



Monthly Torque

Garden Route Motor Club

Petrolheads in Paradise

NEWSLETTER NO.6 JUNE 2011



FROM THE CHAIRMAN

Here it is! We hope you like your new www.grmc.co.za website with it's easy access to your newsletter. Our thanks to Peter Hollis, who found the time in between his studies at Stellenbosch University, to put it all together for us.

With immediate effect, Torque is to be generated quarterly. I would urge you all to please rally round and help our Editor Christine by sending in your Auto-Biographies, technical tips, motoring-related jokes, cartoons, pictures, etc. Don't wait to be asked - just go ahead and send it in (and don't worry if the i's are not dotted or the t's crossed. Our very capable ed will do that for you!). Her address is on the site - no excuses!

Torque is a constantly evolving work in progress and as a club paper, is dependant on proactive input from it's members. One more thing I would like to see in the next Torque is a "Specialists'

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Corner". There are many skilled folks on the Garden Route who all classic car owners should know about. Apart from our well-known mechanical marvels who help keep our engines ticking over sweetly, there are a myriad of small operators who will fix old instruments, do upholstery work, powder coat, match vinyl colours, re-wire motors, etc., etc. Although free of charge to the advertisers in this proposed column, it will not, however, be a showcase for any old backyard operator! Members should submit names of candidates whom they have personally used and who have been used by at least 2 other members and whose work has been found to be of a high standard. (Notwithstanding their recommendations, the Club will be covered by the usual legal mumbo jumbo, in case a member finds our recommended upholsterer has done his Healey's tonneau cover in pink vinyl instead of the specified black double duck!). Remember also to make use of the Links to other clubs and the Archive on the website, to find articles from previous Torques! For those concerned that they'll lose touch when Torque goes quarterly, RELAX! Christine will also be doing brief monthly, emailed "filler bulletins" - with events reminders and anything else of importance, which you might need to know about before the next Torque comes along.

The Festival of Speed has come and gone and by all accounts, it was a great success. Our GRMC Motor Show the Sunday before the Hillclimb went off very well, with 34% more classics on show than last year - a very big thank you to all those members who responded so positively to our several appeals to be there with your classics. There was a much stronger Motor Trade presence and many more cars from our friends in George - both the SCOCC and the Mercedes Benz Club, thanks to the respective persistent cajoling of Peter Pretorius and Bernd Rohloff. We had 38 cars from MGCCSC - 5 more than last year and still the biggest single marque on display. Takings were up 40% and we shall soon be presenting to each of our 3 selected charities (Knysna Hospice, Epap Feeding Programme and Animal Welfare) a cheque for R 7 000-- . Well done and thanks to all of you on the Show Sub-Committee plus Joan Steenkamp and Mike Griffiths, all of whom helped with the organisation of the Show itself. Thanks too to the teams comprising members of both the GRMC and MGCCSC, who helped with the marshalling and gate duties on the day. There were a few minor glitches (which we shall endeavour to overcome next year), but all in all I believe it had a good carnival atmosphere and went off very well.

The Speed Festival organisers paid half our Show printing costs and put us on the national map by mentioning our event in their press releases, etc. I'm pretty sure that being part of their week-long festival of events added some gravitas to our efforts to lure more members of the Motor Trade to our Show. So all things considered, our relationship with them works well and is beneficial to both parties.

I'm told the Simola Hillclimb itself was also a great success and I'd like to take this opportunity to thank those members who volunteered to help the MGCCSC with their various marshalling duties in the pits and elsewhere and to our members who participated in the Parade through Knysna and put their cars on display at Simola on the Saturday and Sunday. I believe the whole car club community should take a collective bow. Our two (relatively small) clubs between them raised R 36 000- for local charities over the Speed Festival week. Well done guys!

Have fun and drive safely.

