

# *Petrolheads in Paradise*

NEWSLETTER NO.7 SEPTEMBER 2011



## FROM THE CHAIRMAN

Well, it seems three months pass just as quickly as one! I hope you are happy with the GRMC website. Refer to it from time to time and remember that should you be looking for an article you read some time ago, past editions of Torque are just a click away. Another thing we have introduced to the site is a Register of Service Providers to the Garden Route classic car community. All businesses these days, especially local ones, need a helping hand. I'm sure you know of other specialists who would benefit from this free exposure and I would appeal to you to let me have their physical addresses, full contact details and whatever it is that they specialise in, so we can all make use of them when the need arises. (I'm not talking about run-of-the-mill tyre suppliers, exhaust repairers or auto electricians. Rather the local specialist who'll get the clock going on your classic; supply seasoned ash for repairing it's frame, service your SU carbs etc., etc.).

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In the last Torque I appealed to all members to keep Christine Finlay supplied with material for our newsletter, to which there has been scant response. I introduced the Auto-Biography column some time ago, as a means of getting to know our fellow members and their cars, past and present. We have had several highly entertaining contributions, for which we are grateful but - come on guys! We have over 90 members and it has been like pulling teeth getting Auto-Biographies for Torque! Now needing only 4 a year instead of 12 - surely we could have come forward without the pestering and cajoling? Christine has tried really hard to find someone to step up to the plate for the next edition, only to be met with lame excuses or outright negativity. Accordingly, I have told her to drop the Auto-Biography as a fixed column for the quarterly Torque, with immediate effect. She does a grand job sourcing technical articles; event and tour reports; humour, etc. However, what she cannot do for us, is write our own personal motoring stories! Therefore in future, Auto-Biography will sadly only appear randomly.

This is very early notice to please diarise our ANNUAL GRMC CHRISTMAS DINNER ON FRIDAY, 2nd DECEMBER, which, for a change, will be held at the Knysna Golf Club's super new clubhouse. The fare will be traditional and the price very reasonable. More precise details will follow in due course from Jim Cleland. We have had excellent Christmas dinners in the past from Peter and Viv Vadas at Pembreys and no doubt we shall again in the future, but your committee feels that those of us living West of Knysna town should, in fairness, have a turn at running the high season breathalyser gauntlet! (A minibus with a teetotal jockey must be found and booked for we westend revellers!).



Peter Pretorius has taken delivery of Cooper-Healey #3 and it is MAGNIFICENT. My congratulations to Ricky, Marck and Gavin Cooper and the production team at KMS for this masterpiece. I have no doubt that all GRMC members are as proud as I am that a car of this calibre has been produced in Knysna. Well done! Congratulations too to my good friend Peter Pretorius, for this new baby and his impeccable specs. What more could we ask

for? A brand new (yet iconic '50's/'60's classic Healey) shell, housing superb 21st century BMW technology. Made in Knysna, by a GRMC member, for a GRMC member. Awesome! For more low-down on this amazing car, look out for the 5 page article coming out in the September/October Top Car.

That's it from me. Enjoy the events Jim has planned for you and drive your classics safely, with a song in your hearts!

Cheers,

*Bunny*



## FROM THE EDITOR'S DESK

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I am sure there are many of you who will remember Pam and Chris Harrison-Smith. My introduction to the Harrison-Smiths' was at the Waterfront, where we had all gathered to go off to braai. As Chris rounded the corner in one of his classic cars, one of the front wheels shot off and rolled into the distance and the car came to a grinding halt at the entrance. They moved to Greyton from Knysna and then on to live in Somerset West. I have kept in touch with them over the years. Last week I received an e-mail from Pam to say that they are returning to the UK at the end of the year.

I am somewhat disappointed that the Auto Biography section of our newsletter has been abandoned for lack of interest. For the past year I have had at least 3 rejections from members every month, some with rather feeble excuses, or a simple no I cannot. This is your newsletter and without your participation there would be no newsletter. The MGCC and the GRMC have many



common members and I notice from the MGCC newsletter that members are quite willing to submit articles for that newsletter but nothing is forthcoming from them for this newsletter, which I find interesting to say the least. So, we depend upon the same people every single month: Bunny Mentz, Roger Davis, Bernd Rohloff, Stuart Jones, Lionel Hewitt, Tony Lyons-Lewis, Jim Cleland and one or two others. Come on guys - this ain't fair.

