

Newsletter April 2018



Promoting the Knysna Motor Show in Sedgfield

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
- SEDGFIELD – Engen 1 Stop

2018 GRMC CALENDAR OF EVENTS

	<p>8TH - SUN</p> <p>13th Fri</p> <p>22nd Sun</p> <p>29TH Sun</p>	<p><i>BRING & BRAAI AT DEVASELOT – NATURES VALLEY</i></p> <p><i>Pensioners Lunch – Enrico – KEURBOOMS STRAND</i></p> <p><i>BREAKFAST RUN- ZUCCINIS</i></p> <p><i>KNYSNA MOTOR SHOW</i></p>	<p><i>ALL</i></p> <p><i>ALL</i></p> <p><i>ALL</i></p> <p><i>ALL</i></p>
	<p>4-5-6 Fri – Sun</p> <p>19&20th</p> <p>27TH Sun</p>	<p><i>JAGUAR SIMOLA HILLCLIMB</i></p> <p><i>LAST NIGHT OF THE PROMS – PE</i></p> <p><i>BREAKFAST RUN – MOSS & MAPLE PLETT</i></p>	<p><i>ALL</i></p> <p><i>ALL</i></p>
	<p>12th Tues</p> <p>10 June - Sun</p> <p>24TH-Sun</p>	<p><i>“Sop & Dop “ at Pembreys At 6PM</i></p> <p><i>Sunday Buffet Lunch @ Wilderness Hotel. R145 p/p. 12h00 for 12.30. Please confirm with Dennis Cook by 4 June cookdennis001@gmail.com</i></p> <p><i>BREAKFAST RUN – ZUCCINIS</i></p>	<p><i>ALL</i></p> <p><i>ALL</i></p> <p><i>All</i></p>
	<p>15th Sun</p> <p>29th Sun</p>	<p><i>Tsitsikamma Memorial run</i></p> <p><i>BRAKFAST RUN – MOSS & MAPLE - PLETT</i></p>	<p><i>ALL</i></p> <p><i>ALL</i></p>
<p><i>Holy shit it's already</i></p> 	<p>14 - 17</p> <p>19th Sun</p> <p>26th Sun</p>	<p><i>MG ORGANISED TOUR to Nuy Valley & Arniston</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>AUSTIN HEALEY TOUR</p> <p>TWO NIGHT TOUR TO GRAAF REINETT</p> <p>BREAKFAST RUN – MOSS & MAPLE - PLETT</p>	<p>GRMC ONLY</p> <p>ALL</p> <p>ALL</p>
	<p>13th</p> <p>28-29th</p> <p>28th Sun</p>	<p>CENTURY CLASSIC CAR RUN (100 KM RUN / LUNCH (AGE OF DRIVER & CAR MUST EQUAL MIN OF 100 YEARS)</p> <p>MG T-TYPE TOUR</p> <p>BREAKFAST RUN – ZUCCINIS</p>	<p>ALL</p> <p>MG ONLY</p> <p>ALL</p>
	<p>24 or 25th</p> <p>25th</p>	<p>GRMC XMAS LUNCH</p> <p>BREAKFAST RUN –MOSS & MAPLE - PLETT</p>	<p>GRMC ONLY</p> <p>ALL</p>
	<p>???</p> <p>???</p> <p>????</p>	<p>MG Prawn Braai</p> <p>STREET BRAAI – GASOLINE ALLEY</p> <p>Mosselbay Wheels Show</p>	<p>MG members only</p> <p>ALL</p>

Chairman's Chirp

Five months of hard work by the KSM committee has again excelled in delivering another unique and awesome motor show. More than 400 Cars and motorcycles were on display -- some never seen before by us !!. Over the months we have kept you updated with press releases giving you a flavour of what was to be expected. To those who registered their vehicles , many thanks for your participation. Last year we had around 6000 visitors and the objective was is to exceed this number. It being a long weekend was definitely in our favour and we could not have asked for better weather. A full report on the KMS will follow in the May newsletter.

