



January 2020 TORQUE

Convenors:

Garden Route Motor Club:

Dennis Cook – gardenroutemc@gmail.com 060 700 0192

MG CLUB:

Peter & Jill Morse – petermorse101@hotmail.co.uk 074 474 8368

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
- SEDGEFIELD – Engen 1 Stop

GRMC Events- 2020

Date / Day	Event	Quays Start	Host - Invited
January			
14 Tue	Sundowner Picnic, Brenton-on-Sea	16h00	MG - ALL
19 Sun	New Members Braai- Plett Angling Club		GRMC Only
27 Sun	Breakfast Run, Moss & Maple, Plett	09h00	MG - ALL
February			
2 Sun	Bring & Braai @ George Lakes Yacht Club, Wilderness		MG - ALL
8 Sat	George Old Car Show		GRMC - ALL
16 Sun	Lunch at Jakkalsvlei, Herbertsdale		GRMC - ALL
23 Sun	Breakfast Run, Zucchini's, Timberlake	09h00	MG - ALL
March			
18 Wed	Loafer's Lunch – Enrico's		GRMC – ALL

29 Sun	Breakfast Run, Moss & Maple, Plett	09h00	MG – ALL
April			
4 Sat	Visit to Scribante Classic Merc Collection, George		GRMC – ALL
26 Sun	Breakfast Run, Zucchini's, Timberlake	09h00	MG - ALL
May			
3 Sun	Knysna Motor Show		GRMC - ALL
7-10 Thu-Sun	Simola Hill Climb		
20 Wed	Let's Lunch @ Pomodoro, Wilderness	11h00	MG - ALL
23-24 Sat-Sun	Last Night of the Proms, PE		GRMC - ALL
31 Sun	Breakfast Run, Moss & Maple, Plett	09h00	MG - ALL
June			
4 Thu	Sop 'n Dop, Pembreys	18h00	MG - ALL
11-14 Thu-Sun	Eastern Cape tour		MG - ALL
21 Sun	Totties Buffet Lunch		GRMC - ALL
28 Sun	Breakfast Run, Zucchini's, Timberlake	09h00	MG - ALL
July			
9 Thu	Xmas Lunch in July @ Peppermill, The Craggs		MG - ALL
19 Sun	Tsitsikamma Memorial Run		GRMC - ALL
26 Sun	Breakfast Run, Moss & Maple, Plett	09h00	MG - ALL
August			
7-9 Fri-Sun	Slow Wine Festival, Robertson		GRMC - ALL
12 Wed	Let's Lunch @ Skotteljons Bistro, Hoekwil		MG - ALL
23 Sun	GRMC AGM- Belvidere		GRMC only
30 Sun	Breakfast Run, Zucchini's, Timberlake	09h00	MG - ALL
September			
20 Sun	Plett Wine Route and lunch		GRMC - ALL
27 Sun	Breakfast Run, Moss & Maple, Plett	09h00	MG - ALL
October			
11 Sun	Treasure Hunt, with Bring 'n Braai		MG - ALL
14-17 Wed-Sat	Technical Tour, PE, + Bloeisel Fees, Joubertina(17 th)		GRMC - ALL
25 Sun	Breakfast Run, Zucchini's, Timberlake	09h00	MG - ALL
November			
1 Sun	Century Charity Run		GRMC - ALL
29 Sun	Breakfast Run, Moss & Maple, Plett	09h00	MG - ALL
December			
6 Sun	GRMC Christmas lunch	12h00	GRMC - ONLY

Chairman's Chirp

It is hard to believe that we are already at the end of January and hopefully, with family and friends gone, things have returned to normal. However the towns of Knysna and Plettenberg Bay are still pretty busy with all the “Swallows “visiting our shores. I hope all have had a great and enjoyable festive season and have not indulged too much. If I have not seen you yet, here is wishing you lots of happiness, enjoyment and good health for 2020.

The events calendar has already kept us busy with three events in January – The traditional Picnic at Brenton on Sea arranged by the MG club, the GRMC “ meet the new members “ braai held at the Plettenberg Bay Angling club and the month end breakfast held at Moss and Maple . In spite of rainy weather for two of the events members turned up in numbers and augers well for the remainder of the year. To give you a flavour of the fun had at the new member’s braai, please see the photos below. With the weather being rainy and very windy we still managed to have 25 members huddled under the “boma” and sheltered from the rain. A great fire, managed by the fire master Dave Betton, lots of liquid refreshments, great fellowship and a tasty braai all made for a good outing.







If you may have missed the January events, you can look forward to a jam-packed February. Join us at the bring & braai at the George Lakes Yacht Club , followed by the George Old Car show , then off to lunch at Jakkalsvlei wine farm and restaurant at Herbertsdale (it will be a nice run for your classic) and ending the month of with the traditional breakfast run. Please look at the events calendar, enclosed in the Torque, and diarise these dates. Please come along with your classic car and enjoy these activities.

