. This would be too self-indulgent and there are many such collections. I am more an eclectic "champion of the people" and it is important to me that my cars are real and can tell their own history in a way that connects with current reality and future aspiration. Also, I am committed to a journey of rehabilitation and re-authentication, with all its attendant challenges including a significant investment in the capability to do the work, or outsourcing as appropriate.

So I now had two big tigers-by-the-tail, the property and one of the collections. There have been some complex delays with the finalization of these deals and I also have a busy schedule of volunteer and advisory work. I then opened a workshop in Johannesburg to start preparing my neglected Classic Car acquisitions for a new future on show.

First, the building in question was in a sorry state. So I consulted with my good friend Peter Ellis and we agreed what could be done to improve the 1000 sqm facility comprising 5 Units. Peter (Oriole Building Services) has made excellent progress with the transformation of the facility since I took transfer in late December and will hand it over in early April 2013. This will give us time to do some preparation before the Motor Show in May.

To retain the concept of a living museum, Aubrey Springer who as The Beetle Man is a specialist restorer of Volkswagen and associated vehicles, will occupy one unit. I will also install a small workshop to ensure the ongoing upgrade and maintenance of the collection.

I will utilize three of the remaining units to house about 30 Classic Cars in three primary themes

- The pre-war development of the USA and UK motor industries, their impact in South Africa and the incredible growth of the compact mass produced economy family vehicle;
- A tribute to British Endurance Racing Legends; and
- The British-led European Invasion of America with the Open Sports Car.

The fifth unit is reserved for community and entertainment! I plan to install a purpose-built model car racing circuit; if possible a large collection of Model Cars; the parallel history of popular music; a selection of Pin Ball Machines and a refreshment plus lounge facility where enthusiast can share their love of the Classic Car.



All this will not happen overnight. I am currently in the challenging process of refurbishing my collection in preparation for show. These are not pristine restorations á lá Pebble Beach. Rather, they reflect my appreciation of authenticity and preservation as a style that as accurately as possible represents what cars were like at the time they were in regular service. No one would go to the Louvre in Paris and expect the Mona Lisa to be stripped and repainted!

There is an expectation that my initiative will be a catalyst for the Classic Car Sector. But for me, this must always be in the context of my primary aim to enthuse young South Africans with a deeper appreciation of the Classic Car as Heritage. Like Art and Opera, or Pop Music.

So can Knysna become a national, if not global Centre of Excellence in this specialist field?

- A Central Meeting Place and Tour Destination for Classic Car Marques;
- Restoration and Repair Facilities where club membership will have access to either work on their Classic Cars in a supportive and informed environment, or outsource the work;
- A Repository of Technical Information relating to Classic Cars;
- A Training and Development ethos for new technical skills amongst a willing youth.

Or are we content to simply gill net the passing tourists and local population?

Regrettably, the knowledge and skill of our aging owners, mechanics and technicians who have worked on Classic Cars for decades, is rapidly diminishing. So for this idea to prosper it is necessary to introduce new and younger people into this sector, using current expertise to transfer their skills and knowledge to those willing to learn the trade. I will write more about this in another edition.

I would also like to write stories on the cars in my collection. Where they are from, how they got here and why they are here, and what they represent. Hopefully, other Club Members will do something similar.

To Be Continued

Brian Bruce

NEW MEMBERS.

We would like to welcome the following new members to the club. We hope you will come along and enjoy our outings.

Brent Watts

BIRTHDAYS

The following members celebrate their birthdays during March. We wish you all a very happy birthday.

Jill Bourlay, Nita Davis, Jose Davidson, Veronica Jute, Elmor Leo, John McCullum, Rick Zerwick,



COMMITTEE MEMBERS 2012

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The deadline for submissions for the June newsletter is the 15th May 2013

