

Petrolheads in Paradise

NEWSLETTER NO.3 SEPTEMBER 2012



FROM THE CHAIRMAN

The year is whizzing by at an alarming pace and nothing of any great import has taken place in our local classic motoring world since my last missive. Winter hibernation probably has something to do with it (and it's been quite a tough Winter!). Nevertheless, as I write this there are definite signs of Spring about, which means it is time to get those little odds and ends done to your classics in readiness for the warmer months ahead and the club events Jim Cleland has put together for you, plus a spot of open touring / boulevard cruising with the wind in your hair (and if, like me, you don't have much of that, you can both disguise the sorry fact AND protect your pate from ultra violet rays with a wide brimmed cricketer's hat with toggle and of course, a GRMC badge amidships, brilliantly embroidered for you by Linda, who is one of the recommended service providers on our website). No matter we look like complete ***** in this headgear -- it is efficient and hey! come on! The vast majority of us are past cruising to impress anyone. However, if you feel you fall outside that generalisation, I've got bad news for you. She'll love your E-Type, but you don't even exist, pal!

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If you haven't visited your Club's website for a while, may I recommend that you do so from time to time. (www.grmc.co.za). Remember it has an archive of past Torques; recommended Service Providers; SAVVA dating procedure, interesting links, etc., etc. All beautifully constructed and regularly updated by Peter Hollis.

I would like to take the opportunity to welcome Sheridan Renfield to the GRMC Committee. I greatly appreciate his positive response to my invitation. His appointment was ratified by your Committee at our last meeting. Sheridan will be the Club's new Dating Officer, a position he is highly qualified to undertake with his vast, multi-marque knowledge. On behalf of the GRMC Committee, a warm welcome, Sheridan. As was mentioned in the last Small Torque, the need for a new Dating Officer arose as a result of Neville Mayhew's move to Somerset West. Neville (and Sheridan) go back to the very beginnings of the GRMC. In view of this and the excellent service he has cheerfully given us over the years, we have elected Neville a GRMC Life Member. I'm sure I speak for you all when I say "I hope Neville, that you and Jean visit us whenever possible in this neck of the woods and attend some GRMC events whilst here". (By the way, for our more doddery members, our Dating Officer is not there to organise you with online dates. We do aim to please, but this is a classic car club!).

This will be the final Torque Chairman's Report from me. My 3-year stint is up at the AGM in October and I shall not be available, (if indeed I am wanted), for re-election. Both in terms of the Club's constitution (which stipulates a 3 year term) and my own proviso that I would take on the Chair on the clear understanding that it would not be for more than the prescribed 3 year term. Your Club has an excellent Committee in place, with several dynamic new members, which, whilst ensuring continuity, will also allow for the free flow of fresh and inspiring ideas -- so vital to the well being of a club such as ours. It has been a privilege and an honour to have been of service to the GRMC and I must say here and now (as I shan't have the opportunity again, in print), what a GEM we have in our Editor, Christine Finlay. She has coped with no end of additional stress and sadness in the last few years, yet has always emerged positive and cheerful. I salute you Christine. You are an inspiration and it has been a pleasure working with you.

Happy and safe classic motoring,

Bunny

FROM THE EDITOR'S DESK

Thank you Bunny for those kind words. Although I have had some frustrating months trying to get the newsletter out – mainly due to my computer not doing what I expect of it – I have had loads of fun and it has kept me busy at times when I might otherwise have had far too much time to contemplate sad things.

Funny how life can change in a blink of an eye. As you will see when reading my sick bay report, Sholto Duthie, who has also been a member of the GRMC almost since its inception. and whom many of you know, is not well. He has moved into my home where I am taking care of him. Or rather, trying to!! It was said by a friend of mine that I should partake in a few "toots" each evening and I would then cope a lot better. I can only imagine what the consequences might be –



Sholto with his copious amounts of Morphine and me tucking into a few glasses of wine. I wonder who would be looking after who then.

Until next time, be safe on the roads.