Together with this attachment is another attachment Bunny has asked me to circulate to members. The file is rather large, but worth taking a look at.

For those members who have their car insured through Glenrand, Glenrand M.I.B. Limited has been taken over by Aon South Africa.

A very big thank you to those members who contributed to this month's newsletter – hope you enjoy it.

Till the next time, happy motoring.

*Christine*



## GRMC EVENTS 2011

Date	Event and Venue	Details
<b>September</b>		Heritage Day/Whales & Wheels 24 Sept Goodwood Revival 16-18 Sept Italian Grand Prix 11 September Singapore Grand Prix 25 Sept
Sept 6 <sup>th</sup> Tuesday	MGCC/GRMC Pensioners' run to Lemon Grass restaurant in Plett	TBA Open to members of both clubs
Sept 15 <sup>th</sup> Thursday	GRMC "Groggin" at Bodge Engineering, Industria, Knysna. (opposite Frost Brothers). Come along at 15h30 for a braai and chat with the boys.	Salad and Rolls will be provided. Bring your own drinks and meat. Open to members of both clubs. Contact jcleland@icon (044 381 0898) if you are coming.
Sept 25 <sup>th</sup> Sunday	MGCC/GRMC Breakfast Run Old Nick's – Plettenberg Bay	Leave Quays at 09h00 or arrive there at 09h30 Open to members of both clubs.
<b>October</b>		
Oct 1st	MGCC Trip to Oudtshoorn Model Air Show	TBA Open to members of both clubs
Oct 9 <sup>th</sup> Sunday	GRMC/MGCC Economy Run	TBA Open to members of both clubs
Oct 23 <sup>rd</sup> Sunday	GRMC – AGM	Lake Brenton GRMC members only
Oct 30 <sup>th</sup> Sunday	MGCC/GRMC Breakfast Run Café Francois – Sedgefield	Leave Quays at 09h00 or arrive there at 09h30. Open to members of both clubs
Oct 27 <sup>th</sup> to 30 <sup>th</sup>	MG Cape Centres Gathering in Graaff Reinet	TBA MGCC members only

## PAST EVENTS

### LUNCH RUN TO POMODORO RESRAURANT IN WILDERNESS – 12<sup>TH</sup> JULY 2011-08-17

What a surprise! Having only received responses from 10 people a few days before the event, we eventually had about 38 on the day.

The weather was kind to us and a large proportion of the attendees arrived in open top classics. Pomodoro's staff excelled in providing fast efficient service for both drinks and food. We chose from an a la carte menu, and as usual the food was of high quality. Perhaps next year we will try a breakfast run to the venue.

*Jim Cleland.*





### ***The Pensioner's Fire Department***

LAST NIGHT OF THE PROMS, MAY 2011

The trip to the Last Night of the Proms once again proved a popular outing, despite the competition from the Hill Climb weekend. 9 members and spouses travelled independently to Port Elizabeth, although only one die-hard - Frans and Meg Gerber – ventured forth in their classic. Lionel and Rosemary Hewitt did enhance the quality of the “plastics” by giving the Boxster a good run! Some of us took advantage of a pit stop at Le Chameleon in Humansdorp – if you haven't been there, the short detour off the N2 is well worth while and a most unexpected find.

The concert was its usual lively affair, popular classical music and choruses and audience participation and much enjoyed, I believe, by the first time attendees. Richard Cock has done wonders for music in SA and the orchestra and local choir groups rewarded us all with a great performance. The St Francis PE Hospice derives enormous benefit from these concerts: over R1million has been raised over the 10 years.



A splendid dinner followed at Wicker Woods in Walmer - Peter Pretorius' excellent recommendation – suitably close to the B&B, which again provided admirable accommodation and breakfast before we all independently headed homeward.

Watch the dates for next year!

Stuart Jones

## SAVVA TECHNICAL TIP NO 51 - 6 VOLT FUEL PUMPS

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We recently discussed the wisdom of fitting electric fuel pumps to our early cars. This prompted a number of calls saying – that's fine, but where do we find 6-volt electric pumps. (SU's are available ex England but at a price), so back to the drawing board we went, or should I say, back to the modern equivalent, the internet looking for an alternative supplier.

