

November/December Newsletter 2018



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

	7 th Fri	<i>STREET BRAAI - GASOLINE ALLEY</i>	ALL
	14 th Fri	<i>Model Railway Exhibition George</i>	 ALL

CALENDAR OF EVENTS - 2019

	15 th Tues	Sundowner Picnic - Brenton on Sea	MG - ALL
	20 th Sun	New Members Braai – Plett Angling Club	GRMC ONLY
	27 th Sun	Breakfast Run – Zucchini Timberlake	MG – ALL
	9 – 10 th	George Old Car Show	ALL
	17 th Sun	Forever Young Games & Picnic	MG ONLY
	22-24 th	GRMC Prince Albert Tour	GRMC -ALL
	24 th Sun	Breakfast Run - Plett	MG - ALL
	5 th Tues	MGCCSC AGM & BRAAI	MG ONLY
	10 th Sun	Pride of Ownership Concourse	GRMC ONLY
	20 th Wed	Let's Lunch at Seeplaas, Glentana (tbc)	MG – ALL
	31 Sun	Breakfast Run – Zucchini Timberlake	MG - ALL
	7 th Sun	Ebb & Flow Bring & Braai	MG – ALL
	17 th Wed	Pensioner's Lunch – Enrico's Plett	GRMC – All
	21 st Sun	Breakfast Run – Plett	MG – ALL
		KNYSNA MOTOR SHOW	

	25-28th		GRMC - ALL
	2 – 5 th 12 th Sun 18 th Sat 15-20 th 26 th Sun	Simola Hill Climb Lunch @De Vette Mossel – <i>Last Night of The Proms – PE</i> Cape Centres, Cradock Breakfast Run – Zucchini Timberlake	ALL GRMC – ALL All MG ONLY MG - ALL
	7 th Fri 15 – 16 th 30 th Sun	Let's lunch @ Roadside Pizza Deli St Francis Bay Tour Breakfast Run - Plett	MG – ALL GRMC – ALL MG - ALL
	9 th Tues 14 th Sun 28 th Sun	Bring & Braai Buffalo Bay Memorial Run – Tsitsikamma Breakfast Run – Zucchini Timberlake	MG - ALL GRMC – ALL MG - ALL
	9 th Fri 13 th Tues 25 th Sun 28 th – 3 rd Sep	Woman's Day Wine Tour Sop n Dop Pembreys Breakfast Run – Plett West Coast Tour	GRMC – ALL MG - All MG – ALL GRMC - ALL
	8 th 15 th 29 th Sun	Treasure Hunt & Lunch GRMC AGM & Braai @ Belvidere Breakfast Run – Zucchini Timberlake	MG – ALL GRMC ONLY MG - ALL
	13 th Sun 18 – 20 th	Glentana Bring & Braai Bonnivale Tour	MG – ALL GRMC - ALL

	27 th Sun	Breakfast Run - Plett	MG - ALL
	3 rd Sun	Century Charity Run	GRMC/Triumph
	12 th Tues	Quiz night - Belvidere	MG – ALL
	23 rd Sat	Kobus Mostert's collection – lunch at La Catina Herolds Bay	GRMC – ALL
	24 th Sun	Breakfast Run – Zucchini Timberlake	MG - ALL
	1 st Sun	GRMC Christmas Lunch	GRMC ONLY
	6 th Fri	Prawn Braai	MG ONLY
	13 th Fri	Gasoline Alley Braai	ALL

Chairman's Chirp



The calendar tells me that there are not many days left in 2018 and that this being our last newsletter for 2018. It is just amazing how fast the year has gone!! As we look back at on the year we have again been blessed with much enjoyment as members of GRMC. The year has been a busy one and I am sure we all can agree that GRMC is a great club to be involved with. The more active we are, the more we each get out of the club. Let's make 2019 another bumper year!!!

November was a particularly busy month for me. In the first week of November I attended the Killarney motor show held in Cape Town. It gave me an opportunity to meet with many and canvas for the Knysna motor show. As far as the motor show is concerned it is not a high quality display of cars, with the exception of a few standout cars. They cater for a broad spectrum of cars and public spread across Killarney. While totally different from the Knysna motor show, there no doubt is a place for this type of general motor show.

