

Newsletter February 2018



This edition is dedicated to Frosty Langman.

Convenors:

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FOR YOUR INFO.....

- Regular Breakfast Runs are held on the last Sunday of each month
- Meeting places – KNYSNA – The Quays at the Waterfront at the end of Grey Street
- SEDGEFIELD – Engen 1 Stop

2018 GRMC CALENDAR OF EVENTS

	<p>10 -11th</p> <p>18th Sun</p> <p>25th – Sun</p>	<p>GEORGE OLD CAR MOTOR SHOW</p> <p>GLENTANA CARAVAN PARK - BRING & BRAAI</p> <p>BREAKFAST RUN TO ZUCCHINIS</p>	<p>ALL</p> <p>ALL</p> <p>ALL</p>
	<p>2- 3- 4 – Fri to Sun</p> <p>25TH Sun</p>	<p>MINI TOUR PRINCE ALBERT - EVITA (Pieter Dirk UYS & KAKTUS OF SEPARATE DEVELOPMENT)- SHOWROOM THEATRE FULLY SUBSCRIBED.</p> <p>BREAKFAST RUN – POT LUCK - PLETT</p>	<p>ALL</p>
	<p>8TH - SUN</p> <p>11th Wed</p> <p>22nd Sun</p> <p>29TH Sun</p>	<p>BRING & BRAAI AT DEVASELOT – NATURES VALLEY</p> <p>Pensioners Lunch – Enrico – KEURBOOMS STRAND</p> <p>BREAKFAST RUN- ZUCCINIS</p> <p>KNYSNA MOTOR SHOW</p>	<p>ALL</p> <p>ALL</p> <p>ALL</p> <p>ALL</p>
	<p>4-5-6 Fri – Sun</p> <p>19&20th</p> <p>27TH Sun</p>	<p>JAGUAR SIMOLA HILLCLIMB</p> <p>LAST NIGHT OF THE PROMS – PE</p> <p>BREAKFAST RUN – POT LUCK PLETT</p>	<p>ALL</p> <p>ALL</p>
	<p>24TH-Sun</p>	<p>BREAKFAST RUN – ZUCCINIS</p>	<p>ALL</p>
	<p>15th Sun</p> <p>29th Sun</p>	<p>Tsitsikamma Memorial run</p> <p>BRAKFAST RUN – POT LUCK - PLETT</p>	<p>ALL</p> <p>ALL</p>

<p><i>Holy shit it's already</i></p> <p>AUGUST</p>	<p>????</p> <p>19th Sun</p> <p>26th Sun</p>	<p><i>MG ORGANISED TOUR</i></p> <p><i>GRMC AGM</i></p> <p><i>BREAKFAST RUN - ZUCCINIS</i></p>	<p><i>ALL</i></p> <p><i>GRMC ONLY</i></p> <p><i>ALL</i></p>
	<p>7 - 18 Tour</p> <p>14 -16th</p> <p>30TH - Sun</p>	<p><i>AUSTIN HEALEY TOUR</i></p> <p><i>TWO NIGHT TOUR TO GRAAF REINETT</i></p> <p><i>BREAKFAST RUN - POT LUCK - PLETT</i></p>	<p><i>GRMC PARTICIPANTS ONLY</i></p> <p><i>ALL</i></p> <p><i>ALL</i></p>
	<p>13th</p> <p>28-29th</p> <p>28th Sun</p>	<p><i>CENTURY CLASSIC CAR RUN (100 KM RUN / LUNCH (AGE OF DRIVER & CAR MUST EQUAL MIN OF 100 YEARS)</i></p> <p><i>MG T-TYPE TOUR</i></p> <p><i>BREAKFAST RUN - ZUCCINIS</i></p>	<p><i>ALL</i></p> <p><i>MG ONLY</i></p> <p><i>ALL</i></p>
	<p>24 or 25th</p> <p>25th</p>	<p><i>GRMC XMAS LUNCH</i></p> <p><i>BREAKFAST RUN</i></p>	<p><i>GRMC ONLY</i></p> <p><i>ALL</i></p>
	<p>???</p> <p>???</p> <p>????</p>	<p><i>MG Prawn Braai</i></p> <p><i>STREET BRAAI - GASOLINE ALLEY</i></p> <p><i>Mosselbay Wheels Show</i></p>	<p><i>MG members only</i></p> <p><i>ALL</i></p>

