



Petrolheads in Paradise

NEWSLETTER NO.4 SEPTEMBER 2013



EVENTS CALENDAR.

Please note:

- **Regular breakfast runs will take place on the last Sunday of every month and will be organized by the MGCC – GRMC members are invited.**
- **GRMC members are invited to MGCC events shown in red. MGCC members are invited to GRMC events.**
- **Meeting place will be the Quays at the Waterfront in Knysna and Engen One Stop in Sedgefield.**

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Calendar of Events – To Diarize. Please note the changes on the Calendar.

<u>Date</u>	<u>Events and Venue</u>	<u>Details</u>	<u>Departure Time</u>
Sept			
20 th -25 th	Jaguar Car Club National Jamboree in Plett/Knysna	For Information	
Sat 28 th	National Model Air show (Picnic) Oudtshoorn Airdrome		08h00
Sun 29 th	Breakfast run to The Bistro Sedgefield		09h00
Oct			
Sat 5 th	Country Fest – Community Expo and Car Show - Humansdorp	For Information	
Sun 6 th	Greyvensteyn and Baker Cars and workshops. Bring and Braai		10h00
16 th -19 th	Visit to PE for Technical Event	Contact Peter Pretorius on peterp@epweb.co.za if you are interested. Please also let Peter know whether your wife/partner will be joining you.	
Sun 20 th	GRMC - AGM		
Sun 27 th	Breakfast run – Old Nicks Plett		09h00
Nov			
Sun 3 rd	Cape Town Car Show		
Sun 10 th	De Vasselot Bring and Braai run via passes		10h00
10 th -15 th	Morgan Car Club – Tour in Plett and Knysna	For Information	
Sat 23 rd	GRMC Xmas Dinner		
Sun 24 th	Breakfast run to The Bistro Sedgefield		09h00
Dec			
Sat 7 th	P E Car Show		

CHAIRMAN'S CHIRP

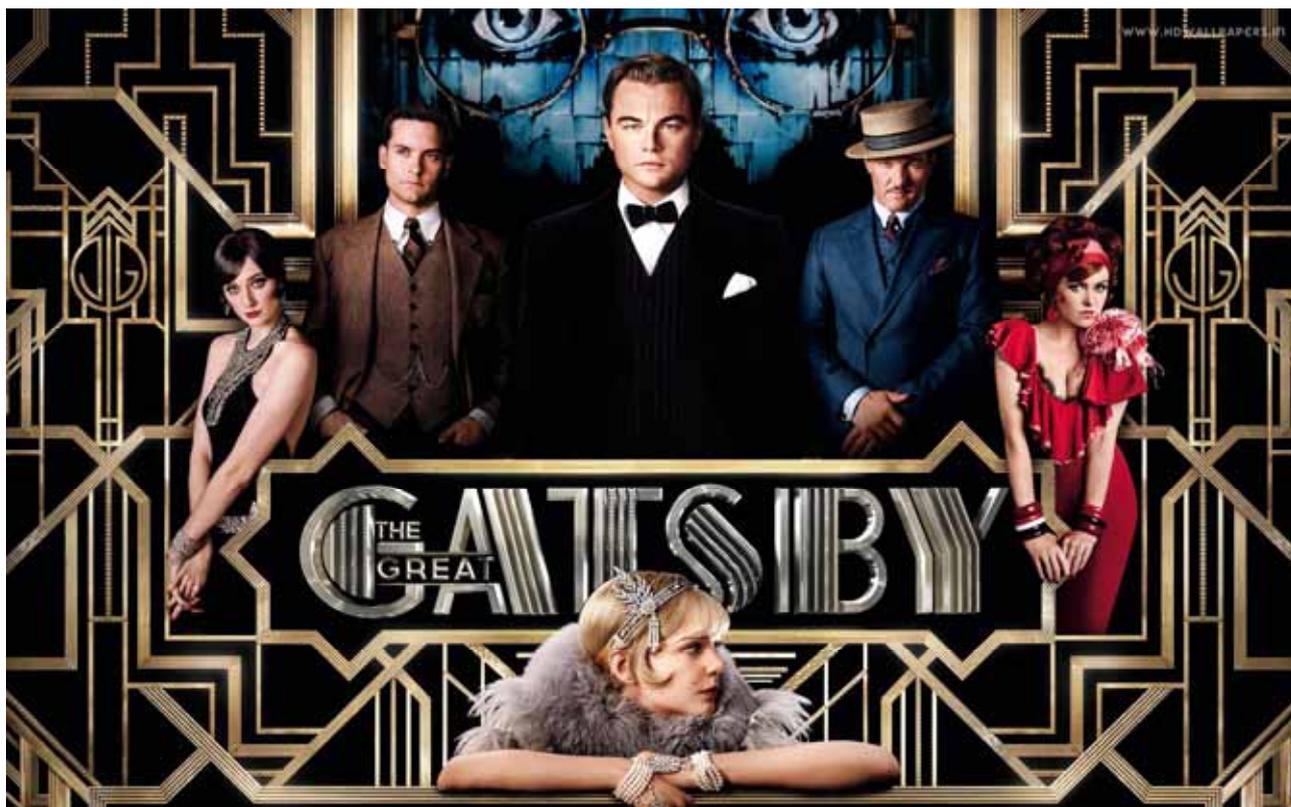
The past three months has been a consolidation period in finalising both the very successful Garden Route Classic Car show and the Star Gazing tour. It has also been a period where we have been working on the events leading up to the year- end. Yes, August has already come and gone with only 4 months left to December when our respective families arrive along with the resultant chaos!!! The year really is disappearing fast. During the coming months there will be plenty to look forward to and I list the following:



