



Monthly Torque

Garden Route Motor Club

Petrolheads in Paradise

NEWSLETTER NO.1 FEBRUARY 2011



FROM THE CHAIRMAN

I trust you all enjoyed the Christmas and New Year holidays as much as we did. With all the excesses and over-indulgences tucked away until the next "silly season", it's back to the gym where, amongst my fellow New Year's Resolutionistas, I endeavor to sweat-off a Michelin-man ring or two, thereby hopefully facilitating a smoother, less creaky ingress into and egress from the old TD MG! Being 'of an age' - she's 5 years my junior - we grunt and squeak along very merrily together. My arthritic grunts and her ash frame squeaks! Whilst on the subject of Matilda and her geriatric complaints, I recently acquired (through the MG Club) a wonderful little book on tips for restoring TD MGs. One of the tips concerns the XPAG motor's tendency towards incontinence, leaving their calling card on garage floors and driveways. The solution to this embarrassment is a sort of cross between a nappy and a chastity belt! I've made it and it works

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brilliantly. As word gets out, we find we are getting invitations again from friends with pristine brick driveways!

Things are progressing apace with the GRMC website, which should be ready in time for the February or March Torque. If any of you has any old, historic pictures of motoring on the Garden Route, (say from the first third of the last century), please send them to me. Also any pictures of events from the very early days of the club would be greatly appreciated. Our first event of the year, the braai outing to the Valley of Ferns, was well attended and most enjoyable. There are many more super events to look forward to, so please come along and enjoy the fun times and fellowship.

Finally, please remember to keep the special flyers in your car, to tuck behind the windscreen wipers of any vaguely classic or sporty cars you might see in town. We need to get the membership up!

Safe and happy motoring in 2011!

Bunny

FROM THE EDITOR'S DESK

Bunny, it is one thing to sweat off **one or two** Michelin Man tyres around the waist, but quite another to be told you now look like the Michelin Man after all the indulgences of the past month!! This I was told by a very good friend just after New Year – she still remains a good friend.

I hope you all had a very good Christmas/holiday and that 2011 brings you all you hope for. For those of you who made New Years Resolutions – I hope you had better luck than me – mine had all been broken by the 5th. And no, to those of you who are always telling me it is time I stopped smoking, giving that vice up was not on the list.

Our auto-biography section this month comes from Neville Mayhew. I have known Neville and Jean for about 15 years and I have over the years loved hearing his motoring stories and one of my favourites is the story of the gentleman – I think it was a reporter – who walked up to Neville after a Rally he had just completed and asked him how on earth he drove his car. For those of you who have never met Neville, he is an amputee who has never had a prosthesis fitted and uses a crutch as his second leg. Neville looked at him and said “With my brains”. Touché Neville.

Jim has arranged a wonderful range of events for this year, so please, let's have a good turn-out at all of them.

It was with great sadness that we learnt of Arnoud de Ridders passing this week. Please keep Judy in your thoughts and prayers.

Until next time...

Christine



GRMC EVENTS 2010

DATE	EVENT AND VENUE	DETAILS
February		
Feb 5 th 6th	Killarney Piper Series Racing in Cape Town Not a GRMC event.	Contact Ricky Cooper if you are interested in attending. 082 822 2146
Feb 12 th Saturday	George Car Show P W Botha College grounds, York street.	Members to register individually with the organisers. Meet at the Knysna Quays at 08h30 and drive in convoy with the MGCC to George. We will be required to stay at the grounds until at least 15h30.
Feb 20 th Sunday	Bring and Braai run to Ebb and Flow. The turn off to Ebb And Flow is off the N2 just past the turn off to Hoekwil. One can also take the turn off to Hoekwil, then just double back at the clearly marked turn off.	Meet there or at Quays at 10h30. Fires will be provided. Bring your own food, drinks and seating. Open to members of GRMC and MGCC.
Feb 27 th Sunday	Breakfast Run Café Francois – Sedgefield	Meet there or at the Quays 09h00. Open to members of GRMC and MGCC.
March		
Mar 13 th Sunday	Lunch run to Scotty's in Plettenberg Bay	Meet there at 12h30 or at the Quays 11h45. Open to members of GRMC and MGCC.
	Human Rights Day 21 March Bahrain Grand Prix 13 March Australian Grand Prix 27 March	
Mar 27 th Sunday	Breakfast Run Old Nicks – Plettenberg Bay	Meet there or at the Quays 09h00. Open to members of GRMC and MGCC.
April		
	Easter 22 -25 April Freedom Day 27 April Malaysian Grand Prix 10 April	
April 4 th to 8th Monday - Friday	2011 Tour to the Cape Wine Route.	To be organized by GRMC with assistance from MGCC. Open to members of both clubs.
Apr 24 th Sunday	Breakfast Run Café Francois – Sedgefield	Meet there or at the Quays 09h00. Open to members of GRMC and MGCC.