After scratching around I came up with a supplier of "oldtime parts" in the U.S. who carries a variety of 6 and 12-volt pumps at \$49each. Postage would obviously be in addition to this. The following is their advert on the Internet:

6 volt Electric Fuel unleaded gas pump – factory fresh.

This universal electric pump can be used in many different applications. It will work with gasoline and gasohol fuels. Positive or negative ground! This is a current item! not old stock!

This is for all normal requirements on passenger cars, light trucks, tractors and stationary engines. In-line electric fuel pumps provide the needed amount of fuel whenever the engine demands it. This pump has a shut off pressure of 5-8 psi at no flow conditions and will deliver 60 gallons per minute at wide open. Comes with 1/8" pipe fitting and two nipples to connect the common 5/16" fuel hose.

This is a modern solenoid-type pump with advanced technology. The exclusive design provides increased vapour handling capacity. Solid state engineering has no electrical contact points to wear out and is highly resistant to voltage spikes. It is also permanently sealed. This pump is also impervious to corrosion from alcohol-blended fuels. This is the same design as the pumps supplied with new cars, and is a highly reliable design.

For more information go to: [sales@clickonparts.net](mailto:sales@clickonparts.net). They also carry a wide variety of vintage parts including brake, carburetor, ignition, gasket etc.

Wouldn't it be nice if a parts supplier or club would import a batch of these 6-volt pumps and make them available to us.

## SAVVA TECHNICAL TIP NO 52 – PETROL ADDITIVES

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The question of which petrol to use in older cars is often discussed with varying opinions.

More and more owners of collector vehicles have given up using lead replacement Petrol (LRP) which is often referred to as a "Witches Brew" and are rather taking their chances with lead free.

Regardless of what our preference is it won't be long before we will have no choice and will have to use Lead Free as it's on the cards to scrap the LRP.



It's a case of where do we go from here? There are so many companies offering additives – some are obviously very good and some are only money making products from shady manufacturers. The problem is how do we know which is which because it's difficult for users to measure the effectiveness of these various products.

I believe we have to look at the manufacturers of these various products – I'd like to think the better companies wouldn't jeopardise their valuable names to sell a few bottles of a lead replacement additive.

As a suggestion - a proven product that has been on the market in various countries for over 10 years is one supplied by Wynn's called Wynn's Valveguard. Wynn's were kind enough to make this product available to the riders on the last DJ.

I don't believe that Wynn's, who over many years have built up an International reputation for their products and have massive research available to them, would jeopardize their name with an inferior product. Incidentally, it's approved by Shell and Total and is the only additive available from Shell.

Midas and other good stores stock it – perhaps if you buy a case at a time you'll get a better price.

P.S. for the V8 chaps. One can advance the timing of V8 engines just like with good old petrol.

### SAVVA TECHNICAL TIP NO 53 - CAR CLOCKS (TIME PIECES)

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Most of us have idiosyncrasies of some sort or the other - I must confess one of mine is a car clock. In early cars, they rarely worked properly, if at all, and replacements are very difficult if not impossible to find. To illustrate how demented I am, I can recall in the early 1980's I had a 48 Dodge convertible with a hole in the glove box where a clock should have been. After advertising in numerous motoring magazines I found one in George and drove from Johannesburg to fetch it – madness – but that's us car collectors and our idiosyncrasies.

I have a particular British car which make will remain nameless in case I lose the few friends I still have when I explain what I did to it. It has/had a typical Smiths electro-mechanical clock fitted which has never and will never work properly. Every time I use the car I have to adjust the time – if it's working that is. These clocks have a coil and a set of points, which winds them up every few minutes. That's the "cripp" noise you hear emanating from the clock every now and then. Over the years I have scoured flea markets and purchased literally dozens of these and similar car clocks – I have a row of them on my garage shelf – but they all suffer from the same disease. They are tired and looking forward to retirement in the scrap bin.

A couple of months ago I was parked next to a similar car to mine and noticed the clock wasn't working and mentioned to the owner that I had similar problems. He then told me that he had sent his clock to England for refurbishment, which cost him R1500.00, but it didn't last very long. Not having the odd R1500.00 to throw at car clocks that still don't work I decided to do the most unthinkable, disgusting, despicable thing ever, and that was to fit a "electronic kitchen" clock movement as a replacement.