NB : We would very much like to hear from you. We are looking for interesting motoring stories that can be included in the monthly Torque. Your contribution will greatly be appreciated.

The planning for the Knysna Motor Show (KMS), taking place on May 3, is now in full swing. Most of our time will now be taken up with the planning of the KMS .The KMS committee has already met and action is being taken on several fronts. I am pleased to advise that Sanlam Private Wealth will sponsor the KMS for the fourth year. We certainly are very appreciative for this support. With this support it even makes it more important that we deliver another awesome and faultless KMS. It however is going to be a challenging year with additional minor sponsorships being very difficult and getting through a mountain of work in meeting ongoing deadlines. The feature display will be around 50 Austin Healey's being displayed as part of their national tour. Lionel Hewitt is the organiser and with his meticulous planning for the AH tour, it no doubt will be a resounding success. In addition we are working on several other feature displays and will keep you updated as we progress. However at this early stage, please note in your diaries that we will be looking for volunteers to assist with setting out of the display area, marshals assisting with the parking of participant cars and manning of the gate for the ticket sales. To ensure a success of the KMS your support is critical in these areas.

Sick Bay .

It has been a tough time for some of our members. During the second half of December Duncan was not feeling well and was rushed to the Mossel Bay Hospital where he had to have emergency heart surgery to unblock 6 critical veins supplying blood to his heart.

Everything worked out fine and Duncan is well on the way to recovery. No doubt his fitness has helped a great deal in his recovery. Norma Bowers also had a very unfortunate fall and has had to have a hip replacement. It is good news to hear that she is recovering well. We wish both of them a speedy recovery and getting back to good health

Obituary .

January has been a very sad one for the Classic and vintage car enthusiasts, having lost some great car people. Louis Coetzer from Bloemfontein, with a car collection of more than 200 cars, (a large portion being rare Mercedes models), was tragically killed with his wife while navigating a 4x4 route. Chris Clarke, a Morgan enthusiast was shot dead in JHB as he was entering his house (The Morgan that Lionel Hewitt has belonged to Chris). Johan Oosthuizen the owner of an Eagle sports car and supporter of the Knysna motor show had a heart attack and passed on. Hugo Lodder from George and the owner of two MG's and a MG club member also had a heart attack and also passed on. Our condolences go out to these families as they deal with the untimely loss of their family members.

On a lighter note please read 10 very interesting "Auto Facts"

1. Back in 1900, a new car company named Horch appeared in Germany, founded by former Benz engineer August Horch. He didn't get along with his directors and, when he left nine years later, the company took legal action to prevent him from putting his name on any new automobile. Horch roughly translates to "listen," so he used the Latin version: Audi
2. The MacPherson strut is a spring/shock absorber combination used on the front suspension of most of today's front-wheel-drive cars. It was invented in 1947 by Chevrolet engineer Earle S. MacPherson for the rear suspension of a planned compact model called the Cadet. The car was never built, and a disappointed MacPherson left GM and moved to England to work for Ford.
3. From 1956 to 1959, you could order your Chrysler with a record player. You got six discs with the car and could buy more from the dealer, but your choices were limited to artists signed with Columbia, which made the unique records that worked with the player. They tended to skip over bumps and didn't work very well, and disappeared for 1962.
4. The first Chevrolet Corvette, introduced for 1953, didn't have any outside door handles. It was a soft-top roadster that also lacked side windows, so you simply reached inside to unlatch the door.
5. Henry Ford started two unsuccessful companies before hitting his mark with the third, the one that exists today. His second company was taken over by its board and run by director Henry Leland, who renamed it Cadillac to build cars of his own

design. After selling Cadillac to General Motors, Leland started Lincoln, which Ford eventually purchased.

6. Studebakers were built in Hamilton, Ontario, Canada for two years after the automaker closed in South Bend, Indiana, in 1964. Because the government now considered it a Canadian automaker, it could import cars duty-free. To make extra money, the cash-strapped company bought Volkswagens in Germany and sold them to VW Canada. Even with Studebaker's mark-up, the cars cost less than what VW would have paid to bring them in. Studebaker also tried to distribute Japanese cars but the deal fell through, partly due to a Studebaker board member on the advice of his law partner: future U.S. president Richard Nixon.

7. Charles Rolls, co-founder of Rolls-Royce, was the first Englishman ever killed in an airplane and the 12th person worldwide when the Wright Brothers biplane he was flying at an air show in Bournemouth, England, in 1910 snapped its tail and crashed. Henry Royce ran the company after his partner's death, mailing instructions to his employees when deteriorating health confined him to his home.

8. The first production Ford Mustang went on a tour of the U.S. and Canada in 1964, and was eventually sold to airline pilot Stan Tucker in St. John's, Nfld. Two years and some 16,000 kilometres later, Ford realized the car's significance, swapped Tucker a brand new 1966 Mustang for it, and donated it to the Henry Ford Museum in Michigan.

