

Thumbs Up!!!

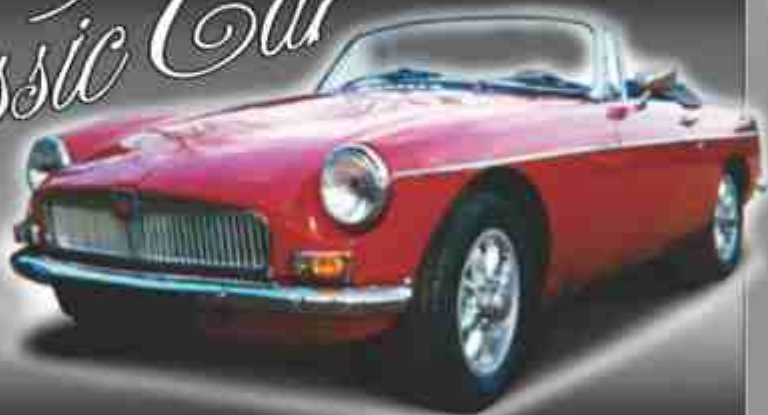


OFFICIAL NEWSLETTER MG CAR CLUB JOHANNESBURG CENTRE
MARCH 2019

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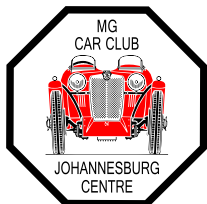
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MG CAR CLUB

Johannesburg Centre



PO BOX 52336 SAXONWOLD 2132 JOHANNESBURG

COMMITTEE

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Standard Bank, Rosebank branch 00-43-05: Account Name &# "MG Car Club" 00 203 458 1
All Payments can be made directly into the MGCC Banking Account
Remember to reference your deposit with your name and preferably state your Membership No.

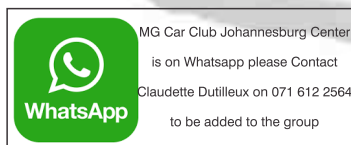
A Natter and Noggin is normally held on the first Thursday of each month at 8pm

The Old Edwardian Club, Houghton.

For more details see Motoring Calendar in this issue of Thumb's Up!

Club Runs are normally held on the second Sunday of each month.

AFFILIATED TO THE MG CAR CLUB -- ABINGDON-ON-THAMES - ENGLAND



MG WEBSITES

Our Website: www.mgcc.co.za

Our E-Mail: mgccs@worldonline.co.za

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INDEMNITY

All members, their spouses, partners, participating family and friends are required to sign an indemnity form.

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From the Chair



Since this will be my first 'From the Chair', I feel there is a need to introduce myself especially since the readers of this magazine extend well beyond that of the club members who have come to know me in recent years.

I formally joined the club just about 2 years ago and have served on the committee with our former Chairman Bruce for most of that time. Many of my childhood Sundays were spent on runs in my father's (Doug) beloved MGB roadster. A car that our family very reluctantly sold in 2004 however, one Sunday afternoon in 2017, my mother received an email with the simple title of "Black MGB Roadster for sale", the exact car that used to belong to my father. Well, who can resist the charm of a beautiful car and then have an additional family connection on top of that? With such excitement I was emailing Tony about membership before the car was even in my own garage. I would like to sincerely thank Bruce Dixon on an incredible chairmanship (with Carol's assistance) that lead the club with aplomb, and always served the club's best interests in whatever he did. He certainly has left a huge pair of shoes to fill!

Secondly, I would like to thank everyone who sent messages of support and encouragement; we are going to have to rely on everyone in order to make our 50th year a success!

With some formalities out the way, your regularly scheduled report shall now return to normal and what an interesting February we have had. The noggin was the annual AGM where the 2019 committee was elected. I have been told that we are the youngest committee in many years, which has created a lot of excitement amongst our members. I hope (and we aim) to exceed everyone's expectations. Following the AGM we had our annual run to Hogsville, with a great turn out of cars. We enjoyed ourselves with a classic "boerie roll" and some cooked onions - the way they are meant to be eaten. A special note of thanks to Wilfred Mole, once again, for hosting us and providing the boerie roles and home grown butter nuts.

I felt a club survey was needed to find out exactly what all the members were feeling so informed decision could be made for the year ahead. So February also saw us publish an online survey; I personally really do care about areas where members find the Club is falling short. The survey is the first step in such a process and allows all your voices to be heard. The results to the survey will be published in this edition of Thumbs Up! I encourage all to take part, especially those who wish to start receiving this magazine via email.

