



MORRIS MATTERS

WESTERN CAPE NEWSLETTER

October / November 2017

Volume 31 N°5

MORRIS MINOR OWNERS CLUB WESTERN CAPE




P.O. Box 38074, Pinelands, 7430

Clubhouse: The Cape Multi-Motor Club, Jan Burger Sports Ground, De Grendel Road, Parow North.

Web: www.morrisminor.co.za

Facebook page: Morris Minor Owners Club: Western Cape

COMMITTEE MEMBERS

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EDITORIAL by Cristina Jones

Lots of articles in this issue. The usual very useful technical tips from Richard plus comments on our Xmas in July, West Coast Trip and the "P" braai at the Clubhouse, when the dress theme was "something starting with the letter P"! All three events were very well attended and lots of fun, which is what our Club is all about. In "Nostalgia Corner" I posted a couple of pics from our visit (Malcolm and myself) to Nuffield Place (home of William Morris) during our recent trip to the UK. Enjoy the read.

ADVERTISING IN MAGAZINE			
Full page	R 1,200 per year	Two lines plus photos once off	R 100
Half page	R 600 per year	Two lines once off	R 50

CHAIRMAN'S CHATTER

Dear Morris Enthusiasts,

The last quarter of the year is upon us, Christmas decorations are making their appearance in the shops and soon Jingle Bells will be heard in every mall.

And talking about Jingle Bells, our Christmas in July lunch was a huge success and we could boost our Rally fund a little.

In August we had a very successful trip to the West Coast Nature Reserve – in fact, it was so successful it was decided to put it on next year's events list again. Because our children from the Netherlands came to visit for a month, Gerda and I were not able to attend the "P" Party/Braai in September, but according to all the photo's everyone had a ball!

We are looking forward to a successful Classic Car Show at Killarney in October – as usual, the organizers are pulling out all the stops and we can be sure of a very successful show.

In November we will be going to D'Aria to test our driving skills and enjoy a lunch prepared by the owner of the estate.

3 December is when we will be having our end of the year function at Riebeeck Kasteel Hotel. A beautiful drive to a beautiful little town.

A special welcome to all the new members who joined us:

Emma Carpenter, Helen Goldenbogen, Ian and Su Pretorius, Werner Calitz, Simon Gasson, Johan en Susan Dahms, Gareth McConkey and Willem and Anneline Nel.

Thankfully, Donata van der Merwe, who was in a serious car accident in June, is recuperating and is doing better, although she still has a long way to go.

Cristina and Malcolm Jones visited their children in the UK – welcome back to them as well. You were missed.

Sadly, Daphne Trotman, the wife of one of our previous members, Philip Trotman, and also a previous secretary, passed away on the 28th of September after a long battle with cancer. Our condolences to the family.

As you all know we will be hosting the National Rally in 2020 and we need ideas, sponsors, fund raisers and lots and lots of helpers. The only way to succeed is if we all work together. If you would like to get involved please approach the Committee.

Season's Greetings to all – I hope you will all enjoy a wonderful Christmas and a prosperous New Year. Keep Morrissing! Frikkie



NEW MEMBERS

Emma Carpenter

Helen Goldenbog

Willem & Anneline Nel

Ian & Su Pretorius

Werner Calitz

John and Janet Swift **Welcome to the family. May you enjoy many long and happy Morris years!**



GET WELL

We wish a speedy recovery to:

Sydney Young

Bernita Blease



FORTHCOMING EVENTS

- 15 October Killarney Classic Car Show.
 21 October Karoo Kuns en Kultuur Fees at Prince Alfred Hamlet
 19 November Driving Skills at D'Aria Wine Estate, Durbanville
 3 December End of Year function at Riebeeck Kasteel.
 9 December Air show at Langebaan Airbase (not an official Morris event)



More details on each event will be sent by e-mail closer to the date.

Please contact Charl (082 471 5528) or Donata (083 258 4853) should you wish to attend any of the above-mentioned events.