Chairman's Chirp

The year is moving at a frantic pace with lots on offer for our members to enjoy. It can almost be regarded as the "silly season" normally associated with Xmas. Participation by members has been absolutely fantastic. You will appreciate that our club is not only well, but thriving. Thanks to you for contributing to the success of the club and your continued support will be appreciated.

The George Old Car show has come and gone. 53 cars from GRMC and the MG Club participated. This being by far the largest display by the two clubs represented at the show. The morning started out with a bit of rain as the group left Knysna, but soon cleared. The stand was well organised and we ensured, by taping off our area, that no one else parked in our allocated space.



The highlight this year was the tent and snacks provided by Brian Bruce and Gwen. This really lifted the standard and our members could enjoy relaxing and chatting in a comfortable environment. A big thanks to Brian and Gwen who really went out of their way.





Regarding the motor show itself, it was very much of the same. The stand out display for me was the Vintage and Veteran cars which were very well supported. Some excellent examples of Model T's could be seen. The theme this year was British cars which were parked in a circle. Many of our members cars were "high jacked " to be parked with display. The E-types of Dennis Houseman and a spectacular Bentley were the stand out cars. For me it was perhaps more a show where I could meet people, make contact with old friends, with a view of discussing the Knysna motor show (KMS) as well as meeting owners of a few cars that could fit in with the KMS. For me this was thus a very successful visit.



During a debrief with the organisers we did come under some criticism due to the majority of the cars were only displayed for one day and not the Sunday. I did explain the reasoning behind this and left it there.

Unfortunately I did not attend the Bring and Braai at Glentana Caravan Park as I was in Cape Town attending to matters regarding the KMS. From all accounts it was enjoyed in a relaxed atmosphere.

The weekend of March 2-4 is a big one as a group of 67 will descend on the little town of Prince Albert. It has been a mammoth task to get this organised, but I am sure that a great weekend will be enjoyed by all. The highlights will be the Pieter Dirk Uys show(Evita Bezuidenhout) –“ Kaktus of separate Development “ on the Friday evening . This will be followed by a group of 31 doing an excursion up the Swartberg Pass and then down to the Hel. It is an all-day activity and should bring back some stories to remember. Others will be doing a cooking course at the African Relish, visiting Gays Cheese factory / dairy while others will just relax taking in the shops in Prince Albert . More of this in the March newsletter.

Most of the time of the Knysna Motor Show (KMS) currently is taken up with the planning of the event. The KMS will take place on April 29. The high standard that has been achieved over the past couple of years will again be maintained. SPW has reconfirmed their sponsorship and we are very appreciative of this. We are planning some interesting car and motorcycle displays, which will again differentiate us from other motor shows held in SA. The planning is moving at a rapid pace and all is on target for another great KMS. I am very appreciative of the effort put in by the small committee of the KMS and as club members of GRMC we are indebted to them for their dedication, commitment and time given.

This year is a really special year as we would like to increase our donation to the nominated charities. After the devastating fires of last June they are still overwhelmed in dealing with the tragedy. We will bring the excitement to the KMS to draw the public in great numbers , but your support to publicise the event among your friends , relatives and Facebook or any ideas that you have , will greatly be appreciated. This brings me to a further request. Please diarise the dates April 26 – 29. We will need volunteers to assist with the layout of the field and then marshals on the 28 and 29 to assist with the parking of the participant cars /motorcycles. We have many participants who have travelled from across SA to display their cars and we need to respect this by offering courteous and a well organised team to place them in their allocated parking positions. This is one of the key elements that differentiates the KMS from other motor shows. Brian Dowding (briand47.bd@gmail.com or Brian.Dowding@draglobal.com) will be in charge of handling the Field layout and the marshalling aspects and will need your help. Please E-mail him.

