

VETERANTICS

The Veteran Car Club

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May 2016



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VETERANTICS - May 2016

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Visitors are welcome in the care of a Member, and MUST be signed on by that member. Parking within the Clubhouse grounds is intended for Qualifying vehicles only. (30 years or older) at Bonnets-Up. Club

Marshals are on duty to direct you on arrival. Modern vehicles should be parked next door at No. 20A Village Road. Parking at your own risk. Any late cancellations of social bookings will be charged for in full.



SUBSCRIPTIONS

ENTRY FEE:	Couple: R400	Single: R350
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Banking details: Please contact the secretary

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CLUB REGALIA

Tie - R45 Blazer Badge - R45 Stainless steel Badges - R120

G.P.S. South 29° 47' 44" East 30° 50' 16" Elevation 580.3 metres

FROM THE EDITOR

*From The
Editor*



As the new editor of the Veteranatics I am starting to find my way through some of the more intricate details of both the software and content and I must admit that I am now starting to enjoy the challenge. It has been a steep learning curve and I hope that I will be able to meet the high standard set by Ollie, to provide a newsletter, that is both informative and has the necessary content to make it interesting to our club membership, advertisers and readers alike. Both Ollie and Jessica have been patiently advising and assisting me and I hope I can do justice to their hard work.

As I "feel my way through" this process I realize that, to a large extent, the content of the newsletter relies on the members and readers who are in a position to provide me with the necessary information to make my task that much easier. So an open invitation is extended to everyone to provide me with the ideas, information and content so that I am able to provide the readers with a newsletter that will add value to the club. Thanks to Ollie and past editors who have meticulously amassed a great deal of information and content I now have available, so it makes my task that much easier and will try my best not to republish interesting articles.

April saw the start of the Friday Pub Night which has been a great success. On average we have seen around 40 members attending each evening and by the time the bar closes at 7:30pm most are still there and enjoying themselves. Carol and Terry Cleland have ably catered and everyone has enjoyed the hot dogs, savory mince, chicken mayonnaise and boerewors rolls that have been available to members. These were very tasty and above all at the right price. We are looking forward to Friday the 29th April which will be a burger night and, which I'm sure will be of the standard we are now accustomed to.

Ralph and Lynette have been opening the bar so everyone has been able to enjoy the evening with a few cold beers and glasses of wine. As this has been such a success the committee has received numerous requests to extend the closing time to 8:00pm.

Thanks for your support

Kind regards

Jeff Victor

"Car of the Day"

On the cover is Gavin Joyce's 1967 Ford Anglia 105E Delux fitted with the standard 997cc engine. He bought the car in Johannesburg in December 2013. Although a runner, the car was in very poor repair and had been repainted twice before, first red and then blue. Although the car was an "up country car" with very little rust and considering that he lived at the coast, he decided to do a complete rebuild, taking the body right down to bare metal and judging by the photographs below it was a complete rebuild.

He selected Plascon Strontium Chromate Epoxy Primer to provide the necessary undercoat before he applied the final coats of paint to the car. All this he did on his own.

The motor, gearbox, diff, suspension, brakes, and steering mechanisms were all fully rebuilt. All door and window rubbers were renewed with imported items. All the chrome was redone. Light lenses replaced as well as all sealing gaskets. The interior has been done in tan leather with new sound proof rubber and carpets. The wheel rims have been



slightly widened and fitted with 175x65 Radial Tyres. The project took him two years to complete.

A project really well done.

SPORTS CAR OF THE DAY

The chairman further awarded a **Sports Car of the Day** to John Collinge for his beautifully prepared and maintained MGB, An excellent example of why MG's have become such a well recognized and highly valued sports cars.

Congratulation to both Gavin and John.
Happy motoring



CHAIRMAN'S CHATTER - MAY 2016

The months seem to be flying by and we are already at the end of April with the Comrades around the corner which once again will affect our monthly Bonnets-Up. **Please remember that May's meeting will be on Sunday 22nd.** The theme will be Veteran, Vintage and Post Vintage vehicles, that's any form of transport from 1899 - 1939. There will be prizes for each of the categories.