Christine

GRMC EVENTS 2012

Date	Event and Venue	Details
September		
		Goodwood Revival – 14 th to 16 th September Whales & Wheels Hermanus MG National Indaba in Clarens 21 st to 23 rd Heritage day – 24 th September
Sept 1 st Saturday	Open workshop day at Knysna Motor Strippers	
Sept 29 th Saturday	Run to Oudtshoorn for the National Model Airshow. Picnic at the show.	Leave Knysna Quays at 08h30 Open to members of <u>GRMC</u> and MGCC.
Sept 30 th Sunday	Breakfast Run TBA (Sedgefield)	Leave Knysna Quays at 09h00 or meet there. Open to members of GRMC and <u>MGCC</u> .
October		
Oct 14 th Sunday	Time trial and Braai at Glentana caravan park.	Leave Knysna Quays at 11h00 or meet there. Open to members of GRMC and <u>MGCC</u> .
Oct 21 st Sunday	GRMC – AGM at Lake Pleasant Resort (Sedgefield)	Leave Knysna Quays at 11h30 or meet there. <u>GRMC</u> members only
Oct 28 th Sunday	Breakfast Run to Old Nick's (Plettenberg Bay)	Leave Knysna Quays at 09h00 or meet there. Open to members of GRMC and <u>MGCC</u> .
November		
Nov 18 th Sunday	Lunch run or picnic - TBA	TBA Open to members of <u>GRMC</u> and MGCC.
Nov 25 th Sunday	Breakfast Run TBA Sedgefield	Leave Knysna Quays at 09h00 or meet there. Open to members of GRMC and <u>MGCC</u> .
Nov 30 th Friday	GRMC Christmas Dinner at Knysna Golf Club	<u>GRMC</u> members only
December		
	No GRMC events	Day of Reconciliation – 16 th /17 th December



PAST EVENTS

GRMC QUIZ EVENING 14TH AUGUST 2012

This evening entertainment attracted 27 members on a chilly night out at the Sedgefield Arms.

Jim & Glenda Cleland had decided that their best option was to compose the questions and answers and go overseas, passing on the role of Ring Master, sorry I mean Quiz Master to me. I along with my helper the lovely Sabrina, (her day time job is wife to Fred Binkley) and assistant Chris Bentall were responsible for running the show.

We had decided to give two sets of prizes, the first to the table with the best team's name (6 tables of 4 people) and the other to the winning team.

The table that won was the "Houseman's" of George with the name "Two is Company", I felt this to be so romantic and I was touched by the way in which Marilyn had so lovingly restored her 1946 MGTC and her offer to let me photograph her car at any time. Other than that, we had names such as "The Hookers", the "Clever Dicks", the "Silver Sensations", and "There's a light on but nobodies at home".



The judging and running the quiz became difficult, namely from one table where the noisy one was a German only to be informed by Heinz Koncki that he was in fact Austrian, he has a lovely wife Paula from Luderitz who helped me with some control, the other culprit at the same table was Tony Lyons-Lewis; both families brought to the party fun and laughter to which I offer my thanks.

I fought well and continuously to keep order, my fortitude won through. Eventually, my only other problem that arose was a draw with the "Clever Dicks" & the "Silver Sensations", both getting 53 correct points out of 79 questions. As I had only catered for one winning team, my assistant Chris having prepared for this eventuality read out 5 more very difficult questions to the two winning teams, the "Clever Dicks" won.

I must say that the Patons and the Winters must be split up for the next quiz show as this was their second victory, having won the Curry evening quiz the week before.

Bunny and Jan Mentz table came second (no prizes) and I can only say they lost with such dignity.

The evening was great fun, and thanks for the back chat and banter from Heinz, Tony and many others. The evening was great with wonderful fellowship.



SAVVA TECHNICAL TIP NO 62 - HEADLIGHT RELAYS

Whether your car is 6 or 12 volts the same laws apply to the electrons scurrying around the wiring. I was reminded about this when the owner of a nicely prepared car flashed his lights when coming past me. The lights emitted a sad yellowish glow – in other words the voltage at the bulbs/lights was very low.