1. I am looking forward to the next three weeks when I will be on an overseas trip, focusing on classic car related activities. The highlights will be:
 - St James Concours of Elegance to be held at Malborough House in central London. On display will be 60 of the best classic cars in the world and the event being comparable to the likes of Pebble Beach. Such concours-eligible rarities as those on display will no doubt be something worth seeing. More about this on my return from the UK.
 - As a proud owner of a 1971 Morgan Plus 8, I will be visiting the Morgan Factory located in Malvern.
 - The following classic car museums will be visited: The Haynes Motor Museum, Beaulie Motor Museum and Brooklands Motor Museum.
 - My UK trip will be wrapped up by spending three glorious days at “Goodwood Revival” where I will meet up with Graham Yendall, Sylvia Harvey and Fred Mullany.
2. The Technical Tour to Port Elizabeth over the period October 16 -19. The planning is all in place and just over 30 members will be participating, in what will be a very interesting and different tour. If you still would like to join the tour please urgently contact Peter Turner on 082 586 4827 or by E-mail turnerjp@mweb.co.za . This will be your last opportunity. !!!
3. It seems just yesterday that we had the 2012 AGM and the election of the new committee. With an under staffed committee much has been achieved. However we need greater support to run the Club more effectively. We are looking for nominations and if you have ever felt that you can contribute and assist, please make yourself available. **PLEASE DIARISE OCTOBER 20 AS THE DATE FOR THE AGM AND PLEASE ATTEND.** More detailed information will follow.
4. To close the year off we are looking forward to having another fantastic and enjoyable Xmas party. The venue will again be Simola Hotel, but this year in a larger room, which will incorporate a dance floor. The theme will be the “Great Gatsby” and it will be fantastic to see you dress accordingly. **THE XMAS PARTY WILL TAKE PLACE ON SATURDAY NOVEMBER 23RD. PLEASE DIARISE THIS DATE.** Please see the teaser below and get ready for a fun evening!!!



GARDEN ROUTE MOTOR CLUB 2013 CHRISTMAS DINNER



Romance, Jazz, Automobiles, Champagne, Music...

Re-live this bygone era at our Great Gatsby Xmas Dinner on 23 November at the Simola Hotel

Dress up in great Gatsby Fashion...will you be the charismatic Jay Gatsby, or maybe the lovelorn Daisy Buchanan, the aloof Jordan Baker or party-girl Myrtle Wilson??