Whilst on events, please don't forget the **11th June - Birthday Run** followed by the **Memorial Service** and then the luncheon. If there are any additional names for the memorial wall please give them to Reg as soon as possible. All members and families are most welcome to attend the service.

Sandstone Estate will be hosting their **"Stars of Sandstone 2017"** from 30th March to 9th April 2017. I thought it may be a good idea to make a block booking for VCC members that may wish to have this experience, in so doing we can get a discounted rate. Some may wish to camp and other book in B&B's. We need to confirm these arrangements soon, so if you are interested please give Pam your name.

I was recently given a copy of the original *Veteranics* of Oct, Nov and December 1988 to find an interesting article on the NATIONAL RALLY organised by the VCC-SA and held at Breakers Hotel in Umhlanga Rocks over six days. This was truly a great event and if memory serves me correctly the Clerk of the Course was Dave Mitchell. There were 65 entrants from across South Africa with some really spectacular vehicles - here are a few photographs of some of the entrants who still participate in activities today.



Photographs above of: Ernie Young and Alan Pirie in 1934 Ford V8; Lynton and Muriel Milner in 1930 Ford 'A' and Pam and I in 1905 Mors.

The other members that took part, unfortunately no photographs, but still active in the club today are Hugh Elliott in 1935 Ford V8 Coupe, Yvonne Simmonds in a 1930 Austin, Trevor and Val Lewis in 1934 Chevrolet Roadster, Chris Jewitt and Colin Downie in

their 1939 Morgan and Peter and Di Houston in their 1934 Alvis., who are all still enjoying our hobby!

The club events are well supported on the local GG Runs and Breakfast Runs and more recently the Friday evenings social has averaged around 40 members attending. This past Friday was extremely well supported, so much so that we ran out of "Boerie Rolls". We are also introducing more vehicle oriented events so please support these other activities.

*We would like 30 vehicles for the **Royal Show** on the **4th June**, each participant will receive R300.00 so please give your name to Pam.*

***On the 10th July** the annual **Jock Leyden Run** takes place and this year we will be different and we will be starting and finishing at the club, this way we hope to draw more of the older vehicles to the event as no trailers etc... will be required.*

See you all at Bonnets-Up with your car!

Cheers for now

Best in Motoring ,

Dates to remember;

8th May Breakfast Run to Hacienda then onto Baynesfield Estate Market

12th May GG Run to Siggis German Restaurant at Salt Rock

15th May Cars In The Park, Ashburton

22nd May Bonnets-Up

4th June Royal show

11th June Birthday Run , Memorial Service and Lunch (see the menu on page 18)

10th July Jock Leyden run which will be Club to Club . Tea and Snacks before run at the Club House. See Graham for entry forms.

17th July Scottburgh Classic Car Show, Scottburgh High School

THE SPARES SHOP

With the arrival of a donation of additional spares and seals a clean-up of the Spares Shop was held on Saturday morning the 23rd April. Thanks to all those who where involved.

The spares shop will be open every bonnets-up as always and if you are desperate for a part please contact Len van der Merwe on **084 293 2864** to make arrangements to gain access to the spares shop.



Don't forget that we still have ZDDP in stock.

Just a reminder to members that ZDDP has been an important additive to engine oils for over 70 years, and has an excellent track record at protecting the sliding metal-to-metal cam lifter interface. Historically, ZDDP has been added to oils in amounts resulting in approximately 0.15% phosphorus, and 0.18% zinc. ZDDP protects by creating a film on cams and flat lifter contact points in response to the extreme pressure and heat at the contact point.



The film of zinc and phosphorus compounds provides a sacrificial wear surface protecting the base metal of the cam and lifter from wear. In the course of normal service, this conversion of ZDDP to zinc and phosphorus compounds depletes the ZDDP level in the oil. Studies show that depending on the specific engine and severity of duty, after 2000-4000 miles of operation, the level of ZDDP can drop below that considered adequate to provide wear protection to the cam and lifters.

VCC WEBSITE

If you have any interesting items or pictures to display on our website please contact Jeff Victor on 083 784 5237 or 031 767 5105 and Jeff will make all the arrangements.