The reasons? Poor wiring, faulty light switch, poor earthing etc., etc. In the case of collector cars many have been rewired without the use of relays. When you consider that the wiring in most cars goes from the battery to a fuse then on to the light switch on the dash then down to the dimmer switch usually situated on the floor and then only to the lights themselves - the chances of still having 6 or 12 volts is often doubtful. Your light bulbs could be taking up to or even over 20 amps and when you consider the miserable little contacts on your light switch it's doubtful they can handle a few amps. That's why light switches often get warm or even hot.

As an exercise, switch your headlights onto bright and check the voltage at the bulb/seal beam. If it's below the 6 or 12 volt level then you have a few volts taking a devious route. If your car has a relay fitted, measure the voltage coming in and going out of it. So often the points are either dirty and need cleaning or the relay is past its "use by date" and needs replacement.

If your car doesn't have a relay fitted consider fitting one. Many of the older cars have three relays, one for the hooter, one for dim and one for bright lights. If you are lucky you can find a head light relay unit that has two light relays fitted, one for dim and one for bright – see picture. If you can't find one of these then use two relays side by side.



This relay illustrated is a 6 volt double one purchased at a Flea market for R50.00

SAVVA TECHNICAL TIP 63 - GEARBOX OILS

Many years ago I had a Cortina XR6 (company car), which during the winter was reluctant to change gears until it had warmed up. This you must appreciate was very embarrassing in heavy traffic. To solve the problem the agents replaced the gearbox oil with one of a much lighter viscosity. Come summer, the lighter oil was replaced with the normal heavier one – problem solved.

Years later, I am having a similar problem with an early Buick. Come the winter, it's rather reluctant to go from first to second when cold and it takes a long, long time to warm up. I mentioned this to a truck mechanic who said they have similar problems with certain trucks that also use heavy oils i.e. SAE 140. He suggested I try multigrade



gearbox oil, which has solved many of their problems. I had never heard of such oils but it was worth investigating.

The local Midas, who caters more for the car industry didn't carry it and suggested I try a Midas in the industrial area that caters for the truck trade. There I found it - they knew exactly what I wanted, in fact, they had a big display/promotion of this product. I take it the other oil companies have similar products, however the one they stocked was Shell, Spirax, Axle oil, 85W - 140.

After using it, I have found out that it helps a fair bit when cold but it also helps when hot. After a long run when the oil is hot it seems easier to get back into first without the usual grating and necessity for double-declutching.

SAVVA TECHNICAL TIPS 64 - TAIL LIGHTS

One often hears comments like, they don't build them like they used to. True, perhaps, but.....

One of the modern innovations on new cars we must admire is lights, headlights and taillights. There is however a fair amount we can do to upgrade the lights on our oldies like fitting more powerful bulbs to the headlights, but what about the tail lights. Many is the time I've been coming home in an oldie on the freeway at night with cars passing me at 140kph and changing lanes with abandon. At times like this I've been very aware of the inadequacy of my taillights, whilst acceptable in their day, they are way below a modern safety standard. I do a fair amount of night driving and although I keep well to the left I'm still concerned that today's high-speed drivers won't pick up my lights.

I set about finding ways to improve them. I started off by looking at one of my modern cars, a Honda Jazz which has brilliant rear lights and they are not much bigger than the oldie I was concerned about. Both are about 8cms across and fitted with 20/6-watt bulbs. The question is why is the one so much brighter than the other? There were two obvious reasons. Firstly the glass lens on the old car was too thick compared to the Honda's thin plastic one, and secondly, the Honda had an excellent reflector where the old one had an ex-reflector; a rather dull affair which certainly didn't reflect much light.