NEW SUBSCRIPTION RATES for 2018

Notice the new Subscription Rates for 2018

Full Member	R 250.00
Full Member + Spouse/Partner	R 300.00
Senior Citizens (over 65 years)	R 200.00
Senior Citizens + Spouse/Partner	R 250.00
Students (<25 years)	R 150.00
Country Members: (Living more than 100km from Cape Town)	R 160.00
Overseas Members	R 160.00

Subscription Fees include **R50.00** National Rally Levies determined by the National Body. New applicants must pay REGISTRATION FEE (Compulsory) of **R50.00**. **Membership badge is included.**

Bank: Standard Bank

Branch Code: 050 704

Account name: Morris Minor Owners Club

Account no: 27 119 3093

PLEASE NO CHEQUES. PAY CASH OR BY EFT TO SAVE THE CLUB BANK CHARGES,

Please notify Bertha Laubscher of change of address or e mail so you can be sure to get all notices.

PAYMENT DUE end of MARCH. A re-joining fee applies after that.

BIRTHDAY LIST

OCTOBER		NOVEMBER	
Karen Hugo	1	Ian Pretorius	1
Arnold Barnardo	4	Frans Visagie	6

Neil Adendorff	5	Tony Harrison	9
Charles Fourie	10	Ohna Visagie	10
Owen Gush	12	Jeanne Burton	10
Tara Morries	13	Jane Ross	12
John Birkett	22	Paul Hofmann	12
Gordon Rennie	23	Willem Nel	16
Terry Maguire	25	Peter Leatt	21
Estelle Maritz	29	Ian Gillespie	23
		Coetzee Burger	24
		Pierre Olivier	24
		Helmine Derksen	27
		Mariette Terblanche	28

HAPPY BIRTHDAY!!!

RECENT EVENTS

CHRISTMAS IN JULY – 16th July, by Gerda Muller

Bertha Laubscher came up with the brilliant idea of spreading a little bit of goodwill in July. We started planning the menu right away – Sandy Gush, the organizer, knew exactly what she wanted... a proper 3 course Christmas roast! Planning went smoothly. “Santa’s little helpers”, the ladies of the club, without hesitation, volunteered to cook the meal and that evening, I started sending out the invitations.

The members responded so well and in no time, we almost exceeded our limit of 60 people. Ian Gillespie offered to provide the background music to “set the mood”, Bobby Moore and Bertha took care of the Christmas decoration, and where we originally thought only the committee members would help to prepare the clubhouse, 14 people pitched early that morning to help. A huge thank you to everyone... it’s a blessing to have so many proactive members who didn’t hesitate to get up early on a Sunday morning to help with the event.

Mitford Roberts handled the meat section like a pro – the bain-maries were up and running in no time, operating like a well-oiled machine. Some of us brought our microwaves, crockpots and an electric pressure cooker to keep the soup warm. We borrowed hot trays from different members.... we even served the food on heated plates!

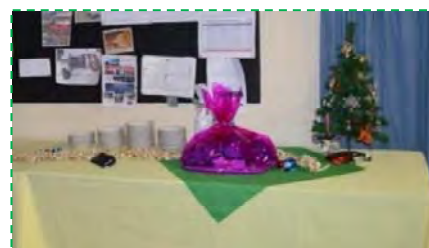


Everybody knows I'm not a domestic goddess, but even the food "yours truly" prepared, tasted good! The gammon, chicken and legs of lamb were tender and juicy and the veggies scrumptious. We had chocolate cake, malva pudding and custard, ice cream with chocolate sauce and Christmas cookies for dessert.

The downside, of course, is doing the dishes and cleaning up afterwards, but even in that case, we didn't have to ask. People just started washing the dishes as it was brought back into the kitchen and by the time everybody went home, the crockery and cutlery were back in their crates, the tables stacked away and Ron even washed the floor..... (memo to self:ask Sharon if he does that at home too.)

It was a long day – Frikkie and I unlocked the doors at 7 AM and we locked them again at 4.30 PM – but boy, what a feeling of accomplishment and satisfaction we had.

