



## *GARDEN ROUTE MOTOR CLUB*

### TORQUE FOR MARCH 2015



### CHAIRMAN'S CHIRP - MARCH 2015

With the “ Swallows” and visitors now returning to their respective countries and homes, our Garden Route area will be getting back to normaly!!!. Between the Cricket World Cup and the Super Rugby matches on the go I am sure that many of us have been glued to the TV. Now with the Grand Prix season having started there is plenty happening? The Australian Grand prix was disappointing and we can only hope for improvement in the coming months.

What a bumper start of the year and things have not been neglected on the motoring front. The year kicked off with the traditional MG hosted Sundowner picnic at Brenton, followed

by the George Old Car show and Glentana bring and braai. All these events were fantastically supported and a good time was had by all. We have another short tour to Oudtshoorn and Prince Albert taking place at the end of May. The response has been fantastic and a big thanks must go to Sue and Brian Dowding for setting this up. Unfortunately the ENRICO pensioner's lunch had to be cancelled because of the road works and lengthy stop/goes between Knysna and Plett. This event will be rescheduled for later in the year. Our MG colleagues, with many of them also being members of GRMC, have to cram in even more events - MMM gathering held at The Franschoek Motor Museum, the T-Tour and the Cape Centres tour at the end of April !!! . If you have not supported these events please do so as they are a lot of fun and your committee works hard at setting them up.

Our major event for the year is the Knysna motor show, which takes place on May 9. The committee consisting of Mike and Ann Griffiths, Cedric and Ann Parker, Duncan Miller, Alistair Gibb and Allan Waterston have been busy with the planning since the end of January. With the months flying past we are now in a critical phase of the planning. We are progressing at a fast pace and it promises to be an even better motor show than last year. We see this as a truly life style event where we bring the art of the automobile and motorcycles to life. The focus will again be to select sport classic, performance, speciality and interesting one-make cars. In addition great emphasis has been placed on attracting exceptional classic road and racing motorcycles. There certainly will be some surprises. The emphasis will clearly again be on quality rather than volume.

To add to the interest of the motor show we will have a full-scale model and related material of the 13.5 meter long BLOODHOUND race car on display. Another interesting display will be the ECHO CAR being developed by the Nelson Mandela Municipal University. This is not all; we will also have the 27 litre V12 Rolls Royce Merlin engine car from Cape Town. To make things even more interesting and educational. We will have Bridon Engineering explaining the workings of an engine, Silverton explaining the importance of radiator maintenance and Gearmax the workings of a transmission and Differential.

Classic and performance Car Africa is once again sponsoring two concours trophies.. The winners will be decided by a panel of judges and the other by the public. In addition auto Glym will sponsor the Styl et Lux trophy for the most elegant and luxurious car on display. A fourth trophy has been sponsored by All Sound Security for the best motorcycle on display. To make for a more prestigious show we will have 7 tents on the field, which will include the beer and food court tent.

Allan Waterston has gone out to members to assist with the setting out of the field and also marshalling on the day of the motor show. Please support and respond to Allan. This is a key element in ensuring that we have a hassle free experience for all of our participants. It is a motor show not to be missed!!! Please spread the word among your friends to come and spend an enjoyable day at the motor show on Saturday May 9.

On a more serious note to all club members and not to sound like a broken record, your current committee has now served for 4 years and we have had notice that certain members want to opt out. We do not have too much time left before we will have to elect a new committee. Please give it some thought, particularly some of our newer members as well. We need some new ideas and fresh thinking. Please contact me if you are interested.. The success of GRMC depends on having a strong committee in place, who can deliver to the members a sustainable program.

The club has also now entered the electronic media world and now has a Facebook page. Just log on to "gardenroutemc " . The success of the Facebook page is to keep it up dated with interesting GRMC/member information and motor related short articles. Please forward any information/photos to Allan Waterston - [mwwally@mweb.co.za](mailto:mwwally@mweb.co.za) . On the

subject of articles for the Torque newsletter we also need your participation. Please forward articles to Christine. Contributions have been lacking of late and your participation will be appreciated.

All the best for enjoyable and happy motoring this year.

**Peter**

### **FROM THE EDITOR'S DESK**

I would like to make a few appeals to members this month.

Please let me have any articles to be included in the Torque that you feel might be of interest other members. I still have a few articles sent to me over time, but those will shortly run out.

E-mail these to me at [finlayc@telkomsa.net](mailto:finlayc@telkomsa.net)

Please also let me know of any members you might know of who are not well or who are in hospital.