With the help of one of Mr Pratleys products I was able to fit the original Smiths face and hands on to the battery clock and walla you'd never know the difference. It will mean that every 3 to 5 years I will have to fit a replacement Duracell battery - but I can live with that.



The bottom line is that I now have a clock that is always accurate, doesn't run the battery down or stop when I disconnect the battery and looks totally original.

Total cost – R25.00.

## SIR STIRLING MOSS OBE ANNOUNCES HIS RETIREMENT FROM MOTOR RACING

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The door has been closed on a competitive racing career that has spanned more than 60 years. During qualifying for the Le Mans Legends race, Sir Stirling Moss OBE, made the decision to retire from the sport he loves.

On his retirement Stirling said, “This afternoon I scared myself and I have always said that if I felt I was not up to it or that I was getting in the way of fellow competitors, then I would retire”.

He leaves motor racing as one of the most recognised racing drivers in the world, having raced from the age of 18, winning the British Grand Prix twice, the Monaco Grand Prix three times, the Mille Miglia, the Targa Florio and the Tourist Trophy, as well as countless other races, during his professional career.

He then went on to compete in historic racing. As patron of Goodwood, he has helped make the Goodwood Revival and historic racing around the world hugely popular.

He is regarded as one of the greatest motor racing drivers the sport has ever known, having raced successfully in all forms of motor sport and racing not only to win, but racing because he loved the racing itself.

As Stirling said, on the day of his retirement, “I love racing, but now it is time to stop.”

Bernd Rohloff

## PETROL STATION TIPS:

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- Keep tank full rather than empty. The more air you have in the tank, the more petrol can evaporate into it. Right – or wrong?
- Is there another reason? Air above the liquid is expelled when warm and cold, humid air is drawn in when the temperature drops again. Now, Ethanol in our fuel is hygroscopic and will bind the condensed water. When a (temp-dependent) critical water content is reached, this cocktail can separate from the petrol and drop to the bottom of the tank as a water/alcohol layer that is **highly corrosive**. Full tank = less air exchange = less H<sub>2</sub>O absorption.
- If you see the supply tanker busy filling the station tanks, go elsewhere – unless you wish to get a load of the debris stirred-up by the fuel rushing into the underground tank.

Bernd Rohloff



## SU MODEL HIF CARBURETTORS

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Since owning my first Austin mini in the early 60's I have loved tuning SU carburettors and when I purchased my first Morris Mini Cooper with two SU carburettors I had double the enjoyment tuning them. This fine-tuning of a pair of SU's was also carried over to my Riley 1.5 and later with my first MGB having a pair of model HS carburettors.

When I purchased my 1974 MGB GT, I saw that British Leyland, had replaced the usual HS type carburettors with a type HIF that has an integral float chamber. The other difference with this type of carburettor to the original is that where the HS had a nut at the base for adjusting the jet height, the HIF had an adjustment screw on the side of the carburettor to raise or lower the jet within the jet carrier.

Soon after getting the MGB running, I noticed that the mixture was rather rich and try as I may to adjust the jet height, the side screw made no difference. I realised that as the car had been standing unused in Cape town for over 12 years, the jets had become seized in the jet carriers.

After owning the car for 5 years and driving it with the mixture slightly richer than I would like, I decided to strip the carburettors down and remedy the problem. Reading up in the Haynes Manual it recommended throwing away all gaskets and seals and replacing them, but living in Plett. does have its disadvantages when it comes to spares for older cars, so I decided to replace parts should I find it necessary.

Sure enough, when I had the carburettors in pieces, the jets in both were jammed solid in the jet carriers and after dowsing with carburettor cleaner I made a drift from a rod of brass and gently tapped the jets out. Once free I gently cleaned the sides with wet and dry paper before reassembling the jets with a smear of light grease. Fortunately, I was able to reassemble both carburettors using all the old gaskets with no leaks.

Once the carburettors were installed back on the car it was a joy to have mixture control and using a tool kit manufactured in Germany called "The PSW Tool Kit" made especially for SU carburettors, I set them up. The PSW tool kit allows one to check the following.

Piston for free movement. Centring the jet. Synchronisation. Mixture strength and also Fuel level.

Driving the car now I can actually feel the difference and I am looking forward to my next run to check the car's fuel economy.