The committee and I truly hope for a successful 2019 and to deliver the best of our ability! This club is truly special to all of us and holds a special and sentimental place in all our hearts. I look forward to a year of fellowship, community and support!

John welcoming in our new chairman.



Bruce delivering his swan song.



Many of the members have been asking for us to organize a mid-week run again. Norman was tasked to have a follow up visit to the Pierino, the coach building guru, on Oaklands on 13th February followed by a pizza lunch

Norman writes

Pierino is my most gifted friend. In the over 50 years I have known him I have never ceased to be awed by his ability and craftsmanship. I remember the incredible job he did nearly forty years ago on an Aston Martin Zagato which Howard Cohen took to the UK and promptly won the Dunhill Classic. When I saw the work he had done on his "new project" – a Jaguar engine huge Bugatti – I just had to share it with my MG friends. It is beyond superb – it is truly fantastic.



I know that guys like Pierre, Joe and Bruce who really understand what it involves in producing such a masterpiece were greatly impressed. Pierino's son Renzo found yet another project- a fibreglass partly finished Enzo that really needed a proper body, so that now nearly finished project was also on display. The fibreglass is being replaced with a hand crafted aluminium body with skill and care



We were all so overwhelmed at what was on display that rather than ordering pizzas, we all went off to the local Sicilian Pizza parlour (aptly called the Cosa Nostra) in Norwood to round off the day. Grazie Sonia and Pierino. For those who weren't around- we have visited Pierino previously and watched the incredible work he did on Normans J2 and we have followed his progress on his other Ferrari's

Survey report By Michael Trollope (Chairman)

The survey was created in order to have as much feedback as possible in order to make informed decisions whilst planning the year ahead. I will present the results formally at the Noggin on 7th March, where questions can be answered.

I was hoping for a greater response to the survey nevertheless, I there was still enough of a response to determine trends. Please note the survey is still open so please take the 2 minutes to give us your views. This interim report will look at the highlights.

My first take away from the report was that just less than 80% claim to have paid their subs, which is not representative of the official numbers. Yes, I am aware that since this is a small population sized survey that the data I am reading might be skewed however, it seems people are unaware that they might not have paid despite best intentions. This is an issue that needs addressing and is on our agenda for the next meeting.

Next, the survey asked about the type of runs that people preferred and there was a large majority that preferred picnics and breakfast runs. This information was used in deciding the March run and planning our calendar for the year. Additionally, there was a very even split between long distance and short distance runs with most responses selecting both options. The reason for this question was there had been one or two complaints about the distance of the runs and it seems that a bit of both will be the goldilocks formula. There was a large response to see the return of gymkhana and other forms of activities!

The noggin attendance was something that was disappointing to see, however was not surprising. The following pie chart shows all the information.



On the note of noggins, the time of the noggin has come into question over the past year. The survey shows that whilst the time is not perfect for all, it serves the majority of people and thus will remain at the current time.

And now time for probably what had been the biggest decision, and it pertains to this magazine. Many, many responses have come back in favour of having the magazine via email and WhatsApp, 60% and 50% respectively. With only 15% in favour of the hardcopy option and only 5% saying that they only read hard copy. And so with a heavy heart this edition will be the last edition that will be printed since the printing comes at tremendous cost to the club (Which at the time was, by far, the cheapest option). That coupled with our declining membership, it is a luxury that we can no longer afford - particularly when it only serves 5% of the club but takes up the most of our monthly budget. The magazine will be posted via email, WhatsApp, Facebook and on the website. For those who wish to receive via email please email me, michaeltrolley@gmail.com. I will also use the email addresses collected in the survey.

I aim to base decisions on factual information collected and will be as open and transparent about the leadership of the committee. I will leave the survey open for a little while longer so for those who didn't vote first time round but disagree with the decision taken, there is still time.... I encourage you to give us your input!



