

The Hornblower



APRIL 2014



Vintage Sports Car Club



Vintage Sports Car Club

P O Box 11709, Dorpspruit, Pietermaritzburg 3206

"Forward into the Past"

This is the newsletter of the Vintage Sports Car Club. Opinions expressed herein do not necessarily represent those of the Committee, the Editor, or of the Club.

Regular gatherings are held at the Clubhouse, Oribi Road, Pietermaritzburg, and as per the schedule of events published in this newsletter.

Visitors are welcome in the care of a Member and should be signed on by that Member.

On Bonnets-Up and Club Open Days, parking in front of the Clubhouse is reserved for Club Qualifying Vehicles Only, and you are requested to park modern vehicles behind the Clubhouse.

Office Bearers: 2012/2013

Trustees Peter Houston, Fred Rascher and Grenville Manton

Club President Clyde Wyatt

Committee and Portfolio Holders

<i>Chairman</i>	Fred Rascher	033 394 2502
<i>Vice Chairman</i>	Andrew Haupfleish	033 342 9628
<i>Treasurer</i>	John Wilsworth	081 840 9619
<i>Secretary</i>	Janice McKenzie	084 557 7259
<i>SAVVA Delegate</i>	Ron Richmond	033 344 1943
<i>Clubhouse</i>	Norma and Norman Crouch	033 386 2751
<i>Spares</i>	Johan Viljoen	072 750 1255
<i>Klink</i>	Tony Fourie	082 823 8833
<i>Newsletter</i>	Gillian Richmond	083 253 9762
<i>Motorcycles</i>	Stuart Anderson	083 650 1522
<i>Clubhouse Events</i>	Aisne Rascher	033 394 2505
<i>Without Portfolio</i>	Junior Fouche	076 095 0449

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Newsletter email: gillian2@telkomsa.net

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Affiliated to SAVVA

SAVVA Website: www.savva.org.za

CHAIRMANS CHATTER

With less than 7 weeks to go to Cars in the Park many things have happened. We have attracted a new sponsor who is financing considerable advertising material on the radio, the internet and print media.

I will announce the name of the sponsor at the next Bonnets up which will be on Saturday 12th April.

At the last Bonnets up we had the colour coded stickers available for members, but only two people asked for them. I cannot understand why everyone leaves everything to the very last moment and so increases the workload for the organizers in the last few weeks.

At this stage we need volunteers to be marshals, for the set-up on the Friday and Saturday before, and for the cleaning up on the Monday after Cars in the Park. As mentioned previously, after 28 years Rotary have decided to no longer man the gates. We have been fortunate enough to secure the services of another organization who I'm sure will make a great success of this important function. The registration tent will be open on Friday 16th May from 3pm, Saturday 17th from 10am to 5pm and of course all day Sunday. Volunteers are always needed to assist on these days

Interest from up-country persons is considerably less than last year probably because it is so soon after the elections and because of the high cost of fuel, tolls and accommodation in Pietermaritz-burg.

The Sunday lunch at the on 30th March was a great success: 60 guests were catered for, and 60 guests thoroughly enjoyed the meal. It was wonderful to have some of our old members joining us as well as new members and their guests and the MG club.

Looking forward to offers of help from many of our members who will be aiding the charities that the VSCC supports, as well as personally deriving benefits directly or indirectly from a successful event.

Fred

Short items of interest are always wanted for inclusion in our newsletter (max between one half and two pages) Contact Gillian at gillian2@telkomsa.net

ON THE COVER

A Riley 1.5 in much need of restoration that visited us at bonnets up in March.

INDEMNIFICATION

Members, guests, visitors and any other persons' attention is drawn to Indemnity requirements in the VSCC Constitution and posted in the VSCC Clubhouse bar and main hall.

MEMBERSHIP

Subscriptions 2013/2014 Club Year (based on Membership type & due 1 July).

Full Member	R230 including SAVVA fee
Full member plus spouse/partner	R290 including SAVVA fees
Country Member	R210 including SAVVA fee
Country Member plus spouse/partner	R260 including SAVVA fees
Associate Member*	R125 excluding SAVVA fee
Associate Member plus spouse/partner	R170 excluding SAVVA fees

* Applicable to members of another club and awarded at the committee's discretion.

New applications for Membership include an indemnity that is valid for Life.