Every few months we get requests for the hire of vintage/classic cars for weddings or other special occasions. If there are members in the club who are prepared to hire their cars for the events, please e-mail me giving me the make of car you would be prepared to use.

Many thanks.

Till next time.....happy motoring.

**Christine**

### **E-MAILS TO THE EDITOR**

Hello Christine,

I trust you keeping well, plus regards to all garden route car club members.

I have successfully fitted new pistons and big end bearings to the TF. Engine now runs quietly without (marbles) rattling around inside!!!!

I found a 1970's Capacitor Discharge Ignition in the States that fitted the TF perfectly utilizing the existing points. Works really great. BIG spark and smooth running engine. Sal and I took her out for her first drive today down the road to Ackarra Lagoons for lunch. (12 Kms.) Note new registration in Qld.

The car went very well and I was most impressed, a pleasure to drive. I have enclosed some Pics for your perusal.

Next Job is a re spray !!!! More Money !!

Very best regards from a hot and sticky Hervey Bay. 32C 80% RH

Stuart and Sally Wedlake.

e-mail address [stu.n.sal@bigpond.com](mailto:stu.n.sal@bigpond.com)



**Please note:**

- ❖ Regular Breakfast runs are held on the last Sunday of the month
- ❖ Meeting places – KNYSNA – The Quays at the Waterfront at the end of Grey Street.  
SEDGEFIELD – Engen One – Stop.

**Please note that the events in blue are for MGCC Members only.**

**CALENDAR OF EVENTS FOR 2015.**

Date	Host Club	Event	Quays Start	Invited	Convenor
<b>March 2015</b>					
Sun 15th	Both	Fun run to Glentana – Bring and Braai	10h00	GRMC	Trevor Cooper
Thurs 19-21st	MG	MMM Gathering - Franschoek		MG Members Only	Bruce Henderson
Sun 29th	MG	Breakfast run to Sao Goncalo's – Old Nick's Plett	09h00	GRMC	Trevor Cooper
<b>April 2015</b>					
3-6th		Easter Week-end			
Sun 12th	GRMC	Storms River Passes run – Lunch at Tsitsikamma	9.30	MG	Peter Pretorius
Tues 14/15th		Brian Davidson's T-Type Tour		T Owners	Brian Davidson
Sun 26th	MG	Breakfast run to Zucchhini's at Timberlake Village	09h00	GRMC	Trevor Cooper
Thurs 30/3rd	MG	Cape Centres Gathering=Cradock		MG Members Only	Bruce Henderson
<b>May 2015</b>					
Sat 9th	GRMC	Knysna Motor Show		MG	Peter Pretorius
Fri 15/17th	MG	Hillclimb – Scrutineering, Parking and Marshalling		GRMC	Bruce Henderson
Mon 25-27th		Winter Trip to Oudtshoorn			
Sun 31st	MG	Breakfast run to Sao Goncalo's – Old Nick's Plett	09h00	GRMC	Trevor Cooper
<b>June 2015</b>					
Tues 9th	MG	Sop en Dop at Pembreys			Trevor Cooper
Sun 14th	GRMC	Regularity run		MGCC	Cedric Parker
Sun 28th	MG	Breakfast run to Zucchini's at Timberlake Village	09h00	GRMC	Trevor Cooper

**Please diarise the GRMC Annual Tour to be held from 12-16<sup>th</sup> October.**

Convenors – Fred Mullany – [go.knysna@afrihost.co.za](mailto:go.knysna@afrihost.co.za) - 044 381 0306  
 Trevor Cooper – [trevcooper@gmail.com](mailto:trevcooper@gmail.com) - 044 3823322  
 Peter Pretorius – [peterp@afrihost.co.za](mailto:peterp@afrihost.co.za) - 044 5335114  
 Bruce Henderson – [brucejhenderson@gmail.com](mailto:brucejhenderson@gmail.com) - 044 382 1989

### **SAVVA Technical Tip 93 – SU Fuel pumps**

I recently had a problem with a comparatively new electronically operated fuel pump (SU look alike) that was squirting petrol out of every orifice possible except the correct one – the diaphragm had split. Unfortunately the manufacturer doesn't deem it necessary to keep replacement diaphragms so the entire pump has to be scrapped. They cost about R500.00 each and last about five years so that works out to R100.00 a year for a pump. So rather than rush off to buy a new one I decided to check out the old ones I had accumulated to see if any of them still had "life" in them. It was a rather interesting exercise – most of them were SU's of varying ages, some I suspect even pre-war. Interestingly, all of them had working diaphragms but the points were working only sporadically. Fortunately, SU replacement points are still available (at a price that is).