Cheers,

Bunny





Tony McEwans's Star of the Show



Moggie allsorts



Kobus Halliday's superb '60's 'Vette



A correctly coloured Tim Lizzie from the SCOCC George



A great 300 190 and other more recent SL's from the Merc fraternity



Two terrific MG's from the '40's



AC Cobra's Great Grannie



A herd of Healeys





A trio of grand old ladies grace the clubs sitplek

FROM THE EDITOR'S DESK

As you all know by now, your committee has just undertaken an exercise of phoning all our members to update our membership register. An interesting finding, certainly from the members I was asked to phone, is that members sell or acquire new cars and don't bother to let us know so that our database is kept up to date. Our Secretary, Glenda Cleland, intends taking over the Database and it is VITAL that you let her know when your information (email address, telephone numbers, cars etc. etc.) changes so that the database is ALWAYS kept up to date. This database is a very important piece of information and needs to be correct.

If you did not receive a telephone call from a Committee member because you were out when they called please call me on 072 697 4072 to update your details.

A few of our members set off yesterday (5th June) on the Milligan – here's hoping that Lionel Hewitt and Tony Lyons-Lewis can defend their title of 1st place from 2009.

I hope you enjoy our new website –any feedback would be appreciated.

Till next time...

Christine



GRMC EVENTS 2011

Date	Event and Venue	Details
June		
		E Type 50 th Anniversary jamboree in Queenstown 16 -19 June Youth Day 16 th June Milligan Rally early June Canadian Grand Prix 12 June European Grand Prix 26 June
June 7 th Tuesday	MGCC/GRMC pensioners' run to Enricos.	Meet there or at the Quays at 1130. Open to members of both clubs.
June 14 th Tuesday	MGCC/GRMC quiz night in Sedgfield at Pine Lake Marina	TBA Open to members of both clubs.
June 26 th Sunday	MGCC/GRMC Breakfast Run Café Francois – Sedgfield	Meet there or at the Quays 09h00. Open to members of both clubs.
July		
		Goodwood Festival of Speed 30 June – 3 July British Grand Prix 10 July German Grand Prix 24 July Hungarian Grand Prix 31 July
July 19 th Tuesday	GRMC/MGCC Lunch Run to Rod and Reel or Hunters in Plettenberg Bay	TBA Open to members of both clubs
July 23 rd Saturday	MGCC Christmas in July Dinner	TBA
July 31st Sunday	MGCC/GRMC Breakfast Run Old Nick's – Plettenberg Bay	Meet there or at the Quays 09h00. Open to members of both clubs.
August		
		Womens' Day 9 August Belgian Grand Prix 28 August
August 13th Saturday	GRMC/MGCC run to Roadside Deli	TBA Open to members of both clubs
August 19th to 21st Fri. to Sat.	Weekend away to Breede River, Arniston or Witsand	TBA Open to members of both clubs
Aug 28th Sunday	MGCC/GRMC Breakfast Run Café Francois – Sedgfield	Meet there or at the Quays 09h00. Open to members of both clubs

SAVVA TECHNICAL TIP NO 50 – LED BULBS

Many of us have seen the changeover to LED's in many applications – typically street traffic lights and on the newer cars. The question is, will the use of these light sources improve the illumination of our vehicles in any significant way?

Over the past months I tried to find an importer of these LEDs and eventually my efforts paid off – I found a local importer on the website and purchased replacements for both single and a double filament taillight type bulbs. Unfortunately he only had 12 volt in stock as he has never had a call for six volt. In any case it won't help to fit 6 volt LED's because 6 volt electronic flasher units aren't available and LED's won't work with the old thermal flasher units. Incidentally, have you noticed



that whilst 6 volt bulbs are becoming increasingly hard to obtain and the quality seems to be going downhill.

I have experimented on a couple of cars by fitting (12 volt) LED's on one side and BULBS on the other. The result was that the "volume" of light was much of a muchness. The question is, is it worth changing over? I think so. Firstly the life expectancy is considerably longer than that of incandescent bulbs, secondly they generate virtually no heat and thirdly and perhaps most importantly, the power usage is negligible.

I've done my little experiment. I'm sure many enthusiasts are going to do something similar – please let me know how you get on so I can pass the information on to others - emac@metroweb.co.za Shortly, spares suppliers will/should have these LEDs in stock, if not, there are various vendors offering LEDs on the internet. Go into Bid and Buy – Car parts & Accessories – Lighting & accessories.