Life Member (Principal) Newsletter postage *	R65 + R20 SAVVA fees
Life Member (Principal) Newsletter e-mail *	R20 SAVVA fees
Life Member (Principal and Associate – Spouse/Partner) *	R90 + R20 SAVVA fees
Honorary and Honorary Life Membership *	Free.

* Awarded at Committee discretion.

There is a once off entrance fee of R100 on application for membership.
A charge of R120 will be levied for posted newsletters.

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**Banking Details:** Account name – Vintage Sports Car Club: Bank – Nedbank:  
Branch - Hayfields: Branch Number – 13 40 25: Account number – 13 40 505 339:  
Always include member's name on the deposit slip.

**REGALIA:** The club has caps, of the "one size fits all" type, embroidered with the VSCC logo, available for sale at R45 each. See the 'Klink' attendant, for your Requirements.

**VISITORS:** Visitors are welcome, but as we are licensed, please ensure that your guests are 'signed on' in the visitors register. This gives them temporary membership status, and entitles them to make purchases from the bar.

## CLUB TIMETABLE

### Every Friday night: 'Klink'

April 4<sup>th</sup>. 11<sup>th</sup>. (closed 18<sup>th</sup>.) 25<sup>th</sup>. ; May (closed on 2<sup>nd</sup>.) 9<sup>th</sup>. 16<sup>th</sup>. 23<sup>rd</sup>. 30<sup>th</sup>.

The AIR-CONDITIONED 'Klink' will be open from 17h30 until 21h00. Braai fires will be provided, and you are invited to bring your own braai meat and/or salads to enjoy at the Club..

### Second Saturday of every month: 'Bonnets Up' / Club Open Day:

From around 12 noon until then '*The Klink*' will be open, plus the availability of either boerewors rolls, hamburgers or an alternative being made available for purchase.

**Don't forget**, tea/coffee, pancakes and/or other goodies are a regular option.

**The Library** and **Spares Department** will also be open.

Third Sunday of every Month; Regular Club Outing. Motorcycles are most welcome at this run.

(Happens the weekend following after bonnets Up which becomes 4<sup>th</sup> weekend if 1<sup>st</sup> falls on a Sunday

## PAST EVENTS

### March

**Saturday 8<sup>th</sup> March: VSCC Bonnets up / Open Day.** Sports Cars

*Friday 7<sup>th</sup> March: Durban to Johannesburg commemorative motorcycle run*

*Saturday 8<sup>th</sup> March: Maluti Cars at the airport.* Bethlehem.

www.maamc.co.za

**Saturday 30<sup>th</sup> March: Sunday luncheon**

## COMING VSCC AND OTHER CLUB EVENTS

**RED BOLD - Depicts VSCC Club Events**

**ITALIC - Depicts other Events**

### April

**Saturday 12<sup>th</sup> April: VSCC Bonnets up / Open Day.** No Theme

**Sunday 20<sup>th</sup> April: Regular Club Outing.** No outing due to Easter Weekend

### May

**Saturday 10<sup>th</sup> May: VSCC Bonnets up / Open Day.** No Theme

**Sunday 18<sup>th</sup> May: Regular Club Outing.** Cars in the Park

## **Bonnets up Events 2014**

|                  |                                  |
|------------------|----------------------------------|
| <b>JANUARY</b>   | <b>EUROPEAN CARS</b>             |
| <b>FEBRUARY</b>  | <b>AMERICAN CARS</b>             |
| <b>MARCH</b>     | <b>SPORTS CARS</b>               |
| <b>APRIL</b>     | <b>NO THEME</b>                  |
| <b>MAY</b>       | <b>NO THEME</b>                  |
| <b>JUNE</b>      | <b>NO THEME</b>                  |
| <b>JULY</b>      | <b>HOBBIES DAY AND BOOT SALE</b> |
| <b>AUGUST</b>    | <b>AGM / NO THEME</b>            |
| <b>SEPTEMBER</b> | <b>MOTORCYCLES / FORD DAY</b>    |
| <b>OCTOBER</b>   | <b>ITALIAN CARS</b>              |
| <b>NOVEMBER</b>  | <b>FORD DAY / MOTORCYCLES</b>    |
| <b>DECEMBER</b>  | <b>NO THEME</b>                  |

Please note that all cars/bikes are welcome regardless of the theme. Feel free to display your classics on the front lawn every month.