THE JOHANNESBURG CENTRE'S FIRST AWAY RUN 1969

On the 8th August 1969, I wrote to Mrs. Marti Botes at Numbi Motel to book the night of 30th August for 12 members to go away on the Centre's first ever weekend run to what was then the Eastern Transvaal. With one TC, a B engined TF, two MGAs and a Citroën ID 19, as both Midgy and Stewies TD had their engines out. It was nevertheless a truly great memorable start to the club's 'touring' history. The intrepid twelve were:

PETER & LORRAINE LONGHURST	MGA
JOE & SHELLEY CARPENTER	MGA
GRAHAM & LOIS THEOBALD	MG-TC
TONY & ANNE FORBES	MG-TF
PAT & NORMAN EWING	
STEWIE & ANNA BATTISON	Citroën 'PLASTIC'

MOTEL NUMBI
DIE FAMILIE IN VAKANSIEBOORD — A TOUCH OF HOME
Bus/Box 6 No 12527 Tel. 6
HAZYVIEW, E. Tvl 8-8 1969.

ONTVANG van N. Ewing.
RECEIVED from
Dep. 30/8 - 31/8/69
die som van twenty two Rand
the sum of twenty
Sent / Cents

WITH THANKS — MET DANK
Postal Orders
M. Botes
FOR/VIR MOTEL NUMBI
OM LAKVILDER, NIELSPRUIT 1966

22 20

We set off on the Friday morning with a stop for a road house snack- it was in the days before MacDonald's and Nando's. The route north was by way of the Strydom Tunnel and when I hopped out to take a Kodak moment with the ID19's door open, the car settled down leaving the open door wedged on the low stone wall- they have an air suspension that drops down when stationary! Muscle power from the groups 6 strong men fixed it. We had brought along a HUGE army tent to use to camp somewhere on the Saturday night, the centre tent pole was the size of a caber, and when we tried to get it off the roof rack it smacked the left back mudguard in one foul swoop - leaving the Frenchie looking somewhat naked!! Muscle power fixed that as well. On arrival at Numbi, the owner allowed us to drive into the orchard and fill the back of Tony's TF to the brim with oranges. The TF fairly staggered out of the orchard. Off we went fully laden to Kowyn's Pass and Graskop for some local scenic drives. The next day after breakfast, we headed off for Blyde River Canyon and the resort marked on our AA map only to discover that it had yet to be built. All the foundations and floor slabs had been laid, but walls were less than a metre in height. What a hardy lot we were in those days. We decided there and then to sleep under the stars, realising that we were not able to lift the caber into place we simply laid the enormous canvas tent on to the concrete floor of the largest building under construction for a little more comfort! As luck would have it, we had brought camping supplies including wools and so under the stars we built an enormous fire and sat around telling jokes and generally enjoying the company in the moment. A short sharp snarl grabbed our attention. "What was that?" I asked. "A lynx" replied Graham. "I would love a lynx as a pet" said Tony. "You can't do that" said Graham "untrainable and they bite" to which Tony said "I'm a dentist!" I am sure that the laughter scared the lynx away. We all moved closer to the fire. The trip home was via Long Tom Pass and the fish hatchery at Lydenburg. It became a race to the top between two MGAs and the Bill Nicholson 'B' engined MG-TF. Believe me it was close as Stewie did his utmost to stay as close as he could in the Citroën. We were not long at the top when the Theobald TC arrived and we were frankly stunned that the little TC had flown up the hill, I was more than just impressed. It was fantastic! Off we went to the trout hatchery and a sign there on a two metre stone wall warned... DO NOT LOOK OVER WALL >>DANGER. Well, Tony had to look and his scrabbling attempt to climb up for a look see had obviously warned the occupant. As Tony's shadow went over the top, the croc leapt up, its jaws crashing shut inches from Tony's face. He lay shaking on the grass. "Those are the teeth you should remove" said Stewie. We were all too shaken to laugh. On the way home, our five car convoy was overtaken all one go by a Porsche. Tony sitting at the back took off, overtaking each of us in turn with a goodbye wave before tearing off in pursuit. When we reached Witbank, there was the 356 at the roadhouse. The driver came over to ask what kind of car had lost him in the dust. The look on his face when we told him it was a 1954 TF was priceless. "What engine does it have?" he asked. Before I could say anything, Stewie shrugged and said "1250 cc - the same as the green car" and he pointed to Graham's TC. He still had the same look of disbelief as we drove away. It was the highlight of the trip!