On the 14th of April I took my Morgan Plus 8 for a run to Jefferys Bay to promote the KMS at the Jeffery's Bay motor clubs annual picnic . I have supported this event for many years and it was particular important to attend as it is one year ago that their chairman was tragically murdered. The

event drew about 60 cars and was well supported by the public . Pamphlets were distributed to promote the KMS and much interest was shown with many positive responses. Heinz Koncki and Cyril Marais also made the trip and made a weekend of it. Many thanks for the effort that they made. See some of the photos below.



You may have noticed that the June events calendar is blank . Well not for long. We will be arranging a buffet lunch at the Wilderness Hotel on June the 10th . The lunch will include starters , mezze , carvery , curries and other dishes as well as a selection of desserts . The cost will be estimated at R145 if you come in your classic or slightly more in your modern car !! Please place **JUNE 10** in your diary – more info will follow. In the interim please confirm with Dennis Cook your attendance - cookdennis001@gmail.com

I hope that you have enjoyed the Knysna Motor Show and lets have your feedback for the May newsletter .

Peter

HAPPY BIRTHDAY

MAY 2018

1st Bruce Henderson

3rd Ricky Cooper

10th Denise Veal

Merril Milton

28th Marilyn Houseman

30th Timm Carr

Richard Price

6th Ariane Rohloff

Antoinette Lawson

14th Lesley Paton

29th Ruben Botha

Geoff Woodgate

2nd Wendy Leppard

8th Heibi Wylie

12th Lindsay Hunt

16th Willie Putter

Val Morton

Thank you.....

Dear Car Member colleagues/Friends, we have moved into our new home, built on the same footprint of our cottage at 63 Brenton park, Lake Brenton.

Thank you all so much for your kind wishes and support over the many months.

Please drop in for a cupa or visit- we would love to have organised a welcome party for all - the logistics unfortunately are against us.

Our very sincere thanks and appreciation of your support,

Love Jo & Fred.

RESTORING A MINI VANDEN PLAS (Part 1)

Dave Jones

I have long been an amateur, budget restorer of British Motor Cycles, but now feel ready for a change. The attraction of British Motor Cycles is that they spend their life bathed in leaked engine oil so seldom have any rust while parts are pretty readily available in the U.K.. Also, they take up little room in my otherwise cluttered workshop. But part of the interest in all classic restorations is going on runs with like minded friends and this element seems sadly missing in the Garden Route for motor cyclists. There are many well restored classic bikes around, but they seldom seem to take to the road in our part of the world. Indeed, with my most recent restoration of a 1949 BSA Bantam D1 now complete, I find myself wondering what to do with it. Hence I have made a decision to branch out onto four wheels as my next restoration project and to join the Garden Route Motor Club if they will have me.

Much of my motivation for this change in direction is contact I have had with the Garden Route Club as a member of the MG Car Club and of enjoying the company of its members when on joint runs. So I have decided to try my hand at restoring a classic Mini into running order as a project within my capabilities and just small enough to squeeze into my workshop alongside my MGB GT. I decided, before getting into the customary internet search for a suitable example, that it had to be an "interesting" Mini, but soon ran into what I now call the "customizer curse".

There are still plenty of Minis out there but precious few are any longer in an original state, apart from iconic and over-priced Mini Coopers. This is because they lend themselves so well to customising by adding mag wheels, racing stripes, wheel arch extensions and fat tyres. And it seems to be a profitable business, as customised Minis I soon found are more common and command better prices than Minis in standard form. But there are some rather interesting “special editions” as exceptions to this general rule which have stirred my interest. These are well documented in Ryno Verster’s definitive publication, “A South African Mini Story”. (This invaluable book is out of print but copies can still be obtained directly from the author - ryno.verster@vodamail.co.za)

The Special Minis and the Vanden Plas:

The Blackheath assembly plant near Somerset West produced a large number of BMC and later Leyland products in the years between about 1955 and 1985 until it succumbed to the Japanese onslaught. A significant number of these vehicles were the well known Mini 850, then the Mini 1000 and finally the Mini 1275. Midway through this successful production run, during the 1970’s, a series of Special Minis came out to boost sales and to help with local content requirements of the government. These were all standard Mini 1000’s taken as they came off the production line and then factory modified with uniquely South African manufactured add-ons. Such Special Minis that have survived have now become very rare and are highly collectable. Included is the Mini Vanden Plas, produced for a brief 13 month production run between August 1978 and September 1979.