Always remember you're unique, just like everyone else.

I left the womb for this

# CLUB ANNOUNCEMENTS

## New Members

We welcome George Kolm to the club.

## Spares Department

**Note to non-local enthusiasts.** Please be advised, we work on a select-yourself system and are unable to take orders or arrange delivery. It is advisable to bring a sample, as not all parts are identified.

## Hire of Club Hall

If members wish to hire the club hall please could the form on the adjacent page be completed and handed in. Copies of the form are also available at the Klink.

## Vehicles for hire

The following members are willing to hire out their cars for weddings and other such occasions.

|                             |              |                                                                              |
|-----------------------------|--------------|------------------------------------------------------------------------------|
| Mike Westray                | 033 386 2593 | <a href="mailto:mikewestray@gmail.com">mikewestray@gmail.com</a>             |
| Robin Phipson               | 033-345 0061 | <a href="mailto:phipson@wandata.com">phipson@wandata.com</a>                 |
| Saxon Murray.               |              |                                                                              |
| Tony Psaila (1937 Cadillac) |              | <a href="mailto:tonytractor@tpstorage.co.za">tonytractor@tpstorage.co.za</a> |

## Kitchen Equipment

Some of the kitchen utensils have grown legs and walked. If you have used the club kitchen recently, please can you check that you have not inadvertently taken something belonging to the club? If you have please can the items be returned?

### **SAVVA collector's vehicle insurance scheme**

For Full comprehensive cover  
Contact person - Glenn Broadhurst or Madelene Wiese at FNB Insurance Brokers

Phone - 087 736 2222  
Fax - 011 699 0783  
E-mail- [madelene.wiese@fnb.co.za](mailto:madelene.wiese@fnb.co.za)

The meek will Internet the world.

Beauty is in the eye of the beer holder...



# VINTAGE SPORTS CAR CLUB

PIETERMARITZBURG

P O BOX 11709, DORPSPRUIT, 3206, KWAZULU-NATAL

*"Forward into the Past"*

## APPLICATION FOR USE OF THE HALL

To the Chairman:

Date:.....

Club member responsible for the function:.....

Date of function:...../...../..... Nature of function:..... No of guests:.....

Applicant:..... Land line:.....

Cell:..... Email: .....

Expected time to start:..... Expected time to finish:.....

Hire charge will be R500 and there will be a charge for breakages if incurred.

Will bar facilities be required? Yes No

Please note that the cost of staffing the bar is a private arrangement between the hirer and the barman. Requests for stock not normally carried must be made directly to the barman.

As there is a security system in place, the responsible club member must arrange for the opening and closing of the hall.

The applicant's attention is drawn to the indemnity notices on display in the clubhouse and it is a condition of this application that the hirer accepts these limitations.

Applicant's signature:.....

Date approved by the committee:.....

Chairman:.....

Cc: Treasurer  
Barman



## THE SOUTHERN AFRICAN VETERAN & VINTAGE ASSOCIATION

### SAVVA Technical Tip 83 Fire extinguishers

By now you are most likely tired of articles about Fire extinguishers but this is not about having them on hand - but to making sure they work.

Recently, a well known collector of note was pouring petrol into the carburettor of a car to get it started when something drastic went wrong resulting in flaming petrol going in all directions. The covers on cars standing near-by also caught fire. They grabbed a fire extinguisher only to find out it was inoperative. Apparently, they were able to drag the burning covers outside and saved the cars but not before the gentleman was seriously injured and ended up in the burns unit of a hospital. Regretfully, he has subsequently passed-on.

**Please check your fire extinguishers – don't assume they are in working condition and make sure you know how to operate them. Most have a pin and anti-tamper seal which must be removed before the unit will work.**

Some of the smaller ones have a dial which indicates their condition; however, whilst these smaller ones are very handy and we can carry them in our cars we should also have much larger ones in our workshops. CO2 filled extinguishers are very effective, leave no mess when used and all have gauges.

It is a simple and inexpensive exercise to take your extinguishers to a fire extinguisher company every few years to have them checked.

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### The R12.99 Special

We went to breakfast at a restaurant where the 'seniors' special' was two eggs, bacon, hash browns and toast for R12.99.