I started with the reflector. I went to a scrap yard and found two headlight units that were in their scrap bin. I think they were having a good day because they gave them to me. They had good reflectors used for the indicator lights, which I extracted and glued into the oldies taillights. The result was absolutely remarkable. The next step will be to find a modern red glass (plastic) lens that looks original and will allow more light to go through. The original thick glass lenses can then be carefully stored away.



The following is the taillight with the modern reflector glued in place.



STREET ROD NATIONALS 2013

ARE YOU ENTERED AND READY - BE ONE OF THE FIRST!?

This is a reminder to all petrol heads!

The **15th** South African Streetrod Nationals in Kimberley

Diamond City Street Rod Club Kimberley will be hosting this event and will be celebrating their **30th birthday!** (So remember the presents ☺)

PLEASE BOOK IN ADVANCE, DUE TO OTHER FESTIVALS BEING HELD IN KIMBERLEY DURING THE SAME TIME!

Bring your rods, customs, muscles, Classics and super cars - lets have fun the weekend of **29 March – 1 April 2013** – the Easter Bunny will definitely be there as well!

There is more than enough to do for all the ladies and more than the normal petrol head adrenaline for the men. Lets enjoy the rides!

Lucky early entrants will get special prizes so be first to enter – you might be lucky?

Visit the web page: <http://streetrodnationalssa.webs.com>

CLASSIC CAR VERNEUK PAN AND HAKSKEEN PAN TOUR 24TH TO 29TH SEPTEMBER 2012

The six night Hakskeen Pan Tour starts with an overnight stop at Bethulie on the banks of the Gariiep Dam and river. We will overnight at the Royal Hotel with an afternoon tour of the village and surrounding Boer War Concentration Camps, presented by author and Historian, Anthony Hocking. Dinner will be Vrystaat Kos at the Royal following sundowners on the longest combined rail and road bridge in the Southern Hemisphere. The sunset over their own Bethulie Table Mountain and Lions Head from the bridge needs to be seen. The Royal Hotel is an unusual stop with its famed ghosts and the walls covered in books and LP records. Dinner and tours included.

Day two takes us via Colesberg, Hanover and De Aar to Prieska where we again overnight near the Gariiep River. More details on this day later.

Day three takes us via Van Wyks Vlei to Verneuk Pan where Sir Malcolm Campbell attempted to take the Land Speed Record in 1929. The road through the Verneuk Pan is a public road with lots of cow gates and we are negotiating with the current owner of the farm on which the 1929 track sits to have a drive down the strip. From Verneuk Pan we head for an overnight in Upington. Those who took part in the Lap of Botswana will recall the splendid restaurant, Le Must, in Upington. Again we overnight on the banks of the Gariiep!



Day four is a relatively short 300km run up into the far north of the Cape near the Namibian Border where we will arrive at Hakskeen Pan and place ourselves in the hands of Speedweek SA who have set up a tented camp on the Pan and are running a Speed Week there. Accommodation will be in two person tents with first class catering and ablution facilities. Tents are supplied but you are required to bring your own camp mattresses and sleeping bags and towels. For an addition fee, to be confirmed, bedding can be supplied. Please enquire.

Day five sees us staying and over nighting again on the Pan. Hakskeen Pan is where Bloodhound SSC will attempt to set a new LSR in 2013 and Speedweek SA are working in conjunction with Bloodhound SSC on the facilities, such as 50000L water tanks. The day includes a timed run down the Bloodhound track with an engraved medallion showing your speed and a certificate and photo of your car on the same track that Andy Green will be travelling at over 1000km per hour. Due to time restraints you have 15 minutes to do the run that Andy will do in seconds!

Day six we leave Hakskeen Dam and head for an overnight at Kuruman before heading home.

We will travel short distances on good gravel near the Pan. The entry fee of R5995.00 includes B&B for six nights for two people and dinner for two for the two nights at Hakskeen Pan, Dinner and Tour of Bethulie, Hakskeen Pan Certificates and medallions and all route instructions. The route directions on day one will include a route from where ever you are starting from and the total distance from, for example, Johannesburg is 2500km.