Don't forget that to access past issues of Veteranatics you will need a user name and password.

These are:

USER NAME: Member (with a **capital M**)

PASSWORD: Veteranatics (**capital V**)



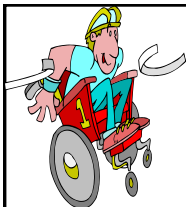
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Sick Parade.

Lynton Milner, Cynthia's son Shane , Michelle who is Arthur and Bernice's daughter, Pauline, Marlene Keat's daughter and Roy Choromanski, Marie-Pauline Sauzier who is in hospital. Our thoughts and prayers are with you.

GG Run

THE PARTICULARS ARE AS FOLLOWS:

Date : Thursday, 12th May, 2016.

Venue: Siggis, German Restaurant,
63 Basil Hulett Drive, Salt Rock.

We will meet at the VCC Car Park at 10hrs 45 for departure at 11hrs. Those who wish to go direct to the Venue should be there at 12 noon.

Kindly advise me by Tuesday 10th May, 2016 should you wish to join us on this run.

The June run will be a short run to Durban Shongweni Club.

Richard

Phone 031 7652286 Cell 083 409 6053

100 CLUB WINNERS

1st this month was Chris Brown

2nd was Margaret Hossack

BREAKFAST RUN.

The next Breakfast run will be on the 8th May and will be to The Hacienda Pub & Grill at Lot 120, St. Andries Street, Monteseel, Cato Ridge, before leaving for Baynesfield.

Meet at the club at 7:30 to leave at 08:00.



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FRIDAY NIGHT'S "PUB NIGHT"

APRIL 2016

As the Pub Night has been so successful the Pub closing time has been extended by a half an hour.

So the new hours for the Friday "Pub Night" will be 16:30 to 20:00 at the Club House as usual.

On the 29th April the "meal of the day" will be a hamburger. Here's to another enjoyable evening.

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CLYNO MOTORCYCLE

At the cocktail function hosting the 2016 DJ Rally competitors at the VCC Club House on the 9th March a **Clyno** motor cycle frame was used as a centre attraction on the main food table to stimulate interest and conversation towards motorcycling. So here is a little history of the Clyno which I hope will provide readers with a glimpse into the history of the partially restored motor cycle we had on display that evening.



Clyno was founded in 1909 by the cousins Frank and Ailwyn Smith. The company took its name for the pulley designed for belt-driven machines which were known as the "inclined pulley", becoming abbreviated to the "clined" and then Clyno. The cousin's original workshop was in their hometown of Thrapston, Northamptonshire.

In 1910 the opportunity arose for Clyno to purchase a factory in Wolverhampton. The factory belonged to the Stevens Brothers who had supplied engines to Clyno previously but had entered voluntary liquidation in 1910 leading them to seek a sale. The purchase by Clyno was completed on 15 October 1910 and the company transferred from Thrapston to Wolverhampton. The company exhibited for the first time at the 1910 motorcycle show at Olympia, displaying motorcycles, adjustable pulleys and telescopic stands. Clyno continued to exhibit at every possible trials attracting attention by taking on hills previously thought unclimbable. This attention brought business to the company with orders in excess of manufacturing capacity in 1912. The same year the company took over the unoccupied Humber cycle factory which was on the other side of Pelham Street from their original factory.

The company's success proved to be something of a double-edged sword as the constant pressure to perform at trials required constant development, pushing the company beyond its financial means. It was decided that the company needed to produce an affordable motorcycle which they did in 1913, releasing a 250cc motorcycle, one of the first to be sold fully ready for the road. Exhibited at the 1913 motor cycle show the model was a major success.

Below are examples of the Motorcycle they produced.

A Clyno motorcycle



A Clyno combination motorcycle



As with many manufacturers, the First World War was a time of prosperity for Clyno. Together with Vickers they created a motor cycle with machine gun attachment which was produced in large numbers. Clyno also signed an agreement with the Russian war commission to supply their army on top of their business with the British forces.

In 1916 the relationship between Frank and Ailwyn became strained with Ailwyn departing the company in June. Clyno continued to supply the war effort providing mobile machine gun units, ammunition carriers and building dragonfly aircraft engines. The company also designed a new motorcycle, the 'Spring 8' which had a top speed of 50 mph although it was two years before it went into production.