'Sounds good,' my wife said. 'But I don't want the eggs.'

'Then, I'll have to charge you R13.49 because you're ordering a la carte,' the waitress warned her.

'You mean I'd have to pay for not taking the eggs?' my wife asked incredulously.

'YES!' stated the waitress.

'I'll take the special then,' my wife said..

'How do you want your eggs?' the waitress asked.

'Raw and in the shell,' my wife replied.

She took the two eggs home and baked a cake.

Work is for people who don't know how to fish.

We are born naked, wet and hungry. Then things get worse.

## SERVICES

Services listed will be rotated on a tri-monthly basis.

*The VSCC is not responsible for the quality of the services provided by the above service providers.*

- **PMB Carburettor Centre:** Contact Robin on 033-3450061 for all carb and distributor spares and repairs back to about 1920. If they haven't got it, they can usually make it, or import it. Proper computerised gas flow rig also available for test/development purposes for anything through which gasses or liquids flow.
- **Silver Wings:** For silver plating and expert welding, soldering and brazing repairs. Polishing of brass, copper, aluminium and stainless steel. Contact Robin or Sue on 033-3453650.
- **Magneto Repairs:** Offered by Rod Thomas of Waterfall. He can be contacted on 031-762 1509 or 073-365 6494
- **Gearbox Shoppe:** Gearbox and diff specialists. 14 MacFarlane Street, PMB. Contact Graham Keir. Phone 033-3427543 / Fax 033 -3450479 / Cell 0828938782.
- **Silverton radiators.** Radiators, auto air-conditioning and fuel tanks - sales, service and repairs. 299 Boom Street, Pietermaritzburg. 033 3422604.
- **Piston rings** of any size made up to suit your engine. – H.W.Godwin & Son. Phone: 011-622 2546. Speak to Andrew or David.
- **Peter Malherbe** does very good job of making up brake hoses - any type. Phone 082 682 8142
- **Colour restoration** and repair of leather – vinyl – plastic – velour, and carpets. Contact: Sonette van Niekerk. 033 330 3352.
- **Wood burnt Art:** Commissions undertaken, portraiture, ethnic, plus the Big 5 Showroom: 524 Bulwer Street, Pietermaritzburg. Tel: (033) 342 2513
- **Old car engine Spares.** "If it's available I'll find it for you." Telephone Lionel on 072 146 9543. Cape Town.
- **B-Secure:** For your alarm and security needs contact B-Secure on (033) 3424 222.

Scixelsyd Etinu (backward)

Can I pay my Visa with my MasterCard?

If only I were as good as my dog thinks I am...

## FOR SALE

- \*\*\* Please can you advertise this **1936 Ford Panel**, which is going to be sold as scrap weight, squashed up very soon. Owner just wants someone to take it away for the value of the scrap weight, so the buyer can't lose, it must be valuable to someone.

Owner says he has been told it could be the only car in the country

Contact :- Mike 0828860687  
033 3454656  
21 Mayors Walk, (Opposite to garages)



- \*\*\* 2 x 1968 Triumph tiger 100  
2 x 1968 BSA Thunderbolt  
1954 Matchless G8  
1960 Triumph Bonneville  
2 x Sunbeam S7  
1967 Matchless 500 Single  
2 x BSA (1952 & 1957) Golden Flash  
2 x Morris 1000 (1952 & 1959)

Contact Frank Lupke on 072 143 2572

- \*\*1991 MAZDA MX5 Immaculate condition. Only 2 owners from new. Done only 66000 miles. White with black hardtop. Aircon and radio. Price R85 000. Contact Colin 031 2055818 or 083 652 5581.
- \*1971 Renault in Newcastle for sale. The current owner has had this car for years and looks after his cars well. He is looking for R5000. Contact Hennie Marsburg on [hennie@newcastle.co.za](mailto:hennie@newcastle.co.za) or Winston Shoemith on Cell: 0823372963 or (W) 017 631 9282

## WANTED

- \*\*\* **Exhaust manifold for MGA.** Contact Rory Sclanders on 033 3432172 or 0834633376.
- \*\*\* Barbie Lindeque is looking for unwanted men's ties. They are being used to teach ladies to make handbags and skirts out of ties. Please could you leave them at the klink marked for her attention
- \*Any Fischer Amal motor cycle carbs or any parts .  
Phone Bill Speight 033 3306815 or 076 3031380
- \*Rear windscreen for MG 1100 / Austin Apache / Wolseley 1100. Please contact Angela Plows: (W) 036-3521225 OR CELL: 0824010066