Other Special Minis were the Sunshine Mini with a sun roof, then the Moonlight Mini, the Mini deluxe Special, the Mini LTD and the Kyalamini. All are uniquely South African and highly desirable, but my own interest has focussed on the Vanden Plas edition, as it is all that a Mini is usually not. So this is where my search for a restorable example of Classic minis was directed and was finally successful.

Vanden Plas were coach builders in the first half of the 1900’s who specialised in building bodies to order on chassis’ supplied by Rolls Royce Bentley and the like. BMC took over the manufacturing rights and the ponderous, stately Austin Princess Vanden Plas was the most typical result. To market a Mini Vanden Plas, as happened in South Africa, is a strange motoring oxymoron and might explain why the production run was so short. A Vanden Plas is a standard Mini with a sliding sun roof, but appointed inside with luxurious carpeting, plush upholstered seats and a glorious British Walnut dash board. All smart enough for a Rolls Royce but ridiculously out of place in a cheeky Mini body.



An original Mini Vandem Plas with its distinctive paintwork and sun roof. Hopefully, this is how mine will look when restoration is complete.

(Downloaded from Sedgefield Classic Cars Website with thanks)

Finding a restorable Mini Vandem Plas:

Having set my sights on a Vandem Plas, I commenced an internet search that required some patience, but was encouraged by the appearance in Sedgefield Classic Cars of a very original version of this Special Mini model although at a ridiculous price of R 95 000. This demonstrated that they are still around. Week after week I checked out "Classic Minis for Sale" all over the country, and there were many, but these were almost always pricey customised versions of the standard model or else hopelessly rusted examples of little merit. Finally and out of the blue, a Vandem Plas appeared on the Gumtree site on offer in Port Elizabeth in a half-restored state and at an affordable price just before Christmas. The pictures in the advertisement were of a white car, which Vandem Plas never were, with mag wheels fitted on the rear and nothing to confirm that it was anything other than an ordinary Mini 1000. Fortunately I have a son living in Port Elizabeth went to check her out for me and was able to email me pictures of definitive items, such as badges and a walnut fascia, that confirmed it was indeed a Vandem Plas. The owner it transpired was a back-yard restorer/customizer, who had featured in his advertisement on the sort of customised items that nowadays attract most buyers.

A deal was struck over the telephone, as it was on my budget price of R 20 000. I was able to collect my Mini late last year on a hired trailer, as an early Christmas present to myself. On examination this deal turned out to be far better than I could have hoped. The Port Elizabeth restorer/customise turned out to be a very experienced and competent workman who had done other such restorations for profit. He had been working as an efficient after-hours team with his wife who did upholstery while he did welding and painting. Sadly ill-health brought to a halt to this latest project and he had been forced to sell to my advantage.

The Restorer/Customiser was firmly following the profitable customised route with his partly completed restoration, so that rust removal and repairs had all being spray-painted a cream colour that was never a Vandem Plas shade. But fortunately he did appreciate the value of distinctive Vandem Plas items and had not thrown any of them away. This played to my advantage as I took over a shell that had been competently stripped down and was already in the initial stages of a proper rebuild. The deal also included no less than five, restorable doors to replace the hopelessly rusted originals as well as much of the distinctive interior up-market carpeting and upholstery. These were badly rain damaged as the car had clearly stood in the open for a few years, but these shabby items are good enough to use as models and templates for my planned restoration back to strictly original. As a further bonus I got a collection of other Mini 1000 parts and even a spare engine from a different, scrapped vehicle he had bought to cut up for body parts.