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DIE FAMILIE SE VAKANSIEGOED - A TOUCH OF HOME

DEINER - DINK GEDRIS - DRINK - TOEKOP - TAFELKOS - DAY TOURS

2 2 1969

Waarde: Dear Mr. N. Ewing

DIENST AAKOMMODASIE - SERVICE ACCOMMODATION

Myt dank erken ons ontvang van u skrywe van 11-8-69
We acknowledge with thanks receipt of your letter dated

terwyl met u deposito van R50.00
together with your deposit of

vir die tydperk 30-8-69
for the period

tot 31-8-69
on

Aangetek met kwantiteit 10007
Enclaved our receipt.

18.00
1.2
1.2
Cooking facilities still the same

Kamer A Nr. 35 + 36
Rooms A No.

is vir u bespreek
have been reserved for you.

Ons erken met dank u navraag (s) bogenoemde, en wens u mee te deel dat akkommodasie vir u bespreek sal word
We acknowledge with thanks your enquiry re above and wish to advise that accommodation will be reserved for you on

op ontvangs van 'n deposito van R. 50.00 of meer
receipt of a deposit of on or before 19

Dienwillig, die uwe,
Yours faithfully,

Mr. G. M. B. B. B.

MANAGING DIRECTOR/MANAGING DIRECTOR

TARIEWE (VOLWASSENES) PER BED PER DAG:

TARIFES (ADULTS) PER BED PER DAY:

- 1-35 R1000 Kamer sonder wasbad
 - 2-40 R1000 Kamer met wasbad
 - 2-40 R1000 Kamer met slaapkamer, badkamer en toilet
- Kinders mag saam met iemand anders slaap teen ekstra betaling van 25c elk.
Kinders onder 12 jaar - tarief minder 50c.
(Eens is nie by bogenoemde tariewe ingesluit nie).
Deposito word terugbetaal teen die volle bedrag.

- 1-35 R1000 Room without wash-basin
 - 2-40 R1000 Room with wash basin
 - 2-40 R1000 Room with kitchen, bathroom and toilet
- Children may sleep with somebody else on extra payment of 25c each.
Children under the age of 12 - tariff minus 50c.
(Meals are not included in above-mentioned tariffs).
Deposit is refunded at full amount.

NUMBI

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Tourist, Resorts, etc.

Directie/Directors: W. L. F. H. H. - C. W. S. H. H. - F. L. H. H. - S. H. H.

100 LAFRANCO, INCORPORATED 1969

THE RE-RUN TO NUMBI 2019

As I announced at the AGM in February, we are going to celebrate the centre's historic first run to what was then the Eastern Transvaal – now Mpumalanga (the place of the rising sun) with a return to the Numbi Motel where it all began. The owner Willem Fick and his wife Edna came to see me, and have promised to put on a really great show and are presently working on very special rates. For my part, I have been in contact with those who helped found and nurture this great centre, in particular Keith Burton the founding chairman, whom I have invited to be our guest of honour at the event. Sadly Ella, his wife, cannot travel. I have also spoken to Nan Howie, Phil's widow and I will do whatever to include her and our first secretary Ruth Bezer nee Whytock, as all these people were the glue that kept us all together for so many years. This centre has done more and seen more people and places in the last fifty years than any other centre on earth...From Rio to Brisbane, San Francisco, the Black Forest and Cape Town to Cairo - we as members have been where no other centres have ventured and we have hosted the motoring greats that others have only marvelled at: Innes Ireland, Phil Hill, Paddy Hopkirk and Andy Green. As a centre, we have been on nearly every occasion the largest group to attend Indabas from Mazelspoort, East London, Wilderness, Montagu and Cape Town. Those MG trips have been a part of our DNA for fifty years.. SO, NOW it is time to celebrate the good old days...Pencil in the 6,7,8,9, of SEPTEMBER 2019 FOR A NEVER TO BE FORGOTTEN GOLDEN JUBILEE GET TOGETHER IN AND AROUND NUMBI.



MG CAR CLUB

JOHANNESBURG CENTRE

GOLDEN JUBILEE WEEKEND

6th to 9th SEPTEMBER 2019



REGISTRATION FORM

ON RECEIPT OF YOUR COMPLETED REGISTRATION FORM AND THE REGISTRATION FEE YOU WILL BE ALLOCATED AN EVENT NUMBER. THE NUMBERS WILL BE ALLOCATED STRICTLY IN THE ORDER THAT REGISTRATION FEE PAYMENTS ARE REFLECTED IN THE CLUBS BANK ACCOUNT BY EFT. YOUR SURNAME IS TO BE USED AS THE BANKING REFERENCE. ALTHOUGH THIS IS A THREE NIGHT EVENT WE HAVE A RATE FOR THOSE WHO CAN ONLY ATTEND TWO NIGHTS.