## Rules from the military

'Never tell the Platoon Sergeant you have nothing to do.'  
- Unknown Infantry Recruit-

'If you see a bomb technician running, try to keep up with him.'  
- Infantry Journal-

'Five second fuses last about three seconds.'  
- Infantry Journal –

'You know that your landing gear is up and locked when it takes full power to taxi to the terminal.'  
- Lead-in Fighter Training Manual –

'When one engine fails on a twin-engine airplane, you always have enough power left to get you to the scene of the crash.'  
-Multi-Engine Training Manual-

'Without ammunition, the Air Force is just an expensive flying club.'  
-Unknown Author-

'Any ship can be a minesweeper. Once.'  
- Naval Ops Manual -

'If the enemy is in range, so are you.'  
-Infantry Journal-

'Yea, Though I Fly Through the Valley of the Shadow of Death, I Shall Fear No Evil. For I am at 70,000 Feet and Climbing.'  
- Sign over SR71 Wing Ops-

'It is generally inadvisable to eject directly over the area you just bombed.'  
- US.Air Force Manual –

'Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it.'  
-Emergency Checklist-

The three most common expressions (or famous last words) in military aviation are:  
'Did you feel that? What's that noise?' and 'Oh S...!'  
-Authors Unknown-

'The only time you have too much fuel is when you're on fire.'  
-Unknown Author-

'Airspeed, Altitude and Brains. Two are always needed to successfully complete the flight.'  
-Basic Flight Training Manual-



# Bike Chatter

## History of Development of Motorcycles

When we think of motorcycles we think of two wheelers with internal combustion engines that look like creations unto themselves. We are used to seeing older motorcycles resembling bicycles, their predecessors. There is however an aspect of their history that is not as well known. The first motorcycles were steam driven, developed as early as the 1860's.

Bicycle production had developed in the late 1860's to what was being called the "safety bicycle". A move had been made away from bicycles with oversized front or back wheels to the models we know today with a front and rear wheel of the same size. It was not soon after that that a range of independent developers started attaching steam engines to the bicycles. One of the most original must be the steam powered American Star high-wheeler put together by Lucius Copeland in 1881. It had a high rear wheel with a small front wheel and could achieve 12mph. Interestingly Edward Butler exhibited his design for a three wheeled petrol driven cycle in London in 1884 at the Stanley Cycle Show. Karl Benz's famous automobile was invented two years later. The cycle had a number of state of the art features and it also had no brakes. Its "braking" system was a lever that raised the rear "driving" wheel leaving two small caster wheels to bear the weight of the cycle. It was not a commercial success.

Gottlieb Daimler and Wilhelm Maybach also designed one of the more unique early motorcycles in 1885 in Germany. It was named the Petroleum Reitwagen. It bore little resemblance to a bicycle. The vehicle was never intended as a prototype vehicle. It was however used as a test bed for the new engine they were designing.

From the late 1880's machines started being developed by the dozens in Europe and America. Bicycle manufacturers were adapting their bicycles for the new internal combustion engine.

The first successful production motorcycle to be built and sold in numbers was the "Hildebrand & Wolfmüller" in 1894. A few hundred were sold. In England Excelsior Motor Company released its first motorcycle for sale in 1896. 1898 brought the Orient-Aster to the public in the USA.

Mass production of motorcycles started in 1900. Several British companies were starting to make ripples in the industry such as Triumph and Royal Enfield and so forth. In the USA, Indian Motorcycle Manufacturing Company started production en masse followed by Harley-Davidson.

It was at this time that motorcycle racing took off. The developments generated by this new sport made their way into publically available machines relatively quickly.

During WWI, motorcycles made a significant effort providing communication by replacing horses. They were also used for reconnaissance and used by the military police.

Motorcycles had become so popular that in the 1930's there were over eighty makes of motorcycle available in Britain. By comparison, in 1931 the USA had only the Indian and Harley-Davidson producing commercial motorcycles. The two make rivalry remained until 1953.

As in WWI, motorcycles were used extensively during WWII. Royal Enfield even produced a military 125cc model that could be parachuted in from an aircraft.