Alternatively, the following gentleman runs a mail order business for various types of LED's. The LEDs I purchased from him were about R50.00 each.

P.S. If you cannot find 6 volt bulbs try the motorcycle shops.

ElectromannSA

Phone 011 675 2360

E-mail sales@electromannsa.co.za

930 Pound Road

Wilgeheuwel

ROODEPOORT

1735



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 1938 AUSTIN BIG 7

FNO 62, for many years, I believed to be an Austin 7 Ruby, but I was informed recently that as it had 4 doors it must have been the Big 7 with a slightly larger engine than the Ruby.

I purchased this car immediately after passing my driving test in 1960 and I remember my first night drive that evening. The 6 volt headlights were appalling and I became very unsure of my abilities to drive in the dark and quickly turned around and headed home.

The Austin 7 was not without problems. Pushing the clutch down too far made an awful noise in the clutch housing so I fashioned a piece of wood to fit under the pedal so as to limit its travel. The brakes were absolutely dreadful and one needed many seconds of advance warning to slow the car down. Emergency braking was out of the question, especially with a car full of pals. I can



remember once dicing a Ford Zodiac on the North Circular and pushing the car to its maximum down this one hill near to Wembley. The traffic lights in the distance changed from green to red, but it was no use, try as I may to slow the car down, with its full occupancy, it was as if there were no brakes whatsoever. We hurtled through the red intersection, missing all crossing traffic and left the Zodiac sitting at the lights and with my heart pounding in my chest. I did not let on to the others that I could not stop, they just thought that I was showing the other driver who owned the road. On another occasion traversing around Hyde Park a set of traffic lights turned to red and as I hit the brake pedal the brake cable snapped and as there were people crossing the road, I steered the car into the traffic light pole to arrest my motion resulting in a rather bent bumper. I managed to drive the car, very cautiously, right through London, back to my home in Enfield with no brakes at all.

Another episode with the brakes was when I was doing a bit of off road driving to get to a remote campsite one night. Driving up a track, there was a tree stump that fouled the brake mechanism under the car and the car came to an abrupt standstill pointing up the hill. All four of us jumped out of the car and proceeded to lift the car clear of the stump when gravity took over and the car rolled backwards, gaining speed and with the headlamps glaring at us as we stood helpless. At the bottom of the hill the track went off to the left but the car continued straight and was about to disappear down a rather deep gully when it came to rest, up in the air, on top of a large Holly bush. I managed to gain access into the car to switch off the lights and ignition and we walked on to the campsite to await the morning for another car to arrive with a tow rope.



One weekend four of us young blades decided that Brighton needed visiting and off we tootled in the 7. You can imagine 4 of us, after consuming a meal of fish and chips, sleeping in the tiny car. On our return to London on the Sunday afternoon, the car developed a terrible whine from the back axle and I slowed down and limped back to Enfield. It was only the following morning that it was found that the back axle differential housing was totally devoid of

lubricant and after having it filled, the noise almost disappeared.

One other problem with FNO 62 was its penchant for overheating. Many was the time clouds of steam would emit from under the bonnet and a quick stop and search for water and something to carry it in to quench the radiators thirst. The only other time that the car let us down was when a petrol pipe feeding the carburettor broke. A temporary solution was for all of us four occupants to chew as much chewing gum as possible and with the collected offerings wind the gum around the broken pipe to enable us to get home for a more reliable fix to the problem.

Motoring is just not the same these days. Gone is the adrenaline rush when the car comes to a sudden standstill when it shouldn't or won't when the brakes are applied. Gone is the smell of smoke emanating from the clutch housing where oil is leaking from the rear engine seal.

Oh those heady days of real motoring.





Why we Have GPS!

LETTERS

1st June, 2011

Dear Stuart,

On behalf of us all at Knysna Hospice, we would like to thank you, and all the members of the Garden Route Motor Club, for your very generous donation of R7,000. Please convey our heartfelt thanks to all concerned. I understand the Car Show was a huge success and heard many highly complimentary comments about the day!