For more info see:

www.afriod.co.za

www.speedweeksa.com

If you are interested in the above invitation please contact me by email or cell 072 697 4072 and I will let you have the entry form and banking details. Ed.

WORLD'S FASTEST ELECTRIC CAR

How's this Guys! The prototype batteries alone cost over US\$100000=

0 to 60mph in 1.8 seconds: The 1972 Datsun that is the world's quickest electric car

With its battered bodywork and 1970s design it could hardly be called cutting edge.

But in reality this 39-year-old Datsun 1200 is making history - as the quickest electric-powered car in the world. A mechanic has modified the vehicle with a powerful electric engine, which can go from 0-60mph in 1.8 seconds, quicker than most sports cars. It can go 90 miles without being recharged and the 500 horsepower means it can cover a quarter of a mile in just ten seconds.





Raw power: This 1972 Datsun 1200 is the quickest car on Earth after being modified with a powerful electric engine that can go from 0-60mph in 1.8 seconds



And she's off: Nicknamed White Zombie, the Datsun can go 90 miles without being recharged and its 500 horsepower means it can cover a quarter of a mile in just ten seconds



Hi-tech: The dashboard shows amps and volts generated by the electric car's batteries, while the boot houses the lithium-ion battery pack



Modified: Mr Wayland took the shell of a 1972 Datsun and put a custom-built dual-armature nine-inch series-wound electric motor inside it.

In tests on a racetrack, the Datsun - which has been named White Zombie - easily beat a Maserati and left the driver red-faced and embarrassed.

The White Zombie was built by American mechanic John Wayland. He took the shell of a 1972 Datsun and put a custom-built dual-armature nine-inch series-wound electric motor inside it. He also installed a 192 lithium-polymer cell battery pack which gives it a total of 355 Volts or 22.7kWh of energy .

Compared to the original Datsun it now packs quite a punch - the original car only comes with 69 horsepower and takes 14.5 seconds to reach 60mph. Going from 0-60mph in 1.8 seconds means the car is faster than a £70 000 Testa Roadster, which takes 3.9 seconds to cover the same distance.

Mr. Wayland said that those who come up against the car are stunned.



I got the idea many, many years ago as a child while chocking on big city air pollution and playing with battery powered toy cars, he said.

He added that he has been given sponsorship for which he was grateful, as the batteries are very expensive. They are a prototype designed especially for Navy helicopters and cost around \$ 100,000 or more, he said.

Submitted by Tim Le Feuvre

THE LATEST IN LOW PROFILE TYRE TECHNOLOGY IN SOUTH AFRICA

Just when you thought you had seen it all!



Taken at Johannesburg International Airport on 4.3.2010" **Subs Reminder**

SUBS

Subs were due on 1st July for the 2012/13 year. If you haven't paid, please do so now.

- Full member R150
- MG Affiliate R70
- add R25 for posted Newsletters
- add R15 for a cash or cheque deposit at the bank (cash can be handled at the AGM)

Would the following depositors please identify themselves:

- 12th June cash deposit R120
- 5th July direct transfer R70 - obviously an MG affiliate
- 22nd July direct transfer - somebody's top-up?



Many thanks

Stuart Jones

Treasurer

Tel: 044 382 6298

Mobile: 083 700 5033

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SICK BAY

I am pleased to report that Stuart Jones is home after a second stint in hospital and is doing well.

Please keep Sholto Duthie in your thoughts and prayers. Sholto underwent Chemotherapy for 3 months. Unfortunately this has not done what we were hoping it would.

BIRTHDAYS

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

Lew Baker, Chris Bourlay, Roger Davis, Christine Finlay, Roger Fisher, Norman Frost,

Libby Gibb, Vaughan Griffin, Joyce Griffin, Frostie Langman, Tony McEwan, Barbara Renfield, Bob Sims and Merceda Woodgate.

COMMITTEE MEMBERS 2012

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The deadline for submissions for the December newsletter is the 15th November 2012