PAST EVENTS

GRMC CHRISTMAS DINNER

The GRMC Christmas dinner was held at Pembreys restaurant on 3rd December 2010. Peter and Vivienne Vadas surpassed themselves with the quality of the meal that we all enjoyed. This was a very informal occasion and Bunny Mentz's excellent speech embodied the spirit and pleasure that we all obtain from our classic cars and the fellowship of the Garden Route Motor Club.

A collection of toiletries was generously donated by members and these were presented to the Vermont Centre for the use of their residents. A letter expressing their sincere appreciation was received by the club on 21st December.



Jan Mentz and Jim Cleland presenting the toiletries to Sister Levendal and some of the Vermont residents.

VALLEY OF THE FERNS – 16TH JANUARY 2011

Thirty-two members from GRMC and MGCC enjoyed a braai at the Valley of the Ferns picnic spot in the Knysna forest. The 20km drive on a fairly rough dirt road (in non-classics) was worth the effort and the clouds cleared to let us enjoy a walk (or drive) to the top of Spitzkop to see the wonderful 360 degree view.

FUTURE EVENTS – FURTHER DETAILS

GEORGE CAR SHOW – SATURDAY 12TH FEBRUARY

GRMC members who are taking their classic cars to the George Car Show should register online at www.scooc.co.za Registration is free. If you do not have online facilities, call Jim Cleland on 044 381 0898 or 083 283 8141. GRMC will book a space for members whose cars are on show, and who would like to park beside their fellow members. If you want to do this please contact Jim Cleland before 25th January by phone or email at jcleland@icon.co.za and he will book your place.

We will leave from Knysna Quays at 08h30 on the 12th and travel in convoy to the event. (Returning home individually after 15h30 in the afternoon).

TOUR TO THE CAPE WINE ROUTE – 4TH TO 8TH APRIL

The tour to the Cape Wine Route is now fully booked. If you would like to have your name put onto a waiting list please contact Jim Cleland at 083 283 8141 or email jcleland@icon.co.za

The tour will progress through Swellendam, Greyton, and Franshoek to the Diemersfontein Estate near Wellington and will return to Knysna via Hermanus. A number of interesting visits and activities will be organized en-route.



STARTING UP

Some time ago I wrote a series of articles for a motoring magazine to help newcomers to the hobby on how to locate and rebuild collector cars. To start our New Year off and to help our newer, lesser technical members, here is an extraction from the series. This episode outlines what tools one would require to get going and the cost implications:

Before starting work on a car you're going to need tools – lots of them. Some will be needed right from the start whilst others can be obtained/borrowed as one progresses. Let's also have a look at what the approximate cost is going to be so we don't sabotage the family budget. A full set of tools needed to rebuild a car can cost as much as the car itself, however, there are a few shortcuts so let's take a look at what we are going to need and where one can find them at a reasonable price.

Here are some of the more important items we will be requiring: Socket set, spanners, jack, screwdrivers, hammers, wheel or bearing pullers, drilling machines, sander, bench with vice, axle stands, welding sets, compressor, spray gun, various electrical items like a battery charger and multimeter. We may already own some of the above items but let's have a look at the cost and some suggestions as to where they can be found.