THANK YOU MORRIS MINOR OWNER'S CLUB: WESTERN CAPE – YOU ROCK!!!



WEST COAST NATURE RESERVE-19 August by Gerda Muller

On the 19th of August, 22 Morris owners and their spouses/partners decided to set off into the sunrise to the Promised Land.....the West Coast Nature Reserve and its abundance of wild flowers.

We drove in convoy as usual, but met up with some members along the way. Once inside the gates of the

reserve, we met our newbies, Su and Ian Pretorius, and welcomed them into our Morris family.



Charl Cilliers, our events coordinator, advised us to bring binoculars with – those who remembered, could go into the bird shelter and watch the birds in their natural habitat.



But of course, where Morris enthusiasts meet, there will be food. So, after the bird sanctuary, we made our way to the Geelbek Restaurant for lunch. After the food orders were taken, Frikkie took the opportunity to collect fines towards our Rally fund. For example, Norman was fined for being served first – all in good fun, of course. I know some people might find it annoying to be fined for not wearing their badges or attending events in their plastic cars, or any other "offense" Frikkie might deem "punishable", but we must start making money *somewhere*.....so just bear with him – it's all for a good course!



After lunch we drove to the lookout point – the view was spectacular, the flowers were in full bloom and I know, I for one, saw a part of the Western Cape that I've never experienced before. As usual, the Morries stole the show and people took the opportunity to be photographed with the cars.

Some members went home after that, but a few of us die-hards went to Velddrif and Laaiplek to stay over for the night. That evening the Velddrif team invited the Laaiplek team over for dinner at the Riviera Hotel. Dinner at the Riviera meant traditional West Coast food, like perlemoen (abalone) crayfish, prawns, calamari, oysters, "snoekkuite" (snoek eggs) as well as the usual grilled dishes. Words fail me to describe the freshness and tastiness of the food!



In return, the Laaiplek team invited the Velddrif team for breakfast the next morning, after which, on our way home, we ventured down

Bokkom Laan in the heart of the village. This is where the seaside version of biltong is produced, dried and then distributed all over the country. Bokkom Laan is rather like going back in time. Charl bought bokkoms (not everyone's cup of tea!) at the Snack Shack. No-one wanted to come within breathing distance from him! The little stalls and shops kept all of us entertained with their quirky merchandise and signs.

For once there were no incidents of cars breaking down and the drive home was uneventful. The weekend was really one of those memorable one's which we all unanimously decided was going to be a regular on our events list.

See you all next year!

BRAAI BY KLUBHUIS - 17th September, by Bertha Laubscher



Dit was 'n geleentheid wat die lagspiere gekielie het!!! Ons was nou wel nie 'n groot groep nie, maar die 'regulars' wat altyd opdaag het beslis moeite gedoen om die geleentheid aangenaam te maak. Ons was 25 in totaal, 11 morrisse geparkeer voor die saal.

Ons nuwe lid – Helen Goldenbogen – het met haar pragtige morris gekom. Haar karretjie was regtig mooi netjies. Ek glo sy is 'n aanwinst vir ons klub!!!

Louis Stemmet was jare gelede 'n lid van die klub, hy het ons verras met sy teenwoordigheid.

Ons hoop regtig dat hy weer so gaan maak. Dit is altyd lekker om positiewe mense om jou te hê.

Mitford was getrou op sy pos om vroeg reeds sy ware uit te stal. Die **Pienk Painter** het dan net soos Randall Wicomb gelyk met sy pienk krysbande en skewe beret. Hy het heelwat van Terry se boeke verkoop om ons Rally fonds te versterk.