Come on Old Sport, re-live the American Dream with us.

5. Graham Yendall and I will be going to the Parow classic car show in Cape Town to be held on Sunday November 3rd. This is one of the largest car shows in SA and is only held every second year. If you are interested in coming along with your classic car please contact me on 082 321 4724 or peterp@epweb.co.za.
6. The Garden Route is really becoming a Mecca for Classic Car tours. The Jaguar Jamboree (national event) will take place in Plettenberg Bay and Knysna over the period September 21 -24. They will be based in Plettenberg Bay. I have been working with them on the tour and have arranged with the Bitou Municipality to allow them to hold a Gymkhana on the Airport apron on Sunday morning September 22.
The Morgan Club will also be coming on a tour for the period November 10 – 15 and will be based in Plettenberg Bay and Knysna.
It certainly will be great to see these classics in our area and no doubt financially contribute to the area.



7. A gentle reminder please. Subs for the 2013/14 are due and if you have not yet renewed your membership, it will greatly be appreciated if you can do so.

Till next time. Enjoy your classic and drive safely.

Peter

FROM THE EDITOR'S DESK

There are a few members who have not paid their subs for 2013/2014. It is important that every member complete their renewal form sent out in July and returns them to Mike Griffith at Griffith@iafrica.com or they are posted to GRMC P O Box 1370 Knysna 6570. These renewal forms are used to keep our Database updated.

I am once again appealing for articles for the newsletter, or any interesting websites you may come across. I have now got permission from the Crankhandle club in Cape Town to use some articles from their newsletter written by Derek Stuart-Findlay. Derek is passionate about classic cars and is the author of a few books written in collaboration with Dr. Don Johnson on the subject of early motoring in South Africa.

Till next time, happy motoring.

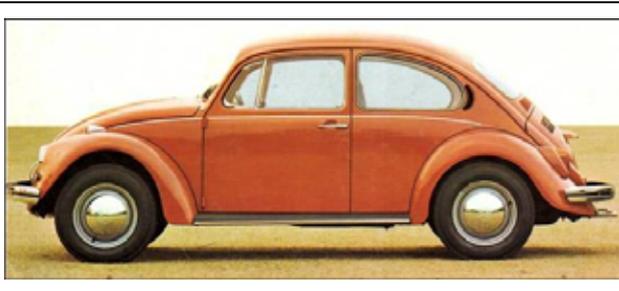
Christine

CARS FROM 1974

Take a trip down Memory Lane as we roll back the years. Which of these cars did you own back in the day?

	
Audi 100 LS – R3,930	Chevrolet El Camino V8 Pickup – R3,260
	
Leyland Mini GTS 1275 – R2,280	Datsun 1200 ½-ton Pickup – R1,590



	
<p>Triumph Chicane 2.5-litre – R3,585</p>	<p>Ford Escort 1300 4-door – R2,090</p>
	
<p>Ford Cortina XLE 3000 V6 – R2,995</p>	<p>Ford Cortina 2000 Bakkie – R1,799</p>
	
<p>Mercedes Benz 280E A/T – R8,03</p>	<p>VW Beetle 1600 Std – R1,998</p>
	
<p>VW 1600 Kombi – R3,095</p>	<p>Toyota Corona 2000 Mk II – R3,28</p>

Miscellaneous Motoring Costs

- 1 litre 98-octane petrol -- 11 cents per litre (coast)
- NGK spark plug – 49 cents



- Set alloy rims – R170
- Weber carburettor – R45
- Reconditioned motor for VW Beetle – R250
- Fuel pump for Ford V6 – R15.00
- Battery charger – R14.00
- Set of rings for 4-cyl Ford – R15.60
- Head gasket for 4-cyl Ford – R4.50
- Locking petrol cap for VW – R1.28
- **PRICES QUOTED FROM TECHNICAR MAGAZINE (FEBRUARY 1974)**

Submitted by Peter Pretorius

SAVVA TECHNICAL TIP 76 - IGNITION COILS

The following maybe old hat to most of us but newer enthusiasts could get caught out so let's look at it again. Incidentally, this applies to 12-volt coils only.