Socket set – Don't buy rubbish, as they won't last. This is a very important item and a good set will last a lifetime. Keep in mind, there are various sizes of sockets and spanners, the more popular being SAE and metric sizes. If you're building a British or American vehicle you'll need SAE sizes i.e. 7/16, 1/2, 9/16, 5/8 etc., however, if your building a continental one you'll need metric i.e. 12, 13,14,15mm. Ideally, a set containing both would be ideal but at double the price. We have some excellent products on our market like Gedore, Stahlwillie and Metrinch etc. – fairly expensive but well worth the price. There are also some very good sets coming from the Far East at very reasonable prices but unfortunately these are often only available in metric sizes. Metrinch tools are very useful as one tool doubles up for metric and SAE. Be prepared to pay about R750.00 for a basic metric or imperial set and a combination one about R1750.00. If you're lucky, you may find a good used set but they are very difficult to come by. An alternative is to buy loose sockets, a ratchet and extension bars and make up your own box.

Spanners – here again, buy only good quality products. New they will set you back a bob or two but if you're prepared to scrounge around the second hand tool shops and flea markets you can often find a large variety at good prices. The going price is around R5 to R20 a spanner. Imperial sizes are becoming hard to find but they're out there - if you look hard enough you'll find them.

Hammers and Screwdrivers – Most of us already have a selection, if not, visit your local multi-market and buy a few. They are not expensive. If you have the tendency to use your screwdrivers as chisels or levers don't buy expensive ones.

Bench and vice - This is a very important item, a good one is expensive, at least R2000.00 and even then can also be difficult to find. Keep an eye on your local newspapers for garage or factory insolvencies. One can pick up a good metal bench with a heavy duty vice for a fraction of the price of a new one. Whilst looking around for a bench, keep an eye out for a used double door stationary cabinet to keep your tools in. Used ones sell for R300.00 to R400.00.



Drill press – Most important. Fortunately one can buy a bench drill manufactured in the Far East for about R750.00 that can take up to a 12mm drill. Whilst they are ideal for the hobbyist, they are often of questionable quality so don't buy a used one.

Bench grinder – another must. Buy a fair size one with at least a 14cm wheel size. Fit a grinding wheel to one side and a good quality wire wheel on the other. A new one will be around R450.00 and used R250.00.

Axle Stands – very important and very inexpensive. One can pick a set up for a R100.00 or so. No mechanic worth their salt will work under a car supported by a jack. They WILL always use axle stands – it's a golden rule.

Welding equipment – There are two types, electric and gas. Electric, whilst nice to have, has limited uses so one should start off with a gas set first. Gas sets comprising of a stand, two bottles, hoses, regulators and the torch cost in the vicinity of R5500.00. If you look in the second hand shops you can invariably find a fairly good set for around R2500.00. This is such a valuable tool and one you are going to need whether it's for welding, brazing or just heating things up. If you've never used gas before I suggest you contact your local Afrox office and they will recommend literature that will get you going. The "hit and miss" method of learning could leave you with singed hair – and a few other vital body parts.

Compressor – This is a vast subject. We use compressors for inflating tyres to spray painting and every thing else in between. If you have no intention of doing your own painting then buy a small unit that will deliver about 100/liters of air a minute at a cost of about R1200.00. It will not only inflate tyres but can also be used for small painting jobs. If you are determined to give the major painting job a go, then don't waste your time on a small unit – start off with a decent unit that will give you at least 200 liters a minute. A unit with this capacity will unfortunately cost you at least R3500.00. Be warned however, that even a unit of this size, whilst good enough for painting, will not have the capacity for the use of most air powered tools. Compressors are available second hand but have them checked out first – they could be terminally ill.

Electrical equipment – Electrical items such as a battery charger, a multi meter, soldering iron etc are inexpensive. When visiting your local second hand emporiums keep a look out for items of this nature. You can pick up good used professional items for the price of new amateur ones.

Jacks - One can buy cheap trolley jacks for around the R150 mark, which will do the basic job – but only the basic job. As the width of these jacks is quite narrow and the wheels close together a vehicle can tip over sideways. One MUST use axle stands when using these jacks. The next available size jack is a much larger unit about a meter long with wheels well spaced apart. These are a far better investment and will only set you back about R600.00. Well worth the extra Rands.