Roger Davis

## THE 2011 MILLIGAN – THE WET ONE!!

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The 2011 Continental Milligan Rally was based at the King George Hotel, in George this time – it is generally set in and around Port Elizabeth so the new area was a welcome change.

The event was planned as a 'spider' rally on 4 consecutive days, returning to the hotel each afternoon after the day's rallying.





We were given our route schedules 1 hour before our time for start of regularity, which was at a point away from the hotel. On the first two days this was at the George show grounds entrance, an ideal spot as there was plenty of parking and the line-up of the vehicles caused some excitement for the passing motorists!

Day one headed off, past the airport and down to Groot Brak. This was our first slip-up as I missed a speed change going down the hill and scored 42 penalty points at the first control!

The organisers used a number of self-timed controls. They give you a recognisable land mark and you write down your arrival time, in normal South African Standard time. Your car rally clocks run on elapsed time from the start, so you have to remember to score the correct time accurately!

The route schedule was somewhat tricky, making it very difficult to get yourself back on time if you missed a speed change, so we battled for a while and missed another clue – this time a pictorial image of a Telkom Junction Box, hidden down on the left. We weren't the only ones to miss it as the first day winners missed it too!!

The day continued down to the Gouritz River mouth and back to the Aloe Ferrox for a tasty finger lunch. After lunch we rallied back, covering much of the same route back. The country was looking really green and verdant and the side roads afford some spectacular views of our beautiful surroundings – often missed when travelling along the N2 etc!

After all our errors, we were 15th overall on day one!

Day two headed out in much the same direction but took us to Hartenbos via the back roads of Great and Little Brak River and then through a tricky reverse loop at Brandwag. This saw lots of cars travelling in opposite directions, neither sure who was correct! Thereafter it was up the start of the Robinson Pass to Eight Bells for a snack lunch. There were road works on the pass so some controls were scrapped and we continued up the pass after lunch to Oudtshoorn. Again enjoying some superb scenery on the way.

Our rallying was getting better and we were improving our overall position slowly!

Day three was a disaster! We had continual rain all the night before and, when we went to collect our route schedules for the day, the organisers said they would delay the start for a few hours. The rain did not let up so they finally decided to cancel the day. This was a shame as they had gone to a lot of trouble to survey the route and organise lunch but the weather was truly awful and it would have been dangerous to be trying to rally in such conditions.



Lionel and I decided to return to Knysna for the day only to find I was cut off from my home in Rexford due to the flooding on George Rex Drive! I hitched a lift off a passing 4 X 4 and got home safely that way.

Day 4 saw us set off through the Saasveld area, over some of the seven passes road and then looping back past George to Mossel Bay. Again we scurried through the back roads of Great Brak and then onto the N2 heading towards Herbertsdale, which was our lunch stop. The weather was looking more and more ominous and, during lunch, the heavens opened! The road out of Herbertsdale started to flood over and we had to proceed very slowly in the Healey in order to avoid wetting distributors and other important bits! By now the car was almost as wet inside as out.

However, prize giving time and we had clawed our way back from disaster to finish 8<sup>th</sup> overall!

Not our best performance but, given the tricky nature of the route schedule, not too bad and there is always next year!!

All in all the event was very well run, pleasing to see some young people actively participating in the running of the event and nice to see some really old vehicles participating – 1916 Chevrolet Tourer, early Ford a TC MG to name a few, not forgetting the tiny Gogomobile.

Tony Lyons-Lewis

1. There seems to be a general fear amongst the members of the GRMC of anything that sounds remotely like a "RALLY". This is unfortunate, as it is an excellent means of using your Classic, as well as enjoying the camaraderie of fellow enthusiasts.
2. There will always be a first time, which although somewhat daunting, can be made easier by attending tuition from Tony and myself. In the final analysis, you only learn by jumping in the "deep-end" as Heinz and Paula Koncki will tell you. Their overall participation was in the true spirit of rallying, when you add up all the obstacles they had to overcome in order to participate.
3. There is no reason why the GRMC should not be able to enter at least 12 cars, including the affiliated members from the MG Club. Whilst I was a member of the Austin-Healey Club in JHB, we regularly had about a dozen cars, all of which were made up of husband and wife teams, and this from a smaller Club than ours in the Garden Route
4. Tony made mention of the spectacular scenery in the Gouritz valley, an area which we usually consider as being almost arid and boring. I found this the case whilst returning from JHB on Sunday, 31st July. On leaving Willowmore and entering the Little Karoo, via Langkloof, Rose and I were treated to a spectacle that looked as if it was a bit of English country-side, green, green and dams on either side of the road, filled to capacity.