A further request is for volunteers to assist with manning the entrance gates on Sunday April 29 and the selling of tickets. We are looking for a number of teams to perform this very important function. The teams will be divided into shifts, and it will not be an all-day function for you. Ladies please assist and bring your husband along!!! Peter Turner will be responsible for handling this, please E-mail him - turnerjp@mweb.co.za

PLEASE E-MAIL THEM AND OFFER YOUR SERVICES. Myself and the KMS committee are relying on your support !!!

A further need is the use of a golf cart to facilitate the layout of the field and for use on the days of April 28 & 29.

We need your golf cart!!.....

As you know we have a number of incapacitated, handicapped and elderly people visiting our show every year and of course we need to cater for them.

We have always in the past rented golf carts but in order to donate more to charities we would like to make use of yours rather than renting.

Would you be willing to lend your golf cart to the Club for 1-4 days, 26th-29th April? It would be a real benefit to the organisers and would help increase the amount given to charities. Even 1 day's use would be much appreciated.

Please contact Peter Pretorius with any offers of golf carts, or any questions in this regard.

A week later after the KMS is the Hillclimb and you are also required to assist with marshalling and crowd control at this event. Many MG members assist us at the KMS and it is our turn to reciprocate. Please see below.



Dear MGCC and GRMC Members,

JAGUAR SIMOLA HILLCLIMB - Thursday 3rd - Sunday 6th MAY 2018

The time of year when our two clubs become involved in fundraising for charity is again approaching. This is an early reminder that the MGCC relies heavily on **YOUR** help at the Knysna Hillclimb to perform its function of marshalling in the pits.

Towards the middle of March, you will be asked to commit to helping with crowd control within the pits between 4th and 6th May. **PLEASE DIARISE THESE DATES NOW** and give generously of your time to assist the MGCC make a meaningful donation to charity.

One change this year is that Leish Horak has taken over the administration of arranging the volunteers. You will receive all future correspondence regarding assisting from him and I ask that you make yourself available to assist, volunteer timeously and make his life easy!

Our duties this year will commence with the parking of the classic race cars on the afternoon of Thursday 3rd May followed by a briefing meeting at the pits in the late afternoon **for all marshals**. Entry and ID armbands, parking tickets and bibs will be distributed here and we will be addressed by 'Sparky' Bright, the Clerk of the Course.

Some arrangements for spectator access will be different (and hopefully better!) than last year and spectator ID will be improved.

We thank you in anticipation of your help and look forward to seeing you 'on the Hill'.

Best regards

Bruce.

B J Henderson

(Chairman, South Cape Centre, MGCC)

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082 568 7976

These are the only two events in the year that we ask members to step in and offer their services. Please plan your diary accordingly and offer your services - PLEASE.

Enjoy the month of March and great motoring while we are still having great weather.

Cheers

Peter

From my side...

It is with great sadness that I learnt of Frosty Langman's terminal illness. I have known Frosty for many years, going back way before I became a member of our car club.

Many years ago a group of us were in Christiana on a motorbike rally when the bike that I was a pillion on got a flat tyre and was stranded on the side of the road. As luck would have it Frosty was on that same rally, and offered me a ride on his bike into Middelburg. I have always remembered that kind gesture, and Frosty's willingness to ensure that we got back home safely.

Frosty was an electrician by trade but sadly had to sell his motorbikes, which he loved, when he fell off a ladder and sustained serious injuries which affected his balance. Frosty then bought his yellow MG. He became a popular figure at our functions and car shows in his yellow MG, yellow Crocks, yellow sunglasses and whatever else he could find in yellow.



Today (26 Feb), I phoned Frosty's wife Sue, whom told me he is drifting in and out of consciousness and will not be coming home again.

Frosty, I will miss your cheerful greetings at the Saturday morning market in Sedgefield.....go well my friend.

Just reminds us again life is short, be happy.