This was followed with the 6 day Morgan tour which took us through the Karoo. Six of the GRMC Morgan owners took part in what was a very enjoyable tour. The only problem being the heat, with temperatures in the low 40's. Dennis has kindly written a summary of the tour which will follow in this newsletter. See the photo below of the GRMC group attending the gala evening .





The annual Xmas lunch was held at the Sky Villa boutique hotel and was attended by 82 members.



The weather was awesome and we were able to enjoy the beautiful setting of the restaurant and fantastic panoramic view across the Plettenberg Bay sea and mountains. The food was fantastic and the comrade among members was very fitting for this special occasion.

Merry Christmas



The wine on the table was sponsored by GRMC and we say a big thanks to Hermann and Francis Jeuschenak who also contributed to this.



To everyone who placed money in the box we say a big thanks. More than R4000 was collected and will be used to make a difference over the Xmas period to those less fortunate. If you have missed out on this event it is a pity and we hope to see you at the 2019 Xmas lunch.

Over the weekend of December 1 & 2 I attended the Historic Grand Prix Garden Party held at the Val de Vie Estate located in Franschhoek . I went in my Morgan and displayed it with 8 other Morgan's as part of the event. The highlight no doubt was to see the 24 Historic Gran Prix cars that raced in 1935 at East London.



This festival rounded off 10 days of pre-war immersion on the weekend to conclude an epic experience for owners and spectators alike. It gave you a chance to get up close and personal to these incredible cars and something seldom, if ever to be seen in SA again – the cars were certainly world-class. To have not one but two ERA'S back in SA is very special, let alone the 1934 SA Grand Prix winning Maserati 8CM and an Alfa Romeo P3 (valued at R550 million!!) .



The mix of Riley's, MG's, elegant Aston Martins, Bugatti's and local specials really completed an incredible celebration of SA motorsport.



We were entertained with a brief history of each car and then to listen to the fantastic sound as each car was started. As far as the rest of the classic and vintage car displays, it certainly did not meet my expectation. The layout was extremely poor and similarly the display and numbers of cars lacked any creativity. Attendance of the public certainly did not meet the expectations and could be due to the location and high cost of R250 per person. With the exception of getting close to the GP cars, it really was not worth attending the event.

We will be having a fast start with events for 2019. Please diarise the events and dates listed below:

- January 15 – Sundowner picnic, organised by the MG club, and to be held at Brenton on Sea.
- January 20 - New Members Braai - Plett Angling club -- a must attend.
- Feb 9/10 – George Old car show (Response has been poor to date. Please let me have your car details)

Listed below are some interesting links which you may want to have a look at. Just click on the link

- <https://youtu.be/2ycd3M5jqUU>
- <https://www.zerohedge.com/news/2014-05-16/where-worlds-unsold-cars-go-die>
- ["https://www.youtube.com/embed/AsKjPwRaA5Q"](https://www.youtube.com/embed/AsKjPwRaA5Q)
- <https://www.dropbox.com/sh/g4zhq91ds5o9fe9/AABE08nc0qycvwtDQXJQgjGoa?dl=0>

Finally I wish you all an enjoyable festive season, a very merry Xmas and I look forward to an awesome 2019 for the GRMC and its members. To those who are escaping on holiday, may you travel safely and to those who are getting families and friends, get the deep freeze full, stock up with the niceties and fill the drinks cupboard. Enjoy the quality time with your family and friends as the time passes so quickly!!

Cheers,

Peter

HAPPY BIRTHDAY December 2018



6 th Jane Jones	6 th Lorna Lyons-Lewis
6 th Clare Miller	7 th Mike Griffiths
9 th Sylvia Harvey	13 th Kate Smart
14 th Laurie Smart	14 th Jan Mentz
16 th Wendy van Zyl	16 th Chris Rist
17 th Dennis Dunlop	20 th Don Steenkamp
21 st Pierre Cronje	21 st Bernard King
23 rd Sheridan Renfield	26 th Alex du Plessis

JANUARY 2019:

1 st Frans Gerber	2 nd Sheila Le Feuvre	4 th Wilhelm Cool
5 th Louise McCullum	5 th Bob Hunt	7 th Richie Jute
8 th Eliza Grobbelaar	8 th Paul Dugmore	11 th George Clary
12 th Brian Gibson	20 th Ron Hollis	23 rd Anne Douglas
30 th Bridgette Le Patourel		

Our thoughts and prayers are with Norman Frost during this trying time, Norm, we wish you a full speedy recovery.