FIRST NAME: _____

ACCOMPANIED BY: _____

SURNAME: _____

CAR TYPE: _____

Registration No.: _____

SEND THIS FORM TO NORMAN EWING mgewing@polka.co.za and EFT the

R 251,00 REGISTRATION FEE TO:

THE MG CAR CLUB JOHANNESBURG CENTRE

STANDARD BANK ACCOUNT NUMBER 00 203 458 1 BRANCH CODE 00 43 05

REFERENCE – YOUR SURNAME

REGISTRATIONS CLOSE ON 12TH APRIL 2019 ANY LATE ENTRIES WILL BE CHARGED R 120,00

THE TOTAL COST PER COUPLE FOR ACCOMMODATION FOR THE ENTIRE 3 NIGHT WEEKEND – DINNER BED AND BREAKFAST IS R 4998,00 THE SINGLE COST IS R 2790,00

ALL FUTURE PAYMENTS MUST BE MADE BY **EFT DIRECTLY TO:**

LITTLE PILGRIMS BOUTIQUE HOTEL FNB: ACCOUNT NUMBER 62742025598

BRANCH CODE: 210554 REF: YOUR SURNAME

PAYMENTS AS FOLLOWS:

PER COUPLE SHARING

	3 NIGHTS	PAY BY DATES	2 NIGHTS	PAY BY DATES
DEPOSIT	1000,00	20 TH MARCH	1000,00	20 TH MARCH
1 ST PAYMENT	1999,00	30 TH JUNE	1290,00	30 TH JUNE
2 ND PAYMENT	1999,00	6 TH AUGUST	1290,00	6 TH AUGUST

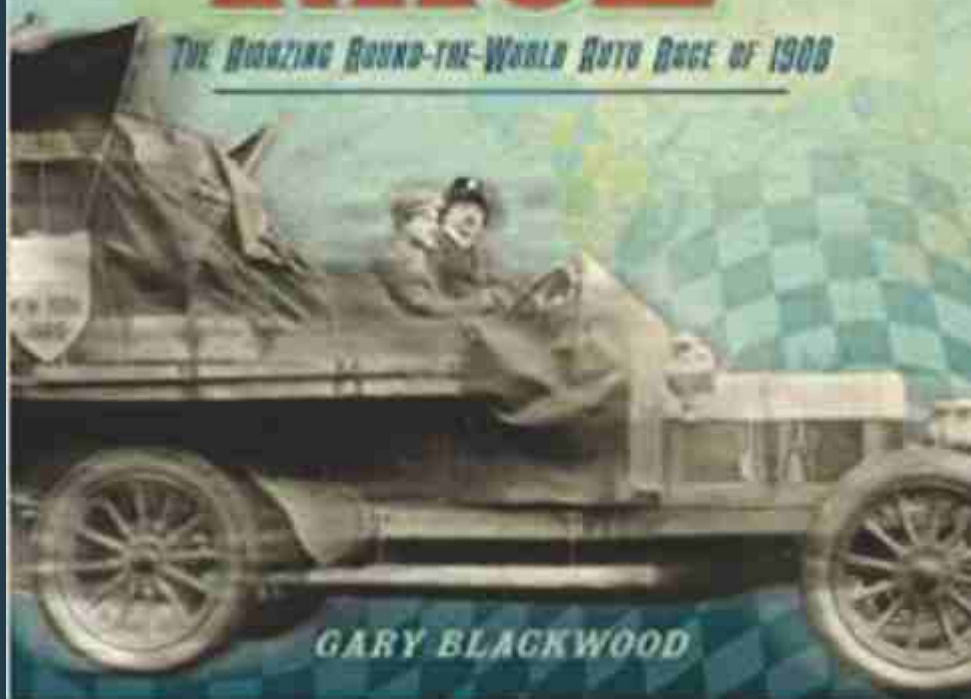
PER SINGLE

DEPOSIT	500,00	20 TH MARCH	500,00	20 TH MARCH
1 ST PAYMENT	1145,00	30 TH JUNE	845,00	30 TH JUNE
2 ND PAYMENT	1145,00	6 TH AUGUST	845,00	6 TH AUGUST



the **GREAT RACE**

THE HONORING ROUND-THE-WORLD AUTO RACE OF 1908



GARY BLACKWOOD

CONTINUED..