Bobby was soos altyd 'n 'classic' met sy **Pretty Woman** mondering. Blykbaar het Bronwyn dit net so geniet om hom 'op te dress' en oppad na die motor het die romp afgeval!! Langs die pad het die motoriste hom opgelet! Gelukkig het hy nie 'n papwiel op pad gekry nie, want kan jy jou dit indink as hy met die mondering sou moes wiel omruil? Bobby het dan ook gedurende die dag 'Babsie' geword. Pretty Woman het ook somtyds vergeet dat 'n dame nie wydsbeen sit nie. Haar 'personal signature' was 'n kondoom aan elke man wat braaf genoeg was om dit te neem. Volgens Bobby was dit 'n groot grap om kondome by die petrolstasie te gaan haal het. Die swartman het hom sterkte toegewens. Die fotos vertel alles.

Peter Albert het ons verbaas met sy **Polisie** uniform wat al 30 jr in die kas hang vir 'keep sakes' - Yvonne moes noodwendig met 'n handboei aan hom vasgemaak word sodat sy nie kon wegkom nie. Die uniform pas dan ook nog na al die jare!!



Ons het drie **Pirates** gehad nl. Richard, Andrew en Owen en nie een het dieselfde gelyk nie. Richard was reg met sy 'pirate's money' maar niemand wou hom beboet omdat hy nie sy naambordjie gedra het nie. Andrew was 'wreedaardig' met sy tuisgemaakte dolk.

Charl het himself vermom as 'n **Prostituut** en glo my, hy was sexy met sy kouse, styfgestopte buustelyf en wilde haredos. Ek dink dat 'sy' die jaloerse kyke geniet het. Wat wel opvallend was, was hoe baie die priester in haar geselskap gebly het. Nie eens die erge braairook kom hom wegkry nie. Donata lyk wonderlik mooi, geen mens sal kan dink waardeur sy die afgelope paar maande is nie. "well done my girl, keep it up".

Die **Priester** was Ron en hy het voorwaar soos 'n pastoor gelyk!! Sharon het dan ook sy **Pienk Panther** saamgebring vir die dag.

Peter Blease was ons sportman vir die dag. Ons Kleinman is beslis pa se kind!! Sterkte vir julle as familie – Bernita gaan hospitaal toe die week.

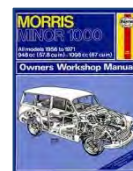
Dankie aan elkeen wat opgedaag het.

TECHNICAL

TECHNICAL TIPS PART 3 Compiled by Richard Laubscher

This time I would like to talk about things that most of us are to a degree aware of, some not and the result a person can encounter if not adhered to.

The title of my message is: **PRECHECKS: OBSERVATION DRIVING AND THE TECHNICAL REASONS WHY IT IS IMPORTANT TO ADHERE TO IT.**



This draft will be covered as follows:

1. 1st Time experience.
2. How things work.
3. Technical reasons why it is important to abide to what is contained in this draft.
4. Real life incidents that emphasizes the importance of understanding what is contained in this draft and how to overcome possible premature failures that could have been avoided.

1. 1st Time Experience

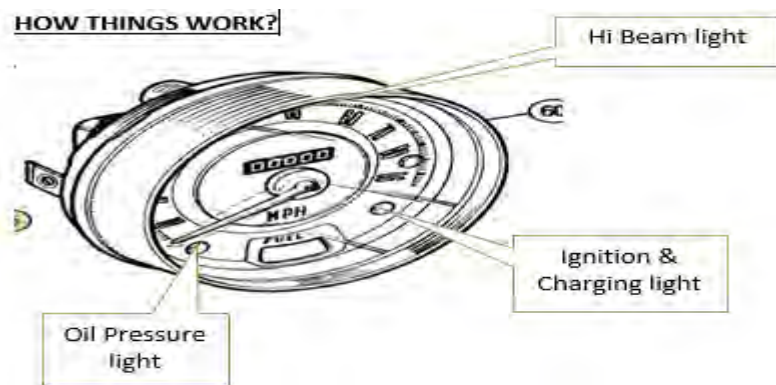
Many a person believes that the above is not important as the latest cars of today have warning systems if there is a problem. This is not true as there could be circumstances where warning is not indicated or not observed as have happened with many a person before. This draft will hopefully enlighten you on the danger not taking this topic serious and end up with premature unnecessary failures. Be aware that there could be a 1st Time experience on your later model car or your early model car that might not be so pleasant! Technical inclined persons will normally react correctly but you can also if you appreciate what is drafted here.