The open road beckons us, and we are privileged to be able to enjoy it, in the Classic of our choice.

Looking forward to you joining us next year, early June, or anything else that resembles a rally.

Lionel



It has come to our attention that you are continually under the influence of alcohol. To clear the air, you are required to answer the question below:

**In which direction is this car going?**



**Thought so, you are drinking too much!**

(I am guessing in circles)

## CAUGHT BY THE FUZZ

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Way back in the late 1970's, one of my businesses in Natal was the importation and sale of Radar Speed Timing equipment called the Muniquip T3 made by Tribar Industries of Ontario, Canada. The T3 was a hand held "speed gun" and the salesmen that I employed would also give the training to the law enforcement officers on site. It was an amazing piece of equipment as the cost of the machine, which was less than R2000 could be recouped by the law enforcement department in the first few hours of their onsite training. I did offer to give the speed guns away for free on the understanding that my business could retain the amount of money made in fines during the training, but unfortunately they did not accept my offer.

The one salesman who had sold a unit to a Municipality in Northern Natal was doing "onsite training" and the police officers were excited as they were after a known speeder in the town who blatantly would drive like a maniac only to slam on his brakes at the sight of the old "spaghetti" strips on the road of their old speed timing machine. The police knew this offenders route and lay in wait and they did not have to wait long. The miscreant came roaring down the 60 kph limit road at a speed approaching 90 kph and the officer pulled the trigger on the Radar Gun locking his speed whilst a second officer jumped out in to the road and stopped him. With much protestation the miscreant was issued with a ticket and in a huge rage took off down the road in his bakkie at a breakneck speed. The salesman quickly picked up the Radar Gun and pointed it at the departing vehicle, locked the departing speed again at over 80 kph whilst one of the policemen took off on his motorcycle to apprehend the speeder. On returning to the scene, the now furious speedster



was issued with a second ticket within 5 minutes of his first. He did not realize that the radar gun was accurate in determining speed of either an approaching or departing vehicle.

An interesting ruse by law enforcement that I was privy to was on the N3 just north of Pietermaritzburg. The N.P.A., who had many of our machines, set up their old "Truvelo" machines spaghetti pipes across the one side of a dual carriageway, but did not man the machine, but approximately 1 kilometre down the road they lay in wait with one of our T3 radar machines. Cars travelling in the opposite direction would flash their headlamps warning approaching traffic of the speed trap ahead, but the vehicles would slow down when they saw the pipes on the road and immediately speed up thinking the coast was clear only to get caught a kilometre further down the road by radar.

As a footnote to this, I was caught exceeding the speed limit by one of my own machines in Hillcrest, Natal. I jumped out of the car and was greeted by the traffic officers who recognized me. When my pleadings for leniency were ignored I said that I would fight it in Court. This statement was greeted with much hilarity by them, as they wanted to know if I would be the accused as well as the expert evidence in the case. I paid the fine, but on the next 6 monthly service that each and every Muniquip T3 machine required by law, Hillcrest's one machine was found to require major repairs at great expense to the Traffic Department.

He who laughs last, laughs longest.

Roger Davis

**Please would the member who deposited R120 into the GRMC bank account for subs on 13<sup>th</sup> July without a surname as a reference please email me at [finlayc@telkomsa.net](mailto:finlayc@telkomsa.net).**

## INTERESTING WEBSITES

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For buying and selling classic cars and spares.

[www.classiccars.co.za](http://www.classiccars.co.za)

[www.savva.org.za](http://www.savva.org.za)

[www.readmanual.com/cars/](http://www.readmanual.com/cars/)

## BIRTHDAYS

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

### SEPTEMBER

Lew Baker, Chris Bourlay, Roger Davis, Norman Frost, Christine Finlay, Libby Gibb, Frosty Langman, Tony Mc Ewan, Barbara Renfield, Bob Sims, Merceda Woodgate.



## COMMITTEE MEMBERS 2010/2011

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**The deadline for submissions for the December newsletter is the 15<sup>th</sup> November 2010**