The Auto Race That Stirred the World
Condensed from Buffalo Evening News - Michael Scully
Submitted by Anneke de Groot

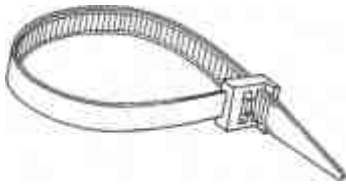
Omaha's militia turned out to welcome the leading Thomas with a salute from eight cannons. Union Pacific Railway mechanics had been alerted to overhaul the cars. But only four arrived: the Moto-Block had surrendered to Iowa's mud. Frozen men were grateful for the frozen surface that helped them to cross Nebraska. Then, from Wyoming, the New York Times man wired that the Thomas "crossed the Great Divide at a uniform 20 miles per hour. After that it encountered bad roads." More accurately, he might have said "no roads." Often in the mountain states the crews spent hours scouring the rocky, snow-swept surface for routes that were not discernible. By agreement they sometimes used the Union Pacific tracks, but even this expedient offered hazards. The Zust, joggling over a railroad bridge, bounced off into an arroyo, from which it was pulled, after a miserable night, by a U.P. wrecking crew. Wolves, driven by midwinter hunger, often trailed the crawling cars. After an overhaul at Ogden, Utah, the Thomas turned southward through country so primitive that it was lost to telegraphic communication until it turned up at Beatty, Nevada, five days later. Then, from Beatty to Mojave, California, over the warm and welcome desert sands, it made a record days run of 332 miles. On March 24, behind a raucous parade of local motorists, it rolled through the decorated streets of San Francisco. The 3836 miles from new York had taken 42 days - but the second-place Zust was still groping through the mountains of Utah, the De Dion was in Granger, Wyo and the

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At times they had to cross unmarked wastes where lost travellers had died of hunger. On the plains, melting snows created unmapped swamps which lay treacherously beneath what seemed firm surface. Both crews spent days repairing breakdowns and ploughing along on tyre-less rims to the nearest supply station. After leaving Omsk with a one-day lead, the Thomas plunged into a hidden swamp. The crew floundered to solid ground, expecting to watch the car sink, but the tough mat of turf kept it afloat until the entire man power of a nearby village dragged it out. But it took five days to repair the gears, which had been stripped. On July 18 the Protos rolled triumphantly into Moscow, 48 days after leaving Vladivostok, having averaged 100 miles a day. Two days later, escorted by German cars that had driven from Berlin, it passed before the Czar in St. Petersburg and received a \$1000 prize for winning the race across Russia. The Thomas, trying to recover ground by running at night, lost its way in dense forests and was still four days behind when it reached the Russian capital. The 2587 miles from St. Petersburg to Paris via Berlin offered varying surfaces of dirt, crushed stone and cobbles, bad roads by today's standards, but "relatively boulevards" according to the New York Times correspondent. The big German car, after a wild reception in Berlin, roared into Paris on the evening of July 26. But it was not the winner, because of its 15-day penalty.

Four evenings later the Thomas rolled up to the curb before the office of Le Matin, winner by 11 days driving time. The car had made 12,116 miles in 112 days - just over 108 miles a day. George Scheuster and George Miller, the drivers, numbed by fatigue, stumbled through a champagne reception in the newspapers offices while

gendarmes wrestled with the crows that fought for a sight of their battered machine. Scheuster had become the world hero of the moment by accident. He was a young mechanic of the Thomas factory who had delivered the car in New York expecting only to see the start of the race. When the chosen mechanic pessimistically withdrew, he eagerly changed his clothes and climbed aboard. The other starting driver had dropped off during the gruelling crossing of the United States. When the Züst reached Paris, two weeks later, three of the six starts had confounded the sceptics. The race had great impact on motoring. Capital began to pour into struggling automobile plants. New companies were formed. Governments commenced to roads. Oil producers, whose output then went chiefly for lighting and for operating stationary engines, planned new refineries for motor fuel. A new era began. By sparking men's imaginations and providing a glimpse of what could be, the New York-Paris race touched off the Motor Age.



THE TALE OF THE CABLE TIE

On my way home from Linden a strange thing happened to the TF in the dip before Rustenburg Road. Without warning when I went to change gear – there weren't any!

