

# EXHAUST NOTE



May 2016

Mede Motor Liefhebbers,

Welkom by Mei 2016 se nuusbrieff. Hierdie maand se ons as kommittee dankie aan al ons getroue lede wat die klub ondersteun het by ons eie "Any Wheels Dag" byeenkoms in Maart. 'n Groot dank aan die lede wat die "Herman Pienaar Goodwill Run" in samewerking met President Hyper in van der Bijl Park 'n reuse sukses gemaak het. Die byeenkoms groei elke keer en word net groter en groter. Die skou is baie goed ondersteun deur Centenary Car Club lede, ander kar klubs en privaat motor entoesiaste, te veel om op te noem.

'n Besondere dank aan Herman, Bollie en familie vir julle bydrae en teenwoordigheid op die dag. Die dag het baie vroeg begin vir sommige van ons lede wat reeds teen 05H00 Sondag oggend by Uncle Harry's bymekaar gekom het. Die konvooi het om 05H15 vertrek na Vvan der Bijl park en ten spyte van n nood stop vir n lid om verligting het ons veilig en baie goed gereis na vander Bijl park. Met ons aankoms was daar reeds beweging en die hek beman en bevrou, dankie Helene en Oom Johan. Herman en Bollie was ook daar en baie druk besig met uitleg en uitmeet van staan plekke vir klubs wat die aantal voertuie wat hulle stuur bevestig het.

Herman die seremoniemeester het die ding aan die gang gekry na Evert die dag op n gepasde wyse begin het, baie dankie Evert. Deur die loop van die dag is daar baie lekker musiek gemaak, gesing en grappies gemaak en almal het hulself geniet. Die versoek was dat die uistallers moes aantrek volgens die jaar van hulle voertuie. Hier het die uitsaller ons nie teleur gestel nie en daar was n paar baie interessante uitrustings en mense te sien gewees. Mens kan net se ek glo nie ek sal enige van daardie mense ooit weer herken as ek hulle in die straat sou raakloop nie.

Aanvanklik is daar genoem dat 310 voertuie die dag saam met Centenary Car Club, Herman Pienaar en President Hyper geniet het, maar na afloop van dag en verwerking van die nommers het dit tot lig gekom dat daar meer voertuie op skou was. 300 Lapel wapens (badges) is gemaak en een per voertuig is uitgedeel tesame met 'n bywoonings sertifikaat en twee kospakkies per kar, geborg deur President Hyper. Na die 300 lapel wapens uitgedeel is het nog voertuie opgedaag en te danke aan President Hyper en sy werknemers kon die helpers by die hekke 'n kos pakkie of twee uitdeel aan hierdie voertuie, maar ongelukkig was die lapelwapens klaar gewees. Verskeie mense het by my en die ander kommittee lede verneem of daar nie dalk vir hulle ook 'n sertifikaat en of lapel wapen iewerste was nie. Baie dankie aan Nick, Sharon en almal van President Hyper vir die wonderlike gebaar om meer as 550 kospakkies beskikbaar te stel vir die honger reisigers wat van vêr gekom het om ook hierdie dag saam te geniet.

En nou vir iets nader aan die huis, kom ons maak President Hyper Krugersdorp die grootste skou ooit. Onthou asseblief om nie-bederfbare kos en komberse donasies saam te bring wat dan as jou inskrywing sal dien en dat ons salpoog om die kratte wat beskikbaar gestel is vir donasies sal oorloop wan ons goedheid.

Met hierdie gedagte en versoek wens ek u spoedige en veilige reise wat baie ekonomiese myle insluit toe.

*Love and Peace*





## Bentley Speed Six

The Bentley Speed Six was first introduced in 1928 as a sporty version of the Bentley 6½ litre. They were produced until 1930, when a new model took its place. Following the advertisement, Captain Joel Woolf Babe Barnato, a British playboy millionaire and chairman of Bentley, wagered £100 that his Bentley Speed Six could beat the train as well. (Back in 1930, the average annual income in the UK was £165)

The vehicle's interior is made of red leather, velvet carpeting, and walnut trimmings and original version also had a champagne and crystal glass holder, but no seat belts.



Despite being off to a bad start, Barnato managed to beat the train by a few minutes, but when the French authorities got wind of his exploits, he was fined for illegally racing and paid a hefty fine.



The story became infamous and the Speed Six became a legendary vehicle.



The engine was restored to perfect running order, using original and custom-parts.

The boot of the car holds a beautiful surprise as well...



A fancy tool organizer, recreated according to the original specs.

The toolbox folds up to reveal a red velvet trunk, with ample room for the discerning 1930's man of wealth.

The Blue Train version produced 200 hp, reached a top speed of 200km/h (125mph), and won the 24 Hours of Le Mans race in 1929 and 1930. In both races, the driver was none other than Barnato – the Chairman of Bentley Motors.



## Technical Tip 108 – Ford Model T Safety Device

What you see in this picture is not a toy aeroplane for a one year old, it is in fact a very important safety gadget for use with the Model T. Let me explain.

A few years ago while nervously backing my T in our driveway – heavy concentration as I was looking behind me and my T was not yet fitted with my home-made reverse pedal extender – she suddenly started running forward and knocked a garage roll-up door right out of its tracks, damaging one of the headlights in the process. It would appear that while looking behind me I accidentally bumped the emergency brake which was in the neutral position with my right knee thereby releasing the ratchet and engaging the high speed clutch. Since then I have treated the emergency brake which also serves to engage neutral and high gear with the greatest respect, having heard many stories of T owners having been run over by their cars while cranking the starting handle. We rely totally on a near hundred year old ratchet mechanism to hold the car in neutral and apply the brakes while starting the motor. Also, when doing slow speed manoeuvres like parking at the VVC clubhouse I rely on the ratchet to hold the car in neutral while reversing. These days I get nervous when I am surrounded by onlookers watching me as I start the T as I know the dangers of the car jumping forward should something go wrong but they have no idea.

To address the problem I made the gadget first shown in the picture above and it works like this:

Once inserted it ensures that the car is in neutral and will stay there. Obviously while starting I pull back the emergency brake all the way but should the ratchet fail the worst that can happen is that the car which is in neutral creeps forward slowly as a result of drag between the high speed clutch plates which run in oil.

This gadget is also very useful when parking into small spaces or when taking part in parades where only low gear is required, taking the strain out of having to watch the brake lever and keeping the low-speed pedal depressed half way.

And of course, a great aid when teaching someone how to drive the T for the first time. Simple, but effective.

**Paul Hoogendoorn 1922 Model T Runabout**



Committee Members 2015/2016		
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### Upcoming events:

13 June 2016 — **President Hyper in Krugersdorp**  
July 2016 —

### Verjaarsdae / Birthdays

Gelukkige verjaarsdag aan almal wat verjaar en mag daar nog vele meer wees, gevul met vreugde geluk en baie geskenke.

Happy Birthday to all members. Wishing you a day filled with joy, peace, happiness and lots of gifts.

◆ **Voel asseblief vry om enige komitee lid te nader met enige nuusbrief artikels, voorstelle, vrae of advies.**

◆ **Stuur asseblief enige bydra vir hierdie nuusbrief aan: [centenarycarclub@gmail.com](mailto:centenarycarclub@gmail.com)**

◆ **Please feel free to contact any committee member with newsletter articals, suggestions, questions or advice.**

◆ **Forward any contributions for the newsletter to: [centenarycarclub@gmail.com](mailto:centenarycarclub@gmail.com)**