There are plenty of other bits and pieces you will need but you have just spent over R10,000.00. Let's get over the shock of this expenditure and then move on. Keep in mind, we don't need everything at the beginning. Start with a good set of spanners and sockets then buy or borrow the others items as you need them.



AUTO-BIOGRAPHY: MEET YOUR FELLOW MEMBERS

This is a series of articles that will be appearing in the Newsletter, in which members will be telling their motoring stories, either past or present. Your Committee will elect a member from the hat each month, who will be accordingly advised to submit his/her copy to our editors no later than the 20th of the month.

My interest in the Old Car movement began when I was still very young, to the degree that, together with my friend Gordon Stewart, we became member's of the V V C (Vintage & Veteran Car Club Movement) in 1961.

Our friendship is as important now as our affiliation to this proud and successful club and the pleasure of meeting our fellow members, one of who happened to be Boet Keet. His pride was a 1912 Swift, a real beauty, mine a humble little Austin 7, which I proudly introduced and which I still own.

In 1988 my wife & I took the decision to relocate to the Cape, we weren't too sure of the exact location at this stage. We duly sold our home to Hospice, on the East Rand. The manager of Hospice offered us his property in Plettenberg Bay for an indefinite term. That sorted out the destination for us. We packed up our home and all our belongings and headed into the unknown.

Our entourage left Johannesburg in the wee hours of Friday the 13th May (eish!). Take my advice - never travel on that day and date!

I headed the great trek, driving my Cortina Bakkie and towing a trailer packed to capacity. Jean followed in the Jag. The passengers included our two dogs, my African Grey Parrot, our helper, a young Zulu man, all my tools and machines etc., (we couldn't find the cat - it had disappeared when the packers came to load up the furniture. Gordon, bless him, undertook to keep an eye out for it and he would bring her at a later stage. That is another story)

All went well and we were close to Uitenhage by late afternoon. I was in front, very pleased with the way things were going until I realized there was no Jag at the rear. Doing an about turn, I retraced my route to find a very distressed wife, a squawking parrot, very restless dogs and a nervous young black man trying to be helpful with something he knew nothing about. An inspection proved that this car was going nowhere under its own steam. A much later inspection proved that the car had dropped a valve right through the piston.

Being very resourceful, *ahem*, we attached the trailer to the Jag, the Jag to the bakkie and towed the lot to Uitenhage into the first Service Station we came to. It was dusk by now and the garage had already closed its doors. The owner very kindly commiserated with us and agreed to house the Jag until we could return to collect it. We loaded as much as we could out of the car onto the bakkie. Found a spot for the dogs and our helper and with the parrot on my shoulder, Jean & I continued our journey to Plett.

So began the start of a new life in the most idyllic setting.

The furniture arrived the next morning; the rest of my cars a week later and Gordon arrived with the cat and my Westminster.

We soon settled down, finding life on a farm very challenging but most enjoyable. We also began to find the time to begin exploring this beautiful area.



A pattern developed. Shopping was done on a Saturday. One Saturday I decided to do our shopping trip (the weather was perfect) using the Austin 7. The Fire Station is situated in Marine Drive, the main entrance into the town. To our delight, festivities of some sort were in progress at the Fire Station with the local population gathered and milling around on the surrounding grounds. On closer investigation it proved to be a car show. We were spotted and invited to join in. Of course, I met like-minded locals. Their club was officially known as The Plettenberg Bay Classic Car Club. Annual Membership Fee was R10.00 and when it was necessary we would just top up the float.

The members I recall were: Keith Burton - Citroen, Billy Oosthuizen with 2 MGA's, John Amm – E Type Jag, XK150. Dr Peter Honeywell - MK11 Jag & Sunbeam Alpine. Maurice Robin, (can't remember car) John Wade ex Rhodesian – BMW, Mark Rupert - Super 7. Johnny van Woerkom, he was the chairman - Triumph Spitfire. Les Williams - Rolls & Valiant. Chris Minaar - Rolls & Ferrari. Barry Lightley - Jag 420. Ricky Cooper - MGA & Healey.

I have fond memories of our first run with the team. Keith, who is so knowledgeable on the history of the area took us on a very informative and enjoyable tour of The Craggs. The year-end was celebrated with a Prawn Party and of course plenty of beer & wine, good cheer and fun. The club began to take on a more formal format with regular meetings and a drive to attract more members.