We would like you to know, just what a real difference these kind of donations make to our work, especially in these more difficult times, and as we extend even further into the Wilderness area. Be assured that your donation will make a big difference in the lives of real patients, with real life threatening problems - and we are extremely grateful.

With warm regards and all best wishes

*Annie Ogilvie
HOSPICE KNYSNA
Secretary*



Thank You, Thank You, Thank You!!



On behalf of all the furry friends
at the kennels - thank you
for your kind donation!
You keep our tails wagging
and the wheels rolling!

KNYSNA ANIMAL WELFARE SOCIETY

044 -384 1603 - NPO 009 263 - WWW.KNYSNAANIMALWELFARE.CO.ZA

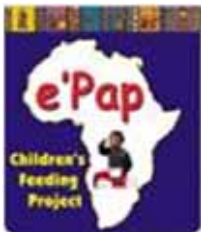
Dear Bunny ,

Knysna Animal Welfare and their furry friends would like to say a HUGE "Thank You" for choosing us as the beneficiary for the Knysna Classic Car Show 2011. The donation of R7000.00 was very gratefully received

Knysna Animal Welfare is a privately funded non-profit association solely for the benefit of animals, and relies completely on the generosity and kindness of good folk like you!

The Team at

Knysna Animal Welfare



P.O.Box 2254

Knysna

6570

6th June, 2011

shelley@epapfeeding.co.za

www.epapfeeding.co.za

Dear Bunny,

On behalf of us all at the e'Pap Children's Feeding Project, we would like to thank you most sincerely for your very generous donation of R7,000 towards feeding our children. What a wonderful gift - and please convey our heartfelt thanks to your Club and all it's members - and know that you will really be making a difference to the lives of children who will go to school with full tummies, happy and content – and able to concentrate. Your donation will, in fact, feed 35 children every school day, for a whole year!

Just to fill you in a little as to where we are at. At the moment we are feeding well over 3,000 children on a daily basis all the way along the Garden Route - and are now, with the help of our many donors, extending our reach to Oudtshoorn and even further a-field. All this is made possible through our wonderful committed volunteers – about 70 strong - and all the cooks and teachers in the 65 odd schools. We never cease to be



amazed at how the wheels keep turning, and enable us not only to sustain the project, but also to constantly grow it!!



We are also now feeding many children in primary schools, and even exploring some of the high schools where teenagers are going to school hungry - and it's sometimes difficult for them to verbalise that. So bless you all for your wonderful donation.

I am attaching a couple of photos of the children. They always bring a smile as we engage with them, and seem to bring such life to all who work with them and visit the schools on a regular basis.

Thank you so much for your generous contribution to different organisations in our community!

With warm regards,

Annie Ogilvie and all on the e'Pap Team!

annieo@mweb.co.za



"EAST LONDON GRAND PRIX ERA, REVIVAL"

East London, the birthplace of Motorsport and Aviation in South Africa, would like to "time-warp" you to the Golden age of Motoring as we host a weekend of Circuit events, Parades, Fast laps and displays of Classic and Exotic cars and Historic Racing cars, together with Historic and Classic Motorcycles, with the owners, support crews and families, appropriately attired to suit the era of their vehicles.

East London, which hosted the early World Formula One and South African Grand's Prix at our Historic Circuit, is also the home of the very first flight of an aircraft from this country. To



commemorate over 100 years of aviation, there will be fly-pasts of "Magnificent men (and women) in their Flying Machines" to add to the nostalgia and motoring spectacle of the weekend.

November 11th to 13th is the weekend to diarise, with the following categories of entrants being provided for:-

******* CONTROLLED PACE, PARADE LAPS ON THE CIRCUIT**

******* FAST PARADE LAPS ON THE CIRCUIT**

******* RACE LAPS ON THE CIRCUIT**

******* STATIC "SHINE AND SHOW" AT THE CIRCUIT COMPLEX**

Bookings and detailed information will be available as a link on the Border Motorsport Website (WWW.BMSC.CO.ZA) from late April, 2011. Until then, we would like you to indicate your level of participation in this event, to assist us in our planning of potential numbers, by e-mailing your details to the following email address:- (Organisers reserve the right to restrict the number & type of entries).

djnkirkman@gmail.com

FROM AROUND THE WORLD

At an airline ticket office, Copenhagen: WE TAKE YOUR BAGS AND SEND THEM IN ALL DIRECTIONS.