Recently, an old friend told the story about being on a vintage car run in his mid 60's sports car when the coil gave up and left him stranded. Fortunately, one of the other participants had a spare. I asked if he had the old one handy, which he had. As I thought, it was clearly marked "to be used with a ballast resistor". When I pointed this out to him he shrugged his shoulders and mumbled something like – so what's the difference. The difference is very simple – if you use these coils on 12 volts without a ballast resistor you will also end up being stranded on the side of the road.

If you go to the local scrap yard to retrieve a nice shiny coil from a newer model vehicle it will invariably be an 8-volt coil that requires a ballast resistor. The ballast resistor is usually a white porcelain thingie attached to the firewall. These coils work such:

When you turn the key to start the engine and the engine is turning over you are putting 12 volts into an 8-volt coil resulting in a much hotter spark. This extra spark assists starting especially in cold weather or when the engine tends to be "rich". Once the engine is running and you release the key the current then flows through a resistor, which takes away 4 volts leaving 8 volts for the coil. If you continue putting 12 volts on this coil without a ballast resistor it will eventually overheat and the windings burn out leaving you stranded like my friend was.

So, when buying or replacing the coil on an early car not fitted with a resistor ensure it is a 12 volt one. Coils to be used with a resistor are usually marked – "to be used with a resistor".



Don't text whilst driving – you could lose your no claim bonus as well as your head



Submitted by Roger Davis

SPEED

FOR "CAR" GUYS WHO LIKE SPEED – THE TOP 9 FASTEST CARS IN THE WORLD

Faced with the recent pub-quiz question "What is the top speed of the world's fastest production cars"?, the Sky Motoring quiz crew were quite appalled when (a) they had to ponder the question for a good three minutes and (b) they couldn't rank the other fastest cars in an appropriate order. So, taking this simple premise, we've decided to geek-up and show you the world's 9 fastest production cars... enjoy.

Bugatti Veyron Super Sport: **267 mph** (429 KM/H), 0-60 in 2.4 secs. Aluminum, Narrow Angle 8 Liter W16 Engine with 1200 hp, base price is \$2,400,000. Although the Bugatti Veyron lost the title to SSC Ultimate Aero on March 2007, Bugatti challenged the record in Germany on July 10, 2010 with the new Super Sport and the Bugatti Veyron reclaimed the title of the fastest car in the world at 267 mph. The original Bugatti Veyron had a top speed of 253 mph, priced at \$1,700,000 with 1001 hp.





#2 IS A TIE AT 260 MPH!

Hennessey Venom GT: **260 mph** (418 KM/H), 0-60 mph in 2.5 seconds, has a 6.2-liter LS9 Turbocharged V8 Twin Turbo V8 Engine producing 1200 hp, with a price tag of \$950,000. The Venom GT has yet to be tested and proven, but could possibly hit a top speed of 275 mph. This might just be the Veyron Super Sport's closest challenger!



Koenigsegg Agera R: **260 mph** (418 KM/H), 0-60 mph in 2.9 secs. 5.0-liter V8 Engine with twin turbo's, housing 1099 hp. Base price is \$1,600,000. If you're into snow sports, the Agera R can be fitted with a Ski Box as well as winter tires. While the Agera R has a massive theoretical top speed, the current tested top speed is 260 mph. Expect this snow car to be the Bugatti's arch enemy for the next 5 years.



ALSO A TIE FOR #3.

SSC Ultimate Aero: **257 mph** (413 KM/H), 0-60 in 2.7 secs. Twin-Turbo V8 Engine with 1183 hp, base price is \$654,400. Tested in March 2007 by Guinness World Records, The SSC Ultimate Aero was the fastest car in the world from March 2007 to July 2010. On March 2011, the Koenigsegg Agera R also surpassed it, forcing this American made car to the #3 spot. Shelby SuperCars will continue their quest to reclaim the fastest car title, and their new SSC Tuatara might do the job (we'll just have to wait).