Post WWII, many of the war veterans embraced the motorcycle in America forming motorcycle clubs. The motorcycle had a social role in the country. In Europe they became practical and economic transportation rather than a social element.

During the 1950's the Japanese companies Suzuki, Kawasaki and Yamaha started producing motorcycles. Europe's sales began to decline and many companies folded or were taken over. Even the USA was affected. Harley-Davidson was saved by its unique range and loyal customer base.

Today the Japanese makes are still dominant in the market, with other brands holding their ground. Several of the brands are now seeing resurgence.

One of the significant areas of development of motorcycles is the popularity of scooters and mopeds, most especially in the developing world. They are cheap and make for easy maneuverability in congested traffic.

This article was written with reference to Wikipedia.

*Gillian*

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### Sneezing Attack

A man and a woman were sitting beside each other in the first class section of an airplane. The woman sneezed, took out a tissue, gently wiped her nose, and then visibly shuddered for ten to fifteen seconds.

The man went back to his reading.

A few minutes later, the woman sneezed again, took a tissue, wiped her nose, Then shuddered violently once more.

Assuming that the woman might have a cold, the man was still curious about the shuddering. A few more minutes passed when the woman sneezed yet again.

As before she took a tissue, wiped her nose, her body shaking even more than before.

Unable to restrain his curiosity, the man turned to the woman, "I couldn't help but notice" he said, "that you've sneezed three times, wiped your nose and then shuddered violently. Are you ok?"

"I am sorry if I disturbed you," she replied. "I have a very rare medical condition; whenever I sneeze I have an orgasm."

The man, more than a bit embarrassed, was still curious.

I have never heard of that condition before" he said. "Are you taking anything for it?"

The woman nodded, "Black Pepper."

## Development of Motor Cars

We often think of the beginning of car development as Karl Benz' three wheeler in 1885. In a way this is true. It was the beginning of the purpose-built cars powered by petrol driven internal combustion engines. It was the beginning of car production in the style we are familiar with today.

Car development began well before this. Motor Vehicles have been powered by four basic methods:- Steam, Electricity, Gas and Petroleum. We are familiar with three of the methods but gas is a little obscure.

Gas cars are not powered by what we colloquially call fuel or gas today. They are powered by town, coal or stove gas. As a propulsion method it was generally unpopular and not viable for commercial production. Samuel Brown produced a "gas-and-vacuum" engine, fitted it to a carriage and ran the car in 1826. In 1860 Jean Joseph Lenoir produced a gas powered internal combustion engine and tested it on a cart in France. In about 1889 Charles and Walter Santler ran a car using an engine that ran on compressed town gas. These were mainly experiments.

Steam cars are run using a steam engine. This is by definition an external combustion engine. It was inefficient for the most part and thoroughly lost the race in determining the best method of propulsion.

It has been reported that a steam powered trolley car was built in China by a Jesuit missionary, Ferdinand Verbiest in about 1672. It may be classified as the world's first motorised car. In France in 1769 Nicolas-Joseph Cugnot produced a three wheeled steam powered carriage. It was very limited though and could only run for 12 to 15 minutes before requiring more water and refiring the furnace. On commission he attempted a larger model but it failed to meet requirements and its development was abandoned. In 1801, in Britain, Richard Trevithick built a three wheeler with a steam engine. It was demonstrated carrying several men but was destroyed by fire three days later. In 1803 he produced another three wheeler carriage on steam. It was demonstrated in London and reached speeds of 8-9 mph. It was called the "Puffing Dragon."

In the USA, William James produced several steam vehicles, one being documented as driven in New York in 1829. The Bordine steam carriage was produced in Italy in 1854. All of these however were not put into production for sale.

In 1860 Thomas Rickett produced a three-wheeled steam car in Britain. It had a top speed of 19 mph and could carry three passengers and a boiler man. It was probably the first British production car.

France had multiple manufacturers such as De Dion Bouton (1883) and Armand Peugeot with Léon Sepollet (1889).

Ransom Eli Old's produced what is believed to be America's first car in 1891. It was a steam powered three wheeler.

Léon Sepollet made a huge breakthrough in steam power by building an efficient boiler in 1896. It made steam power more practical as a propulsion method. In 1902

he reached 120.8 kph in his steam powered “Oeuf de Pacques”, breaking the land speed record.