In a Bangkok temple: IT IS FORBIDDEN TO ENTER A WOMAN, EVEN A FOREIGNER DRESSED AS A MAN

In a cocktail lounge, Norway: LADIES ARE REQUESTED NOT TO HAVE CHILDREN IN THE BAR

Doctors office, Rome: SPECIALIST IN WOMEN AND OTHER DISEASES.

Dry cleaners, Bangkok: DROP YOUR TROUSERS HERE FOR THE BEST RESULTS.

On the main road to Mombasa, leaving Nairobi: TAKE NOTICE: WHEN THIS SIGN IS UNDER WATER, THIS ROAD IS IMPASSABLE

On a poster at Kenco: ARE YOU AN ADULT THAT CANNOT READ? IF SO WE CAN HELP

In a City restaurant: OPEN SEVEN DAYS A WEEK AND WEEKENDS

In a cemetery: PERSONS ARE PROHIBITED FROM PICKING FLOWERS FROM ANY BUT THEIR OWN GRAVES.

Tokyo hotel's rules and regulations: GUESTS ARE REQUESTED NOT TO SMOKE OR DO OTHER DISGUSTING BEHAVIOURS IN BED.

On the menu of a Swiss restaurant: OUR WINES LEAVE YOU NOTHING TO HOPE FOR.

In a Tokyo bar: SPECIAL COCKTAILS FOR THE LADIES WITH NUTS.

Hotel, Yugoslavia: THE FLATTENING OF UNDERWEAR WITH PLEASURE IS THE JOB OF THE CHAMBERMAID.

Hotel, Japan: YOU ARE INVITED TO TAKE ADVANTAGE OF THE CHAMBERMAID.

In the lobby of a Moscow hotel across from a Russian Orthodox monastery: YOU ARE WELCOME TO VISIT THE CEMETERY WHERE FAMOUS RUSSIAN AND SOVIET COMPOSERS, ARTISTS AND WRITERS ARE BURIED DAILY EXCEPT THURSDAY.



A sign posted in Germany 's Black Forest: IT IS STRICTLY FORBIDDEN ON OUR BLACK FOREST CAMPING SITE THAT PEOPLE OF DIFFERENT SEX, FOR INSTANCE, MEN AND WOMEN, LIVE TOGETHER IN ONE TENT UNLESS THEY ARE MARRIED WITH EACH OTHER FOR THIS PURPOSE.

BIRTHDAYS

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

JUNE

Keith Burton, Ella Burton, Jane Cordell, Evelyn Cronje, Susan Dowding, Jeanette Esterhuizen, Martin Franklin, Barry Giggins, Joan Giggins, Paula Koncki, Linda Mc Ewan, Willy Psootka, Linnea Putter, Mike Stuart, Charlie Tew, Peter Vadas

JULY

Sandra Bird, Murray Douglas, Brian Dowding, Petrus Engelbrecht, Tom Esterhuizen, Tim Le Feuvre, Heinrick Koncki, Dee Hollis, Peter Hollis, Jenni Parfett, Willy Psootka, Brigitte Stewart, Pam Stuart, Alan Tew,

AUGUST

Hugh Cordell, Sally Falla, Alister Gibb, Allan Hamilton, Shirley Hornby, Colin Mc Currach, Margret Mc Donald, Peter Pretorius, Susan Sims, Liz Spilhaus, Gail Turner, Carrol van Niekerk, Viv Vadas, Dereck Weeldon

COMMITTEE MEMBERS 2010/2011

Bunny Mentz	Chairman	044 387 1198	zambezi.collection@gmail.com
Lionel Hewitt	Deputy-Chairman	044 3821986	lionel.rose@telkomsa.net.
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Jim Cleland	Events	083 283 8141	jcleland@icon.co.za
Stuart Jones	Treasurer	044 3826298	stuartjones1@telkomsa.net
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The deadline for submissions for the September newsletter is the 15th August 2010