However the real extra bonus in this purchase was an expensive set of mag wheels a tyres, which I have no use for but were very easily sold on Gumtree for a price that more than covered my trailer hire fee and has brought the initial outlay well under my R 20 000 budget.



My partly restored/customised Van Den Plas seen as it arrived with some of its special bits and pieces.

(Note the mag wheels and fat tyres on the rear which were easily sold off.)



Restoration begins with the fitting of the re-upholstered rear seat & panels

Part II to follow.....

A cheap way to de-rust your tools

By Dennis Cook

I had noticed over the years that many of my spanners and other tools have developed a light coating of rust, particularly those that are less frequently used and therefore do not have the protective coating imparted by greasy hands.

Those who have done restorations are probably familiar with phosphoric acid which is a really great de-rusting agent, but phosphoric acid is not freely available and, like all acids, needs to be managed carefully. I found a tip that I have just used to restore all my spanners to sparkling as new condition that I thought to share with our members. It is easy and inexpensive.

Place the rusty tools in a plastic container wide and deep enough to be able to immerse them. I suggest not to use your wife's best Tupperware container as you may not be able to clean it satisfactorily afterwards. Pour a couple of bottles of ordinary spirit vinegar, that you can purchase from any supermarket, into the container in order to cover the tools, and leave overnight. You may

find the next morning that they don't look any different but you will need to brush off the rust which will come away easily with a fine wire brush or even an old toothbrush. The rust brushes off easily and you will be left with a clean spanner or tool. Now neutralise the acid by immersing the tools in water in which you have dissolved a few tablespoons of bicarbonate of soda and, hey presto, they will be suitable for showcasing in your workshop. I suggest to wipe the tools with an oily rag to add a layer of protection or, as I did, drop them in a container of diesel before wiping them clean for use.

SAVVA Technical tip 130- Overfueling

Some time back a friend was boasting that his oldie never used oil. No amount of persuasion could convince him that that particular engine had to use oil otherwise it would die a premature death. Looking at the dip stick he was right it was full to the top mark and even beyond but the smell of the oil confirmed the problem was that the sump wasn't full of oil but a high percentage of petrol was added.

I was recently reminded of this when looking at a weekly episode on cars by John Cadogan, the Australian chap who has a weekly programme on some technical issue or the other. By the way, if you want a bit of free entertainment look him up on Google. This particular episode was about the necessity of changing oils in modern cars at the intervals prescribed by the manufacturer and the consequences if you don't.

Although he was referring to modern engines I think his advice is even more applicable to our oldies. Older cars fitted with carburettors tend to over fuel at the best of times especially when cold. Years back I recall that it was imperative to change on the dot every 1000 miles.

Cadogan rightly points out that we so often use our cars for short trips resulting in the engines taking too long to warm up to the correct operating temperature with the result that the unburned fuel ends up flooding down the pistons and mixing with the oil seriously reducing the oils viscosity. We are also reminded that petrol is not a very good lubricant.

The answer – play safe and change the oil at regular intervals. Yes, it's getting expensive but still a lot cheaper than a premature engine rebuild.



Viva la difference!

No that's not coke, it's engine oil with dubious lubrication qualities

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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Introducing Autoglym Ultra High Definition. Breathtaking finishes, luxuriously smooth with invigorating, sensual fragrances. Ultra High Definition products turn car care into pure pleasure.

Ultra High Definition Wax is the result of countless hours of meticulous development in our state-of-the-art laboratories to produce our most luxurious wax finish yet. We understand the pleasure of standing back to admire a truly immersive, deeper gloss finish. It's why Ultra High Definition Wax blends the finest ingredients, including Carnauba, to go beyond showroom shine to a whole new level of finish. *That's the Autoglym way, always has been.*

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