9ff GT9-R: **257 mph** (413 KM/H), 0-60 in 2.9 secs. The 4.0 Liter flat-6 Twin-Turbo Engine with 1120 hp, comes with a base price is \$695,000. Based on the Porsche 911, the 9ff GT9-R 1120 hp version is limited to 20 units and the exterior may be modified to suit the owner.



Saleen S7 Twin-Turbo: **248 mph** (399 KM/H), 0-60 in 2.8 secs. Twin Turbo All Aluminum V8 Engine with 750 hp, base price is \$555,000. Smooth and bad-ass. It will make you want to show it off non-stop.

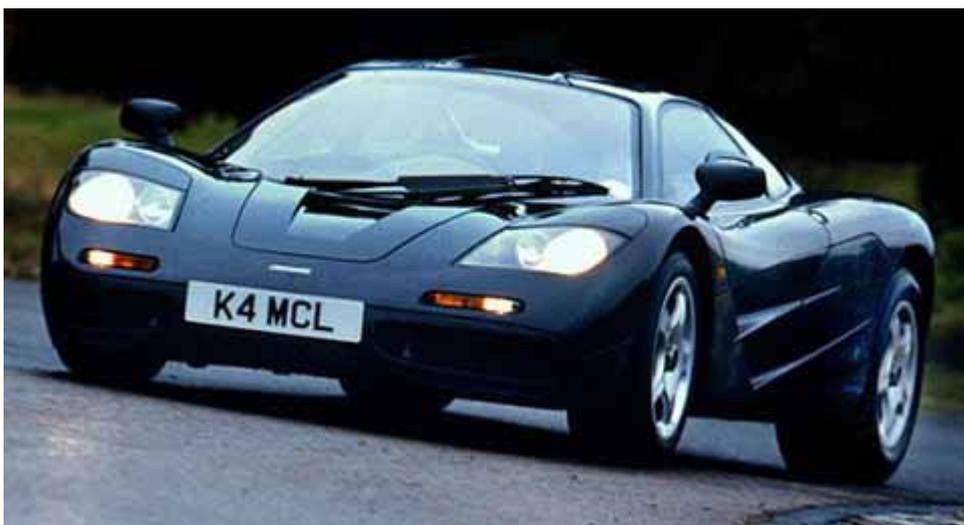




Koenigsegg CCX: **245 mph** (394 KM/H), 0-60 in 3.2 secs. 90 Degree V8 Engine 806 hp, base price is \$545,568. Made in Sweden, it is the older brother of the Agera R, only losing to 4 other supercars in the world.



McLaren F1: **240 mph** (386 KM/H), 0-60 in 3.2 secs. BMW S70/2 60 Degree V12 Engine with 627 hp, base price is \$970,000. The fastest car in the 20th century with doors that looks like bat wings. Maybe Batman needs to order one and paint it black.



Zenvo ST1: **233 mph** (374 KM/H), 0-60 in 2.9 secs. Twin-Charged 7.0 liter V8 Engine forging 1,104 hp. Base price: \$1,225,000. The first Supercar from Zenvo Automotive, a Danish sports car company in pursuit of speed and perfection. This 100% Danish made supercar is limited to 15 units and the company even promised "flying doctors" to keep your baby functioning.





Pagani Huayra: **230 mph** (370 KM/H), 0-60 in 3.0 secs. Twin TurboCharged 6.0 liter V12 Engine from Mercedes AMG. It pumps out 720 horsepower to go with its 738 lb ft of torque. It comes with a seven speed auto-manual transmission. Pagani gives the name after the legendary Incan god of wind, Huayra-tata. The starting price is at £849,000, or \$1,273,500.



TWO AT 9TH PLACE AT 225 MPH.

Gumpert Apollo: **225 mph** (362 KM/H), 0-60 in 3.0 secs, 4.2 liter V8 Engine that houses 650 hp. Base price: \$450,000. Gumpert claims that the Apollo was designed such that it could drive upside-down in a tunnel with speeds at 190 mph or above. Of course, no one has tested this yet.