As you are no doubt aware SU's use two types of points i.e. single and double. The single points are fitted to very early models and the double points to later ones. Some of the later ones had double points but with a condenser fitted across the points to stop sparking resulting in much longer point life.

As an experiment I ran a very old, pre-war single point pump, which sparked away merrily and then held a condenser across the points and the sparking went away. The conclusion was that regardless how old these pumps are, even a pre-war one, it would be advisable to fit a condenser to stop the sparking. I contacted an SU agent in England to determine the capacity of a suitable condenser and needless to say they offered a rebuild package for UK pounds 40.00 - sies tog!

Maybe someone can offer more professional advice regarding the capacity and voltage rating of a suitable condenser. The pump illustrated has just had new points fitted and came standard with a 0.05 mfd, 200-volt condenser fitted. However I have a feeling anything in that area would do the job.



**On the lighter side.**

Julius buys the new automatic BMW X8 sport. He drives the car perfectly well during the day, but at night the car just won't move at all.

He tries driving the car at night for a week but still no luck

He then furiously calls the BMW dealership and they send out a technician to him. The technicians asks "Sir, are you sure you are using the right gears?"

Full of anger, Julius replies, "You fool, how could you ask such a question? I am not stupid, I use D for day and N for night".

**+++++**

An elderly man was stopped by the police around 2 a.m. and was asked where he was going at that time of nigh.

The man replied. " I am on my way to a lecture about alcohol abuse and the effects it has on the human body, as well as smoking and staying out late".

The officer then asked "Really? Who's giving that lecture at this time of the night?"

The man replied "That would be my wife".

**This is remarkable!**

Anybody who has any sense of the dedication to a job done to the nearest level of perfection, who sees beauty in such purism of craftsmanship, who can appreciate the dedication and love of a person for such an impeccable job, who can relate to the ability of a single person to do what Lou has done with after years of dedication, all these people must applaud Mr. Louis Chenot for having accomplished such a task.

A miniature functioning replica 1932 Duesenberg by Louis Chenot



*No, it's not a real full-size Duesenberg, but rather a beautifully constructed 35" long working model made in 1/6 scale.*

Louis Chenot has spent the past ten years building this incredibly detailed 1932 SJ Duesenberg LaGrande dual-cowl phaeton. Not only does it look good, but also the engine runs, the lights work, the top mechanism functions and the transmission and driveline are complete. Lou started his research on this project over fifty years ago with the purchase of a book and through the following years collected many drawings and studied a number of Duesenbergs while they were being restored, taking photos and recording dimensions.



*Here's a shot of the finished car from the side on its specially made display table. The model weighs about 60 pounds.*

Lou's 40 year career was spent as a mechanical engineer. In the 1960's he spent 7 years restoring a vintage 1930 Cadillac convertible that was on the show circuit for years, but now he prefers to work on smaller projects in the comfort of his home shop.



*The bodywork is all metal, not fiberglass. Here is the car in Lou's shop before the brass coachwork was primed or painted. Lou is not adverse to remaking a part that doesn't meet his standards. He started over on the especially difficult brass radiator shell nine times.*

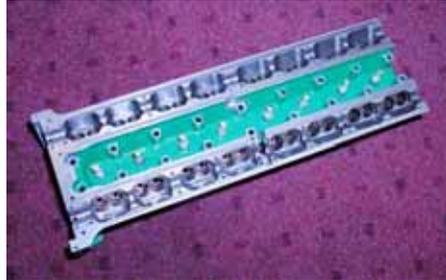


*Here is the engine removed from the model and sitting on its test stand. The transmission is in the foreground.*

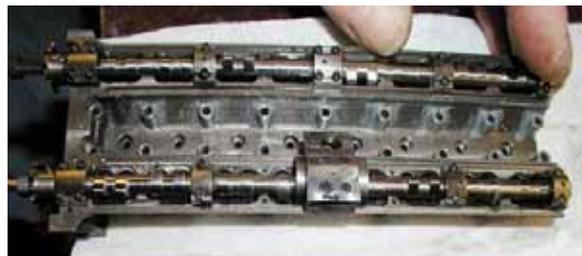
Most running models are built at larger scales like 1/3 or 1/4. Working in the smaller 1/6 scale magnifies the problems caused by miniaturizing certain parts. Remember that these scale parts are 1/6 as long, 1/6 as high and 1/6 as deep as real parts, making them 1/6 x 1/6 x 1/6 or 1/216th the volume of the original part. By comparison, a 1/3 scale model is 1/27th the volume and a 1/4 scale model is 1/64th the volume. Further complicating the prospect of building a running engine at that size is the fact that fuel molecules and electricity don't scale. It is very difficult to get tiny carburetors and little spark plugs to work like the big ones.