Welcome to our new members:

Martin & Margot Green; lives in Knysna and owns a 1960 Austin Healey 3000 MK1

Dave & Heather Holt lives in Plett and owns a 1966 and a 1969 MGB Roadsters

Dave & Astrid Betton lives in Plett and owns a 1969 MGB GT.

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

The Drive of the Decade- CapeMog Tour 2018

By Dennis Cook

The Western Cape branch of the Morgan owners club has held 6 day Tours in both the Western and Eastern Cape over the past nine years and this year's, the 10th such tour, was billed as "The Drive of the Decade"; covering parts of the country that had not previously been visited. The route focussed on the Karoo and from an overnight in George took in Uniondale, Willowmore, overnighing in Steytlerville then on to Jansenville, with 2 nights in the historic town of Graaff Reinet, and then 2 nights in Oudtshoorn with stops at interesting farm stalls on the way and covered about 960 km. There were 13 Morgans on the tour as well as a number of overseas visitors, who own Morgans at home (one of whom has 8) who have become regulars on the tours, incorporating it into their annual holiday. The GRMC members that were included are John Fraser, Peter Pretorius, Brian Dowding, Arthur Field and myself

From George to the overnight stop in Steytlerville at the Karoo Art hotel tested the mettle of the cars, particularly the older Morgans, as we were travelling in temperatures exceeding 40 C for most of the way, as well as dirt roads and single lane cement roads but all arrived, glad to find refreshment in this out of the way location. The beers were nice and cold and the hospitality warm. The Karoo Art hotel is renowned for its "boerekos" dinners followed by an intimate show put on by the two owners of the hotel. Mark, a concert pianist in his previous life, played a variety of tunes including an amusing and innovative variation of happy birthday as may have been composed by the grand composers of classical music (100 years of Brian Dowding's 1918 3 wheeler and 50years of the Plus 8) His partner, Jacques, in drag, mouthed along very successfully to recorded music of some of the best-known female singers before finally stripping down to his S&M leather kit which not everyone liked. All, however, enjoyed the stay and it is recommended if you are looking for a weekend destination with a difference, you give it a try.

The next leg of the journey took us to historic Graaf Reinet for a luxurious two night stay in the iconic Drostdy hotel which served as our base for a walking tour of the old town and some historic homes, as well as visits to the "Valley of Desolation" in the Camdeboo National Park and a most interesting visit to a private farm with a lovely historic home and a huge private collection of fossils, most of which have been found in the local vicinity. The fossils predate the Jurassic era of dinosaurs and

mind-boggling numbers were bandied around during the talk on the fossil finds of between 350- 250 million years!



Day 5 of the Tour, which ended in Oudtshoorn was the longest of the tour at 375 km but, fortunately most of the day was a little overcast and temperatures much more enjoyable as were great farm stall stops. During the stay there, a visit was paid to a working ostrich farm where many of us admitted that although we have driven past any number of ostrich farms we had never had a detailed look at their operation. This amazing bird, around which the fortunes of Oudtshoorn were built and still revolve, literally gives its all to the industry. Every part of the bird can be used; meat feathers and skin, and even the skeletons ground for fertiliser. We saw chicks hatching in the incubator, and one of our younger members who is an equestrian riding champion was brave enough to successfully ride an ostrich without either being kicked or thrown off. Two of the local farmworkers then demonstrated an ostrich race to the cheers and delight of the group.

The grand finale evening was held at a Boutique hotel/Olive farm , Serval , where we stayed the last night and was a sumptuous affair with notable Morgan's on display- it was after all the 50th anniversary of the +8 and so 3 representative examples were displayed next to the stage, one of our own Peter P and one of Brian Dowding, flanked by a beautiful 2017 Morgan roadster on the one side and my own 1957 Morgan Plus 4 with the triumph TR 3 engine on the other; with 60 years age difference between them.



The theme for the evening was “Gangsters and Molls” and everybody entered into the spirit with much enthusiasm.



CapeMog chairman and organiser, Ronnie Herzfeld has a great sense of humour and each evening he would dish out prizes (both coveted and booby) accompanied by his dry quips. It was a fun and friendly event and definitely recommended to Morgan owners.



There are now probably more Morgan's on the Garden Route than in Cape Town and apart from the 6 cars on tour by GRMC members, there are several more with a couple of new cars in the pipeline.