Noble M600: **225 mph** (362 KM/H), 0-60 in 3.7 secs. Twin-turbocharged 4.4-liter V8 Engine with 650 hp. Base price is \$330,000. The Noble M600 also happens to be a very cool car. Its



inconspicuous design sports a slender and contoured body which does not scream out for attention at every second of the day.



3-WAY TIE FOR #10!

Aston Martin One-77: **220 mph** (354 KM/H), 0-60 in 3.4 secs. 7.3 litre V12 Engine with 750 hp. Base price: \$1,850,000. The production of this is limited to 77, hence the name One-77. This is beauty and power packed into One.



Ascari A10: **220 mph** (354 KM/H), 0-60 in 2.8 secs. 5.0 litre BMW V8 S62 Engine with 625 hp. Base price: \$650,000. The company planned to produce 50 of these supercars at its factory in Banbury, England.



Lamborghini Aventador: **220 mph** (354 KM/H), 0-60 in 2.9 secs. V12 Engine with 700 hp, base price is \$379,700. According to Lamborghini, Aventador is the name of a Bull that entered into battle at the Saragossa Arena on October 1993. This is the fastest bull in the world!



THE DIFFERENCE BETWEEN MEN AND WOMEN DRIVERS

Look at the dog's eyes. It's the same dog. You cannot argue with Scientific Proof!



INDIAN LUXURY CARS

Once popular with Indian princes, classic cars are now housed in a Rajasthan museum. More than 600 stately princes ruled over half of India's territory during British colonial times. Along with their opulent palaces and grand mansions, other trappings of royalty included fleets of luxury cars.

In the first half of the 20th century, Rolls-Royce exported more than 800 cars to India, second only to the number bound for the United States. The so-called playboy princes were so obsessed with the British marque that they often ordered several at a time, reserving one that could be cannibalised for spare parts.





Distinguished passengers over the years have included Queen Elizabeth and Jacqueline Kennedy

After India won its independence in 1947, the princes ceded administration of the fiefdoms to the state. Then, in 1971, Indira Gandhi's Congress party, under pressure to address crippling poverty, stripped the rulers of their titles, withdrew their privy purse and burdened them with land taxes.

They kept their grand properties but were suddenly in need of new sources of income. Many became businessmen, even transforming their lavish homes into luxury hotels that are now regarded as some of the world's most romantic.

The House of Mewar, which is based in the city of Udaipur in Rajasthan state, has gone a step further. The family has turned the Mewar State Motor Garage into a classic car museum housing historic vehicles belonging to the last three maharana.

Located in the grounds of the Garden Hotel, a mansion built in the 1920s, the Vintage and Classic Car Museum houses a collection of 20 vehicles, some more than 70 years old, and with some interesting stories to tell.

The museum is a semi-circular brick building nestled around a paved courtyard, and was built at a time when the only cars in Udaipur belonged to the maharanas. An original Shell petrol pump stands frozen in time, still in working order.

In pride of place is the family's fleet of Rolls-Royces, including a 1934 Rolls-Royce 20/25 that was converted into a pickup to carry the maharana's cricket team to the field.

The collection was started by Maharana Fateh Singh, who ruled from 1884 to 1930. But it was his successor, Maharana Bhupal Singh (1930-1955), who was the diehard enthusiast.

"He had a great taste for cars, Rolls-Royce in particular. He started procuring the cars even when he was still the crown [prince]," says museum spokesman Shyam Kaikini, who is also general manager of the Taj Lake Palace hotel.

Kaikini says the present head of the family, Maharana Arvind Singh, is also a keen collector, and is responsible for having the vintage motors restored. All are in full working condition and are still used by the family on special occasions.



Among other Rolls-Royce cars in the collection is a 1924 20HP, one of the first acquired by the family. It was originally ordered by the maharaja of Jodhpur, but was acquired by the House of Mewar in the late 1930s. In 1999, with the car in a poor state of repair, restoration work began at the palace, with mechanical engineering experts flown to Udaipur from Britain. Major parts had to be flown to Britain for repair, and new tyres were sourced in New Zealand.