9. The tow truck dates to 1916, when Ernest Holmes of Chattanooga, Tenn. was asked to help pull a crashed Ford Model T out of a creek. It took 11 men almost a day to do it with ropes and blocks. Figuring there had to be a better way; Holmes bolted three poles to a 1913 Cadillac chassis, added a pulley and ran a chain through it, which provided leverage to lift vehicles. He also built up a truck body on the chassis for tool storage. His patented design became the standard for vehicle recovery.

10. BMW started as an aircraft company, moved into motorcycles and truck engines, and in 1928 built its first car, the Dixi, a licensed version of the British Austin Seven. Bigger and better models followed, but the company fell on hard times after World War II. It was saved in 1955 by the Isetta, its version of a tiny Italian model. It used a motorcycle engine and its single door was the car's front end, but its low price resounded with buyers, and its success put the automaker back on track.

Also please click on the following link "End of the VW" :

<https://www.youtube.com/watch?v=uKuYXNLGIoc&feature=youtu.be>.

Drive safely and enjoy your classic while the weather is nice and sunny.

Cheers

Peter

HAPPY BIRTHDAY February 2020

FEBRUARY

2nd Martin Worth

3rd Felicity Matthee

5th Brian Davidson

7th Rika Fouche

13th Carole Clary

18th John Fraser

24th Leish Horak

3rd Candy Fraser

3rd Ann Law

7th Heather Baker

8th Beth Rist

13th Jo Mullany

18th Susanna Henning

25th Laurence Wacher

3rd Meg Gerber

4th Fred Mullany

7th Gerard Marais

13th Jean Allan

17th Mike Wilde

22nd Brenda Hamilton

28th Natalie Carr

What Exactly is an "Original" Car? Submitted by Dennis Cook

By David Schultz from the November 2010 issue of Hemmings Classic Car

There is one term within the collector car hobby that, above all others, has truly driven me nuts over the years: "original." There may be some close challengers but to my mind, no word has been more abused. It's abused by car collectors, car dealers, auction catalogues and even automotive journalists.

I don't have enough fingers and toes on which to count the number of times a car collector has told me his or her car was "completely original" and, after seeing it, I immediately realized it was a restored car. Some car dealers probably don't know the difference between "restored" and "original." The best ones do, and say so in their advertising. The auction companies typically print what the car owners tell them about their cars; they assume the owners know what they have.

For most serious vintage car enthusiasts, it shouldn't be too difficult to determine a car's correct status. A car is restored, an unrestored original, or somewhere in between. This is where a category I call "maintained" comes in—a car that has been restored only as necessary, to keep it on the road. That would include maintenance and necessary mechanical repairs, as well as minimal repair work to the body and interior.

My 1931 Lincoln Town Sedan is a maintained car. More than 60 percent of the car remains original, but I would never describe it as an "all-original" car. Some car owners refer to their car as original because they honestly—and mistakenly—believe that once a thorough restoration has been completed, the car is original. It's not. For me, the correct term is "restored to as-original condition." As the saying goes, a car is only original once. Think of it as virginity—once it's gone, it's gone.

I've seen advertisements that read "1925 Belchfire touring, completely original except for repaint, new top and interior. Call Hugo at 000-0000." "Completely original except for....?" Are these guys serious? Or how about, "1957 Whatzit convertible, 100 percent original, frame-off restoration, every nut and bolt restored. Call Benny at 000-0000." This is not an original car. Get in line for your restoration award, but don't call this car an original.

Going back to my 1931 Lincoln, that car is far from being a show car, but everything on it is authentic—as originally delivered—with the exception of 80 years of wear and those areas of the car that were restored out of necessity. The Classic Car Club of America has a judging class called Touring. This is for cars like my Lincoln that are regularly driven to events. These cars are judged for what they are—cars that rarely, if ever, ride in trailers.

In my lifetime, I’ve been lucky enough to see some truly outstanding original automobiles and I’ve even owned one. I learned there’s special difficulties inherent in owning an original automobile, particularly a rare one. These cars become fragile—not breakable, but the interior, paint and top on an open car do begin to deteriorate.

My low-mileage, all-original 1923 Locomobile was mechanically bulletproof, but its top and interior had truly become fragile. The paint was slowly disappearing. As much as I enjoyed driving that car with my family, we had to cut back and finally, reluctantly, sold it rather than face the restoration issue.

I’d watched a friend in a similar situation begin what he called “minor repairs.” Once he’d started, he couldn’t stop. Before it was over, the car was far from original. However, it was now usable, and that meant he could drive it and enjoy it. In the end, we must decide how badly we want to preserve history. Do we do it to the extent that we no longer drive the car? Or do we obtain a greater enjoyment preserving the car? Then there are the spectacular show cars; they’re great to look at, but unless you drive your car, you’re missing most of the fun. A fellow enthusiast recently told me that the best award a vintage car can receive is a stone chip. A lot of truth to that.

Our Website address is
www.grmc.co.za

Facebook page : <https://web.facebook.com/gardenroutemc>

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