We then hit a bumpy patch, Johnny & his wife Barbara resigned and re-located to Cape Town. John Wade took over the reigns but unfortunately, (he was a paraplegic) he found it too much. The runs faded off and the club began to take a dip. John resigned and immigrated to England. Boet volunteered to take over the wheel and steer our club. A weekend at Storms River was planned where a fully functional meeting was held and a new club formed under the banner of the Garden Route Club. At about this time Gordon joined as a country member.

By this stage we were very pleased to have amongst our members Mike Roumanoff with all his expertise plus quite a few new members like the late Bernd Henschel, swelling the ranks. We now had +/- 90 members and we enjoyed many challenging and very popular runs and meets. Knysna, by now had become a very strong arm in the club and the vehicles we sported very diversified & interesting.

To participate in major rallies we had to obtain the recognition of SAVVA. We needed a recognized club to piggyback us through the process and Mike was able to achieve this through his connection with Sherry Renfield. The Piston Ring Club became our conduit and once all formalities were successfully concluded we became known as The Piston Ring Garden Route Club. Mike was free now to organize some super, very successful rallies much enjoyed by all participants.

Our club grew both in numbers and stature. We were once more on the highway and loving it, but of course, not without some deviations. We had another name change, as it was unanimously agreed the name was too long. Our new identity was now known as G R M C (Garden Route Motor Club). To add to our woes, a few personality clashes, Mike and Robin resigned to join the George Club. Our club survived this crash and continued to grow.



New and long standing members the likes of Don and Joan Steenkamp, Lionel and Rose Hewitt, Ricky Cooper etc., continued to steer our club to new challenges and heights. An exciting and stimulating force to be part of and hopefully to continue for years to come.

Neville Mayhew

SIDE TRACK

The picture below is of a gizmo that I am sure some of the GRMC members may be interested in.



It is a fully blown video recorder that can record up to 80 minutes of Video and sound when a 2GB mini SD card is inserted. The unit has a built in lithium battery that charges each time it is connected to the computer. The camera comes with three different mounting options, but on the last MG breakfast run I attached it to the rear number plate of my car and took a 30 minute video of my Lotus Esprit following me. To play the video one simply plugs it into a computer and

Windows media player pops up and you select which video you want that is listed and play the video back on your computer whilst the battery is being charged,

My pal in Port Elizabeth has attached his camera to the tail of his radio controlled aircraft and has taken some fascinating video footage of Port Elizabeth from 500 feet.

The camera is available from the importer in PE at R175, excluding the SD card and they also sell 2GB MP3 players to R140.

Should anyone be interested they may be contacted at fenshamwins@yahoo.com

Roger Davis

RECALL

Yet another Toyota model is being recalled for a suspected fuel leak. This is the only model of Toyota not recalled as yet.



NEW MEMBERS

We would like to welcome Bob and Joyce Hopkins, Dick and Colleen Thomas and Duncan and Clare Miller to the club. We hope you will join us on our many outings.

BIRTHDAYS

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

Heather Baker, Natalie Carr, Brian Davidson, Marion Forsyth, Don Forsyth, Marion Flaum, Meg Gerber, Brenda Hamilton, Geoffrey Mangan and Duncan Wylie.

COMMITTEE MEMBERS 2010/2011

Bunny Mentz	Chairman	044 387 1198	zambezi.collection@gmail.com
Lionel Hewitt	Deputy-Chairman	044 3821986	lionel.rose@telkomsa.net.
Glenda Cleland	Secretary	083 258 4344	jcleland@icon.co.za
Jim Cleland	Events	083 283 8141	jcleland@icon.co.za
Stuart Jones	Treasurer	044 3826298	stuartjones1@telkomsa.net
Neville Mayhew	Dating	044 5333158	jenevill@iafrica.com
Bernd Rohloff	Insurance/ Database	044 3827993	slsa@yebo.co.za
Christine Finlay	Newsletter	044 3821368	finlayc@telkomsa.net
		072 697 4072	

The deadline for submissions for the March newsletter is the 20th February 2010