Sylvia

**HAPPY
BIRTHDAY**

March:

2nd Elmor Leo

6th John McCallum

12th Michael Barber

29th Gill Maree

2nd Bert Scheepers

7th Sean Mansfield

16th Jill Bourlay

3rd Nita Davis

9th Jose Davidson

27th Tony Albisser



Belated Happy Birthday to Jo Mullany for the 13th of Feb. The gremlins crept in in our January newsletter and some of the birthday wishes "disappeared".

Hope you had a fabulous day.

Breakfast at Zucchini's

As usual this is a popular event with members of the MG and GRMC club...a bit of a chilly start to the morning but it soon warmed up. Gorgeous venue and lovely food as usual.





Welcome to our new members...

Martin and Annette Prinsloo....lives in George.
Owners of a 1958 Austin Healey BN6.

Ray and Angela Mackey, lives in Knysna and owns a 1956 MGA and a 1962 Jaguar MK2.

We wish you many happy miles and smiles with our club.

MG FOR SALE:

MG BGT 1978 colour orange, body and upholstery in very good condition, running very smoothly.

Asking price R 110000.00

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SAVVA Technical Tip 129 - Solving the 3/16" Dilemma

The following was sent in by Peter Vlietstra. Peter is a bike enthusiast and sometimes I think they are one step ahead of us car chaps – thanks Peter.

Many of the parts on vintage motorcycles are held together by 3/16" fasteners. Without any real rule, cycle parts and tin-ware tended to be BSC threads, machine parts tended to be BSF threads and instrument parts tended to be BA threads. Post 1951, the BSI (British Standards Institute) tried to kill off the BSF range below ¼" and tried to restrict the entire BSC range, so 2BA became more prevalent. The Hall Green people also used a lot of 3/16" BSW (at 24 tpi), but this is an odd one out, not included in this discussion.

Nuts and bolts get mixed up and interchanged, sometimes without even knowing it. Trying to sort this out can be a headache. To try and work out whether this was an issue or not, I drew up the following table and added in the M5 screw thread for good measure:

Thread	2BA	3/16" BSF	3/16" BSC	M5 x 0.8
Effective diam mm	4.22	4.25	4.34	4.48
Included angle	47.5	55	60	60
Pitch mm	0.810	0.794	0.794	0.800
Pitch tpi	31.36	32	32	31.75

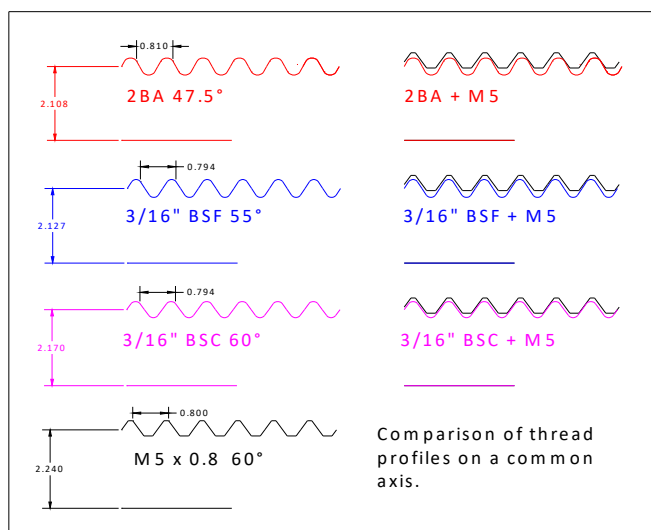
The smaller the included angle, the deeper the thread, so the greater the overall diameter. Overall diameters all seem to range between 4.75 to 4.85 mm.

Using a combination of nuts and bolts, and doing a little fitting, I then drew up the following table of fits: (this is all rather subjective!)

		Nuts			
		2BA	3/16" BSF	3/16" BSC	M5 x 0.8
Bolts	2BA	Right	Tight	Tight	Easy
	3/16" BSF	Tight	Right	Easy	Easy
	3/16" BSC	No go	Tight	Right	Easy
	M5 x 0.8	No go	No go	No go	Right

This table still did not resolve my headache. I was also having difficulties getting the fasteners I wanted in BA, BSF and BSC. I could however find all the bolts I needed in M5 with hex head, cheese head, countersunk and socket head. (Classic round head is derived from cheese head using a belt sander.)