*Inside the straight eight engines are all the correct parts custom machined to scale from steel, cast iron and aluminium. Here we see the block and crankshaft at the top. Arrayed below the block are the cast iron cylinder sleeves, pistons, wrist pins and assembled connecting rods.*



*Even though there would be no way to tell once it is all assembled, the cylinder head shows that Lou didn't cheat. The engine has 4 valves per cylinder--32 totals--just like the real one.*



*Here is the head (before painting) with the camshafts in place--there are 16 lobes on each shaft. (The apparent curve of the upper shaft is caused by the camera's wide-angle lens.)*



*The gears inside the differential will never be seen by anyone, but Lou cut them as actual hypoid gears like the real one rather than machining simpler*

*bevel gears.*



*This is the dashboard and interior with the body primed but not yet painted. Note the detailed instruments and engine-turned finish on the dash.*



*The complicated convertible top mechanism is shown in the lowered position before the canvas top material was installed.*



*Louis Chenot (Left) and Joe Martin (Right) inspect progress on the chassis and engine at the NAMES show in Detroit in 2007.*



Lou was presented with a special Lifetime Achievement award by the craftsmanship museum <http://www.craftsmanshipmuseum.com/> in 2009. The model was nearing completion but the engine had not yet run. Now that the engine runs and the model is completed, Lou has been selected as the foundation's

"Metalworking

Craftsman of the Year."

The award includes an engraved award medallion and a check for \$2000.00. Lou is the 15th person to receive this coveted annual award. Because it is likely that this could well be the finest running model car ever built in this small a scale, Lou's award this year will be presented as the "Craftsman of the Decade."



Submitted by Bernd Rohloff



*I wonder whether this brings back memories of days gone by - Ed*

**Bike Chatter.**

**Hercules.**

Hercules motorcycles was founded in 1886 as a bicycle maker in Germany. In 1904 it moved to motorcycle production with a bicycle fitted with an engine and a belt driving the rear wheel.

A wide range of engines were used to power the various models. By the 1930's, the company was successful. It was making a wide range of models and was doing well on the racing circuits.

As with most other marques, World War II did not do the company any favours. The factory was badly damaged during the war and it only resumed production in 1850.

The models chosen were the 98cc and 123cc. By targeting the basic commuter market, the company was once again doing well and was able to expand it's range with five new models within two years. They even produced luxurious models and exported bikes with Europe being their top market. The company however chose to make only a few size models.

In the mid 1953's, the German market fell. Hercules' limited range and lack of expansion resulted in this having a limited effect on the company. They acquired Rabeneick in 1958.

Hecules joined the Zweirad Union in 1966. Zweirad Union was purchased by Fichtel Sachs in 1969. They in turn were taken over by Gust, Keen and Nettlefold in 1976. Throughout all those takeovers, the success of the company allowed it to remain untouched.

After the takeover in 1976, Hercules was concentrating on marking two-strokes. The two-strokes were then upgraded and supplemented,

In he early 1980's the Japanese "invasion" of the motorcycle market was starting to take it's control. In 1982 the company distributed Yamaha scooters under the Hercules brand. In 1972 a motorcycle was built for the German armed forces, This however was the end of the road for the brand,

The motoring department of the company was renamed in 1995 and the bicycles department sold off.

### **IMPORTANT REMINDER.**

**Please remember to register your vehicle for our Knysna Car Show to be held on 9<sup>th</sup> May 2015. For the registration application form please refer to my e-mail sent out on 23 February 2015.**

**Christine**

### **SICK BAY**

Please keep Willie Putter and Gordon Stewart in your thoughts.

### **BIRTHDAYS IN MARCH**

Elmor Leo	2nd
Bert Scheepers	2nd
John McCallum	6th
Sean Mansfield	7th
Jose Davidson	9th
Michael Barber	12th

Jill Bourlay	16th
Veronica Jute	
Rick Zerwick	25th
Tony Albisser	27th

**Our website address is  
www.grmc.co.za**

**COMMITTEE MEMBERS**

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