The leather seating was reupholstered, all the chrome work replated and the car lovingly repainted. The restoration took almost five years to complete and, in 2008, the car was awarded best in the vintage classic category at the Cartier Travel with Style Concours in Mumbai.

There is also a 1930-31 Rolls-Royce 20/25 that was originally a tourer and later converted into a shooting brake. Another, a 1934 Phantom II, was immortalised in the James Bond film *Octopussy*, as the vehicle of the villainous Afghan prince Kamal Khan.

Other cars in the collection include a pair of huge 1938 Cadillacs that are used regularly. One is a four-door convertible that has undoubtedly the richest history in the collection.

Distinguished passengers in the convertible over the years have included Britain's Queen Elizabeth, former US first lady Jacqueline Kennedy and the Shah of Iran. The other Cadillac is a saloon that is used by the maharani (the maharana's wife) and has curtained rear windows for privacy.

The sportiest car in the collection is a bright red 1946 MG-TC convertible. Morris stopped making cars during the Second World War, after which it returned to the market with the MG-TC, making exactly 10,000 of the two-seat sports cars. The maharana's car is one of just 49 exported to India. It was fully restored in the early 2000s.

Restoration workers searched far and wide to source the exact original MG red colour, while the two seats were remade in keeping with the original design and using the same beige coloured leather that would have been used in 1946.

Another car in the collection is a 1930 Ford Model-A, which the House of Mewar bought brand new more than 70 years ago. The museum says that when restoration work on the car began, it was a dilapidated shell with only a chassis and engine. The entire body had to be removed from the chassis before each piece of the bodywork was checked for damage and repaired.

There is also a 1947 Vauxhall-12 (Delux). The museum claims that the House of Mewar took possession of the first model ever produced. It was one of the first cars of the collection to be restored at the hotel's palace workshop, taking a year to overhaul.

Kaikini says the museum is a popular tourist attraction in Udaipur, and most visitors to the city include it in their itinerary - although the garage may not always be full.

"The cars are kept in running condition and are used in some ceremonies at the palace and by the maharana and his family," he says. The museum also conducts tours, where guides share anecdotes about the maharanas and their cars.

This article appeared in the South China Morning Post print edition as WHEELS OF FORTUNE

CONGRATULATIONS.

Congratulations to Geoff Mangan and Chris Bentall on the announcement of their engagement.



CONDOLENCES

It was with sadness that we heard in August of the passing of Gill Dunlop after a short illness. Our condolences to Denis, Shelley, Roy and Amanda and Gill and Denis' grandchildren.

Denis and Gill were very active members of the club. We will miss Gill.

NEW MEMBERS

We would like to welcome to the club the following new members

Richard and Jinny Price.

BIRTHDAYS

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

Hennie Bezuidenhout	29th
Lew Baker	3rd
Chris Bourlay	27th
Roger Davis	19th
Christine Finlay	6th
Roger Fischer	19th
Norman Frost	13th
Libby Gibb	19th
Vaughan Griffin	23rd
Joyce Griffin	1st
Tony McEwan	13
Bob Sims	9th
Barbara Renfield	24h
Merceda Woodgate	27th

COMMITTEE MEMBERS 2013

Peter Pretorius	Acting Chairman/Car Show Organiser	044 533 5114	peterp@epweb.co.za
Duncan Miller	Treasurer	044 382 6332	dunclare@telkomsa.net
Mike Griffith	Database/Indemnities	044 381 0031	griffith@iafrica.com
Alistair Gibb	Car Show/Hill Climb	044 3841723	gibbae@mweb.co.za
Sheridan Renfield	Dating Officer	044 343 2047	sedgecars@gmail.com
Anne Griffith	Secretary	044 381 0031	griffith@iafrica.com
Christine Finlay	Newsletter/Membership Communication	044 382 1368	finlayc@telkomsa.net

The deadline for submissions for the December newsletter is the 15th November 2013