I was sitting in my workshop, pondering over a Castle as what to do next when I had an idea. I took an M5 x 0.8 tap, fitted it to my hand drill, a little cutting paste, and converted all the female threads to metric!



When and Where Was the First Car Accident?



That depends on how you define a “car.” In 1869, Irish scientist Mary Ward was riding in a steam-powered automobile built by her cousins. As they rounded a bend in the road, Ward was thrown from her seat and fell in the vehicle’s path. One of the wheels rolled over her and broke her neck, killing her instantly.

Ohio City, Ohio claims the first accident involving a gasoline-powered auto, a little closer to what most of us think of as a car today. In 1891, engineer James Lambert was driving one of his inventions, an early gasoline-powered buggy, when he ran into a little trouble. The buggy, also carrying passenger James Swoveland, hit a tree root sticking out of the ground. Lambert lost control and the vehicle swerved and crashed into a hitching post. Both men suffered minor injuries.

The first recorded pedestrian fatalities by car came a few years later. In 1896, Bridget Driscoll stepped off of a London curb and was struck and killed by a gas-powered Anglo-French model car driven by Arthur Edsall. While the car had a top speed of four miles per hour, neither Edsall nor Driscoll—who witnesses described as “bewildered” by the sight of the vehicle and frozen in place—were able to avoid the collision. Edsall was arrested, but the death was ruled an accident and he was not prosecuted. The coroner who examined Driscoll’s body is famously quoted as saying that he hoped “such a thing would never happen again.”

The first driver fatality from a collision (not counting Ward’s unfortunate ejection) happened in 1898, when Englishman Henry Lindfield and his son were driving from Brighton to London. Near the end of their trip, Lindfield lost control of the car while going down a hill. They crashed through a fence and Lindfield was thrown from the driver’s seat before the car ran into a tree and caught his leg between them. His son was not hurt and ran for help. At the hospital, surgeons found the leg was crushed

below the knee and decided to amputate it. After the operation, Lindfield Lindfield remained unconscious and died the following day.

The one famous first in this field I can't seem to track down is the first collision between two cars, gas-powered or otherwise. If anyone knows anything about that or has any leads on that, speak up.

Submitted by Roger Davis.....

A Friend of mine in Plettenberg Bay has a 1997 Jaguar XK8 and on a couple of occasions it has been impossible to start. The first time was in Jersey and the Jaguar agents said that there is no compression and it needs a new engine. Later, the car started and it was exported to South Africa.

The second time was over a year ago and a local garage replaced the spark plugs and the car was started and returned to the owner.

A month or so ago, the XKR refused to start and was taken to the Jaguar dealership in George. They plugged in their diagnostics and reported that the V8 engine had no compression and needed an overhaul or replacement.

The car was collected from them and taken to a local garage in Plett where they also ran diagnostics and also did a compression test and at first reported that the cam chain must be out.

I found a Facebook group for the Jaguar XK8 and joined to ask the question about no compression. I was inundated with replies stating that this is a common fault with the Jaguar engine and it is caused by "bore wash".

When trying to start a cold engine and giving the accelerator some "welly" the EFI injects too much fuel into the cylinders and the neat petrol washes the compression rings and all compression disappears.

The solution to the problem was simple. Remove all plugs and clean them. With a gas fire lighter put the nozzle into each plug hole and burn off any residual petrol left in the cylinders. Squirt a few drops of thick oil into each bore. Heat up the plugs with a hair dryer and re install. Start the car but do not touch the accelerator. The car will start as the oil has bedded down in the compression rings and the engine will once again have compression.

Out of curiosity, I Googled this problem and sure enough there were many posts about this problem and the solution as above. It would appear that it is only on this Jaguar 4 litre V8 where it has this bore wash problem.

You certainly live and learn.

Our Website address is

www.grmc.co.za

To get on to our Facebook page Google Facebook and go to "gardenroutemc

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