FROM THE DESK OF SAVVA - 5 THE HISTORY OF EARLY CAR RADIOS

Today we tend to take car radios for granted, however, they had such interesting and romantic beginnings: Here's an interesting story that emanated from the US of A: One evening in 1929 two young men called William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi town of Quincy, Illinois, to watch the sunset. It was a romantic evening and one of the girls mentioned it would be so much nicer if they had music to listen to. William and Elmer liked the idea and decided to do something about it. Both had served as radio operators in the Navy, so it wasn't long before they were taking a domestic radio apart and adapting it to work in a car. This wasn't easy as cars have ignition, generators, spark plugs and other equipment making it nearly impossible to hear a radio when the engine was running. One by one they identified and eliminated each source of interference until they had it working satisfactorily. They then took their radio to a radio convention in Chicago where they met Paul Galvin who owned a company that manufactured a device called a "battery eliminator". This device allowed the battery powered radios of the day to work on AC current. At the time radios only ran on batteries, usually a filament battery of 6 volts and the high tension of 90 volts. These batteries were expensive and didn't last very long. To be able to plug into the 110 volt system that was being installed into houses at that time saved a fortune in batteries. Galvin now needed a new product to manufacture. When he met William and Elmer he realised he had found a product worth looking into as he also believed mass produced car radios had the potential of becoming a huge business. At Galvin's invitation they set-up a shop in his factory and when they had perfected their first radio they installed it in his Studebaker. Galvin then went to his local banker to secure a loan for the new operation and to prove his point, fitted a radio to the banker's Packard. Unfortunately, the car caught fire and the loan fell through. Galvin didn't give up. He drove 800 miles to a convention in Atlantic City but as he lacked the funds to hire a booth in the hall he parked his car outside with the radio blaring to attract attention. The idea worked and he received enough orders to put the radio into production and he called his first one a model 5T71. Galvin then decided he needed a catchier name for his product. At that time numerous Domestic radio and Phonograph companies used the suffix "ola" for their names i.e. Radiola, Colombiola, Vitrolia were three of the biggest. Galvin decided to follow suit and seeing his radio was to be used in a car he called it Motorola. A new radio cost \$110 uninstalled and a new car about \$650. It also took several days to install the radio as the dash board had to be removed and revamped and even the floor boards had to be cut into so that batteries could be fitted under them. The installation manual ran into 28 pages. Because the country was sliding into a depression Galvin struggled to survive but in 1933 things picked up when Ford began offering Motorola's preinstalled at the factory. Another boost was when B.F. Goodrich, a major tyre manufacturer sold them in their chain of tyre stores. At that point the radio, including installation cost only \$55. In 1947 they changed the name of the company from Galvin to Motorola and as we are aware Motorola became one of the biggest names in the world of radio and communications. But what happened to William and Elmer? Elmer Wavering continued with Motorola and was instrumental in the development of the first alternator. William Lear continued inventing and holds 150 patents which included the 8 track tape player. What he is really famous for are his contributions to the field of aviation. He invented radio direction finders and aided in the invention of the autopilot. He was also involved

with the first fully automatic aircraft landing system. His most famous invention of all was in 1963 when he introduced the Lear Jet aircraft the first mass-produced affordable business jet – not bad for a guy who dropped out of school after the eighth grade.

Technical Tip 138 - Centering pulleys

They say one is never too old to learn - I had this learning lesson last week. I'm busy assembling an oldish engine, which like many engines, doesn't have an oil seal on the timing chain cover. They have a reverse tread which stops the oil from escaping. When one reads the workshop manuals they emphasise that the timing chain cover must be centralised so the gap around the pulley is equal. What they don't tell you is how you do this. Last week I visited an engineering shop with some machining and showed the pulley and cover to the German (don't mess with me) owner. He pointed out some scrape marks on the pulley because it hadn't been centralised. He also pointed out that if it isn't centralised it will leak oils as it needs the air gap to create a suction to suck in the air to hold the oil back. If the pulley touches the side of the cover it will break the suction allowing the oil to leak. He then showed me a simple way to centralise it. Wrap some masking tape around the pulley until it's a tight fit. Fit the chain cover to the engine leaving the bolts loose. Fit the pulley with masking tape around it, then tighten the bolts. Remove the pulley and masking tape and refit the pulley without the tape and walla, an equal air gap. Now why couldn't I think of that?

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