In 1906 the “Stanley Rocket” built by Francis and Freelan Stanley reached 127.659 mph in the USA, also setting a new land speed record.

Internal combustion engines however could not be competed with and led to the decline of steam powered cars.

Electric power developed much later than the steam car.

In 1833 the first electric car was built by Charles Davenport in the USA.

Many models were developed across Europe and America. There are too many to mention but the invention of the battery seemed to have the same affect on motor cars as the internal combustion engine. By the late 1800's and early 1900's electric cars held the majority of the car market exceeding petrol and steam powered models.

The electric car had many benefits over its competition (steam and petrol). It had less smell, noise and vibration, no gear changes, easy starting and longer range. There are however several disadvantages. The invention of the electric starter eliminated the need for hand cranks on petrol cars, they had limited power, they became too expensive and petrol was becoming increasingly available.

The electric car market could also not compete with the petrol cars.

This brings us around to petrol driven vehicles. As mentioned at the beginning of the article, 1886 was not the beginning of the petrol car.

The first petrol powered cars were experiments, not viable commercial vehicles. In 1863 Jean Lenoir had moved on and produced a vehicle powered by a petrol internal combustion engine. He demonstrated it in France around Paris.

In 1870 Siegfried Marcus built and tested a petrol driven cart. It was experimental and had no seats, steering, clutch or brakes. His second model in 1888/89 had many of these features.

George Baldwin Selden designed the first USA car powered by petrol in 1877. He only built the vehicle in 1905.

In 1886 Karl Benz built his three wheeler petrol driven car. This was different from its predecessors in that the body was purpose built as a petrol driven car and not an existing vehicle converted and an engine fitted. This was the start of an era. The other propulsion methods were “defeated” and petrol cars are now the standard.

Technology does not stay the same and fossil fuels are becoming scarcer. Environmental concerns have escalated to unprecedented levels. The electric car is once again becoming a popular choice. Battery technology has developed significantly making many of the problems with this propulsion type less significant.

Hybrid technology has also made its debut, merging electric power with petrol engines. The hybrid car uses a number of methods to increase the fuel efficiency of the car. Some of the methods are the following:

1. The energy lost while braking is captured and used to charge the car batteries.
2. Energy wasted whilst idling is saved by switching off the engine while it is not in motion e.g. at robots.
3. A smaller petrol engine is fitted to the car. This makes the engine lighter and the weight of the car a lot less than a full petrol car. This in turns requires less energy. This smaller engine can run the car the most of the time. During acceleration, hill climbs and faster running, extra energy is required and the electric system provides the extra power required. These batteries are then charged again when the petrol engine is running.

All these methods mean less petrol is used and the down side of an exclusive electric car (flat batteries and less range) can be avoided. Hybrid technology can almost be classed as a propulsion method in itself.

Even gas powered engines are making a comeback but they are isolated and in many instances "home made" affairs. The environmentally conscience are turning to gas by products in an effort to avoid fossil fuel shortages and price hikes – an increasing concern. Methane seems to be one of the more popular gasses. It is certainly a good use for manure gas by-products.

This article did not address diesel engines. Their development has happened along with the petrol engines. The engine was adapted to burn diesel instead of petrol. *Is anyone out there interested in writing me an article?*

As to the future of the car and how it is powered. Only time will tell us the way forward.

This article was written with reference to [www.carhistory4u.com](http://www.carhistory4u.com) and Wikipedia.

*Gillian*

*About [www.carhistory4u.com](http://www.carhistory4u.com)*

I drew extensively on this website for this article. Many thanks to its developer. The areas I drew from are only a small portion of the topics covered. There is a table of contents listing the chapters it covers and web links within each section to related websites if you would like to read further. It is a worthwhile read for those interested in the bigger picture.

It doesn't matter what temperature a room is; it's always room temperature.

Optimism: Waiting for a ship to come in when you haven't sent one out.

If it doesn't fit, force it; if it breaks, it needed replacement anyway

Who died and made YOU Darth Vader?