My 1st encounter with this topic as to how important it should be to all is when I started my career. I at that time installed large diesel engine generator sets at Rainbow Chicken farms in Worcester. On one occasion I clearly recalled that I coached the technical staff of the farm on safe start up and operation. After an initial item location explanation; I started explaining the startup procedure. I was stopped by the Farming Manager which indicated that I was wrong. I was surprised but did not know the reason;

he told me that I should have started with the **PRE-CHECKS** first.

Another example of how important the topic really is; is when I was an Instructor at our company. Customers approached our company as they encountered many premature failures on their machines although they advised their Operators what to do. Doing an investigation, we discovered that the Operators were aware of what they should do but unaware why they should do it. We drafted courses to enlighten them and it was surprising how much they understood the reason why it is important to adhere to what they should be doing and the turnaround it produced.

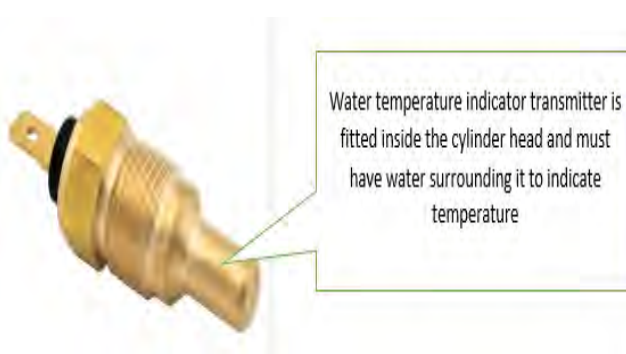
Technical aspects of our motor cars.



Our standard Morris Minors have very little indicators that we can observe before starting, starting and during driving. The only 2 indicators are a **warning oil pressure light** at the lower L/H side and an **ignition and charging indicator light** at the lower R/H side of the speedometer. When we switch on, both these lights should show and once started both should go off. Some ignition and charging system requires a higher RPM to clear the burning light indicating that the system is charging.

OIL PRESSURE OF THE MORRIS MINOR

Minimum at normal operating pressure is 100 Kpa (14.7 Psi) and normal running 414Kpa (60 Psi) as per specifications. Average oil pressure switches tested for light in speedometer off and on + - 50 to 80 Kpa. Some of us fitted oil pressure and water temperature gauges to our cars which is excellent if **understood that it need be observed continuously, understand what you see and how to react affectively.**



3. TECHNICAL REASONS WHY PRECHECKS AND PHYSICAL OBSERVATIONS IS VITAL & NECESSARY.

Modern cars have multiple warning systems such as capacity levels low; pressures low, temperature high etc. This is normally indicated in a visual and audible form. Veteran cars have not got these warning signals and the Morris Minor for instance:

- As described only have an oil pressure low warning light. (VISUAL INDICATION) This light in the lower L/H corner of the speedometer will come on if the oil pressure drops more towards 50 – 80 Kpa due to leakages or low oil level in the sump.
- There is NO indication for HIGH WATER TEMPERATURE warning.
- IF you fitted oil pressure and water temperature gauges as well you have the ability to do VISUAL OBSERVATION as well but NO AUDIBLE WARNING. BARE in mind that if the water level

drops below the indicator probe in the cylinder head, there will be NO further temperature reading and you will think that the engine runs cold and it will be in an overheating condition. The best range of temperature regulators fitted are opening at 85°C (185°F). Therefore, average temperatures should be between 80 and 90°C (176 - 195°F). On a Morris Minor audible warning I think can only be easily fitted to the oil pressure for low pressure warning; this should best be performed by an Auto Electrician. NO low water level or low oil level warning will be able to be fitted easily on a Morris Minor.