It was the oddest feeling as I moved the gear stick around like a spoon in porridge in the hope of finding anything. No go. I pulled over pondering my next move, as I was still a good way from home and I was clueless as to what had just happened. Realising that the car was in top gear I waited until all the traffic had gone and revving and releasing the clutch got me mobile-sort of. The clutch did not appear happy and began to smell- but no smoke. So gently, I set off for home- hazard lights on and really slowing down when I wanted to 'catch' the robots. I was only caught on a hill once but made it home on the power of prayer.

Once home, I called Dave Wheeler who told me it was not a train smash and that something had jumped out. I then called Bruce who told me much the same thing as it had happened to Carols TF – telling me to jack the car up and he would come down. It was quite a business to jack the car up as the Micky Mouse jack supplied with the car is devilishly hard to use and probably impossible for female members to use. Bruce arrived like Superman and with the aid of a wheel spanner, 'popped' in the linkage and let the jack down only to have it pop out again. So, Bruce produced a cable tie and repeated the whole procedure - not happy that it would work all the way to Dave in Benoni. He then decided that he should put it on a lift - so we went to Supaquick where, with the aid of a lift and four more cable ties, the linkage was secured. Off I went to Dave the next morning driving really, really carefully avoiding every kind of bump in the road.

The car was lifted up and put down “When are you going to fix it?” I asked. The reply was “It's fixed”. The cable ties had been cut off and two worn parts replaced in a twinkling of an eye - as Dave didn't have new parts he replaced them with second hand ones and refused to charge me. Talk about angels. Thanks Bruce and Dave!



So Bruce's advice with which I concur: Carry half a dozen big cable ties in your first aid box for MGs. They could just be a life saver in the middle of nowhere!

RUN TO HOGSVILLE



Scenes from ground level



Roger preparing his drone.



Carol & Jeanne checking out the station.



Chris cooking free state's premier wors rolls.



Butternut from Wilfred's compost heap.



Top left: Wilfred and Wilson solving the worlds problems.



TC Surveying the picnic scene.



Some of the crowd at Hogsville enjoying the shade under the willow tree.



Bottom left: Roger Bull (Thinking about when he will have his MGB GT on the road again.)



The vote of thanks from Michael to Wilfred for his superb hospitality.



Michael on a mission for boerie roll orders.



Line up at Kyalami Corner.



Wilfred's team preparing wors rolls.



Mg's in parking lot



Coffee before setting off.



Crowd under the willow tree.



Picnic lunching.



Hogsville, a view from above courtesy of Roger's drone.



Egyptian Geese.



Shelly and two Michael's.



Hogsville 1930's style.



1979 - THOSE WERE THE DAYS!

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Get ready for many events celebrating our 50th year

Our sincere condolences to Teresa and family on the passing of Rob Mercer-Tod.

Stewart is home and getting stronger every day - he is still being cared for in the frail care facility.

The Northern's Centre treated us to a spectacular display of MGB's at Brooklyn Mall.

We were sorry to see Cameron Mcleod with his arm in a sling.



All members: Please let us know of any happenings in YOUR lives



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Please Contact Shelly Dixon
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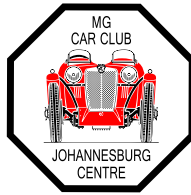
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Forthcoming Runs, Noggin's and Events.

March Noggin - 7th March -

Awards night and Golden Jubilee arrangements. Registration forms will be handed out

March Run - 10th March -

Greensleeves - Hekpoort Road, Sterkfontein, Johannesburg, R563
Meet at Old Ed's at 09h30, Prompt departure at 10:00. Extra blankets and chairs are recommended. All food must be purchased at deli; this allows everyone to select their favourites. Dress up NOT required.

MARCH RUN

WHEN: 10 TH MARCH	BASKETS PROVIDED ON ARRIVAL. ALL
WHERE: GREENSLEEVES MEDEVIL	PICNIC FOOD TO BE PURCHASED AT
KINGDOM	DELI. THEREAFTER A PICNIC ON THE
MEET: OLD ED'S 9:30am	GROUND'S TO BE ENJOYED BY ALL
DEPARTURE: 10:00am	

THE DELI PICNIC SHOP
Come compose your own picnic from a variety of delicacies

April Noggin- 4th April -

topic to be advised

April Runs:

7th April is Angela's Picnic. All proceeds go to Hospice

14th April is Kimber Run



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