# Menu-Spyskaart

ORDER A GOOD WINE TO DO JUSTICE TO A GOOD MEAL  
BESTEL 'N GOEIE WYN OM REG AAN 'N GOEIE ETE TE LAAT GESKIED

BLUE ROOM RESTAURANT JOHANNESBURG STATION  
BLOUKAMERRESTOURENT JOHANNESBURGSTASIE  
R1.25c DINNER/MIDDAGETE R1.25c

Chilled Pineapple Juice  
Koue pynappelsap

Mushroom Cream Soup  
Sampioenroomsop

Fried Kabeljou and Tartar Sauce  
Gebraaide Kabeljou en tartaresous

~~Lamb Cutlets Milanaise~~  
Lamkotelette met spaghetti en tamatiesous

Roast Stuffed Turkey  
Gebraaide kalkoen met vulsel

Green Beans, Baked Pumpkin  
Groenboontjies, gebakte pampoer

Mashed and Flake Potatoes  
Kapokaartappels en aartappelvlokkies

Steamed Fruit Pudding and Custard  
Gestoomde vrugtepoeding en vla

Vanilla Ice Cream and Strawberry Sauce  
Vanieljeroomys en aarbeisous

Cheese  
Kaas

Biscuits  
Beskuitjies

Dessert

Coffee  
Koffie

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3.4.1966.

E.D. & F. OWEN

S.A.R. C.D.2868 S.A.S.



Imagine getting a meal like this for R1.25

# MARQUES THROUGH THE AGES

## Stanley

The Stanley Motor Carriage Company was founded in 1902. The company produced steam cars. Francis and Freelan Stanley manufactured their first car in 1897. They sold over 200 of these cars during 1898 and 1899. This was higher than any other US manufacturer at the time. In a bid to boost publicity, Freelan and his wife drove one of the cars to the top of Mount Washington, the highest peak in the North Eastern USA. This was the first time this had been accomplished.

The early models were characterised by the following:

- Light wooden bodies
- Tubular steel frame
- Full elliptic springs.

The steam that powered the machine was generated by a vertical fire-tube boiler that was mounted beneath the seats. This is not as dangerous as it sounds (*although it does give new meaning to the term seat warmers*). The boiler was fitted with safety valves. Any excessive over pressure would rupture these joints. This caused a leak that would not only relieve the pressure in the boiler, but also douse the burner that heated it long before the boiler could burst. There was no known case of a Stanley boiler exploding while it was in use.

The successful trip to the peak of Mount Washington led to the sale of the rights to the early design (*research shows conflicting data on the purchaser*). This in turn led to patent problems and a new model was designed. The new models had an aluminium body that bore a strong resemblance to the internal combustion cars of the time.

Stanley cars were so effective that it set the world record for the fastest mile in an automobile (28.2 seconds) in 1906. This record was not beaten by another steam-powered car until 2009.

By 1917 car production had risen to 500.

In the first decade of the 1900's internal combustion engines were developing at a rapid rate. The electric starter came into use, rather than the crank that was previously used. It was also becoming much cheaper to produce the petrol driven cars. Despite Stanley's advertising campaign to entice the public away from the "internal explosion engine", the demand for the steam car finally died.

In 1918 Freelan Stanley died in a car accident and his twin, Francis sold the company. In 1924 the factory closed due to diminishing demand.

The cars were known as the "Stanley Steamers". However, as per usual other names were also applied to the cars. They were also known as "the flying teapot". This is not inappropriate when one sees the cars in action.

This article was written with reference to Wikipedia and "The Encyclopedia of Cars" by Peter Henshaw.

*Gillian*

## TAILPIECE

Researchers for the Massachusetts Turnpike Authority found over 200 dead crows near greater Boston recently, and there was concern that they may have died from Avian Flu. A Bird Pathologist examined the remains of all the crows, and, to everyone's relief, confirmed the problem was definitely NOT Avian Flu. The cause of death appeared to be vehicular impacts.

However, during the detailed analysis it was noted that varying colors of paints appeared on the bird's beaks and claws. By analyzing these paint residues it was determined that 98% of the crows had been killed by impact with trucks, while only 2% were killed by an impact with a car.

MTA then hired an Ornithological Behaviorist to determine if there was a cause for the disproportionate percentages of truck kills versus car kills.

The Ornithological Behaviorist very quickly concluded the cause: when crows eat road kill, they always have a look-out crow in a nearby tree to warn of impending danger. They discovered that while all the lookout crows could shout "Cah", not a single one could shout "Truck."

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**Drive Carefully! See You at the Club.**

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