After the war, the motorcycle industry collapsed and Clyno's Works Manager Henry Meadows departed the company to found his own. A large number of cheap motor cycles no longer needed by the army were sold, undercutting the prices of Clyno's machines. There was also a shortage of materials with which to produce new models and to compound Clyno's problems the Russians failed to pay for the motorcycles they received during the war which led to the withdrawal of financial backing. In 1920 the Clyno Engineering Company went into liquidation.

In 1922 Frank Smith decided to resurrect the company under the name Clyno Engineering Company (1922) Limited. Frank became managing director while his father William was chairman. Frank decided to focus more on car production and although motorcycle production did continue alongside car production by 1923 it had ended.

HISTORY OF THE CAR RADIO

Seems like cars have always had radios, but they didn't.

Here's the story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical

equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running. One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago.

There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work - Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest.

Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems:

When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna.

These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression - Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory.

In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.) In the meantime, Galvin continued to develop new uses for car radios.

In 1936, the same year that it introduced push-button tuning; it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts.

In 1940 he developed the first handheld two-way radio -- The Handy-Talkie - for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television for under \$200.

In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon.

In 1973 it invented the world's first handheld cellular phone.

Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.

Whatever happened to the two men who installed the first radio in Paul Galvin's car?

Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with Motorola.

In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing.

He holds more than 150 patents. Remember eight-track tape players? Lear invented that.

But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.) Sometimes it is fun to find out how some of the many things that we take for granted actually came into being!

AND it all started with a woman's suggestion!

If you wish to place an advert please contact: Jeff Victor at victorjs.sa@gmail.com Ads will run for 3 months if necessary. Please notify me if an item is sold.
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I have some pine wooden boxes, used for stacking together and storing books in that my late Dad (Mike van Schoor) sprayed for me using his spray gun which was most effective. I would like to respray these now, and am wondering if anyone in the club would be interested in doing this work. There are 13 boxes, 40 cm by 40 cm. I live in Umhlanga Rocks but could drop them off and collect on completion, if that was more suitable. With thanks.

Belinda Fletcher 083-506-2658 VCC Member.

1976 VW Beetle 1600. 84000km. Only one owner (really) . Colour is white. Needs some TLC . Retired owner wants R 30 000.

Contact Darryl Hurter on 0837770718 for contact details.

A box of points, condensers for various vehicles. Prices on request.
Phone Terry Cleland - 031 7633741 or 0785620933



1972 Austin 1800 Stripped and ready for restoration. On offer is the rolling chassis, resprayed red, plus engine and gearbox, also stripped plus all original body parts and glass. Included is a complete spare engine/gearbox plus lots of new spares such as hoses, gaskets etc.

Asking price is R10 000,00 . Reason for sale - Owners house has been sold and he has only have a few months to move and he cannot complete the project. Contact Chris King at Empangeni;

Tel: 035 792 1422 | Fax: 086 653 8333, Email: chris@zulucom.co.za

PROJECT DOG

The Club has received two letters, one from Project Dog in Durban and the other from the Amanzimtoti SPCA, thanking the VCC and our Members for their generous contribution of dog food to Project Dog.

As they are both non-profit organizations they rely on public donations and our considerable donation of dog food and money will go a long way to help feed the many homeless dogs they have in their care, so the R5000 raised has been split between the two organizations.

Well done to Dave and Pauline for taking the initiative and successfully completing such a noble project.



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BIRTHDAY BASH

The menu for the 11th June is:

Starter

Butternut soup and fresh homemade bread

Main

Roast Chicken & Roast Beef,
Yorkshire Pudding & Gravy
2 Veg and roast potatoes.

Dessert

Apple Turnover & Custard
And
Chocolate Mousse.

Vegetarian dishes
are available.

Price R130.00 per person.

Please contact Carol Cleland for bookings.

Shona Middlebrook is looking for someone to give her a little help in the library from time to time. You can contact her on 031 767 2317 or 082 877 3069.

ONLINE AUCTIONS

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