d) **THAT IS WHY IT IS ASSENTIAL TO MORE THAN REGULARLY CHECK THE WATER AND OIL LEVELS IN A PERSON~S VETERAN CAR BEFORE STARTING. THE AMOUNT OF OIL AND WATER TO BE ADDED FOR A CALCULATED DISTANCE TRAVELLED CAN INDICATE A GOOD ASSUMPTION OF THE POSSIBLE LEAKAGES.**

The Morris Minor Drivers Handbook in its Maintenance Summary starts with a **DAILY Check** which includes oil and water level checks. This is not farfetched as we know how prone to oil leaks and sometimes water leaks our cars are. Even after work on the car you may have no leaks of work done but afterwards there is leaks. Those that have no drip tray attached to their cars might have an advantage by checking under the car for oil or water evidence; be careful and not happy if you do not see more oil or water leaks as there might not be oil or water in the engine. Those that have drip trays must be more careful and observant.

4. REAL LIFE INCIDENTS THAT EMPHASISES WHY IT IS NECESSARY TO BE PREPARED FOR THE UNKNOWN.

a) My 2nd encounter was when I reconditioned my Grey Morris Minor's engine the 1st time and I did not hook up the breather system piping correctly. I had high crankcase pressure and oil leaked out at the back of the crankshaft. Coming back from George where I filled the sump first, I took the turn off from Swellendam to Ashton; left to Bonnievale. Midway to Bonnievale I noticed that the oil pressure was swinging from normal to a lower down pressure. (No oil light indication) I stopped and checked, yes, the sump was half full, the dipstick on the ADD mark. I filled the sump again and could drive home making sure on the way that enough oil is in the sump.

b) A few years back you can recall we had our Christmas lunch at the Italian Sport club in Milnerton. One of our club members also booked but phoned me to advise that his engine seized on the way. He phoned for a tow truck; he later had to recondition the engine. What happened was that he serviced his engine himself but omitted to tighten the sump filler plug and it fell out on the way.

c) The chairman of the Southern Cape Vintage Club on our last Heritage tour discovered that his car had low oil pressure, lucky for having an oil pressure gauge and being observant. We stretched the oil pressure relief spring by fitting a "dime" and put Prolong oil additive in his engine. At home he had to fix the problems.

d) One of our club members shared this with me; he bought a new Fiat bakkie and travelled down from Plettenberg Bay but discovered here that no oil was in the sump. Yes, he got the car back from its 1st agent free service and they omitted to fill the sump. He asked me if he should still keep the car as he did add Prolong oil additive to the oil before the service. I advised him that I am unsure of what damage there might be as the filter would still be dry. Eventually he traded the van in for another one.

e) On one of our outings, think it was to Langebaan; (Danie Marnewick visit) we stopped at the West Coast Engine Service Station. There Peter Alberts advised me of the water under our yellow Morris Minor; guess what the water pump bypass pipe what is corrugated was leaking. I had to fill the radiator going home every 50 Kms. It was good that it never had a "nappy", otherwise no one would have noticed it. If you have the corrugated bypass hose on your car; exchange it immediately with a good quality solid hose as the corrugated hose will leak at an unwanted time.

f) Veteran cars with "nappies" need extra care with pre-checks and observations as you cannot observe for leaks on the ground.

g) It is of paramount importance to make sure of what the agents or someone else did to keep your eye open for trouble in those areas. I have witness of problems I noticed that the Agents did not do correctly because of this attentiveness.

h) Another 2 examples are of people reacting not correctly and correctly. One of our security personnel that do patrol in our area observed that his Renault 5 TS started overheating. He drove the car to his parking area. He drove the car home and the next day back to work. The evening he asked me to assist in recognizing why the car is overheating as he said that he hears that the engine has a water boiling sound. I found NO water in the radiator, after filling and bleeding he drove home and the next day the car seized in the parking area. The result was that lucky for him the gasket blew

and the cylinder head had no cracks. The 2nd was a club person that had a similar experience, stopped the car immediately when he saw the temperature rising. He inspected and saw that the water was coming out of the blocks welsh plug. He had a cloth and opened the radiator, waited for it to cool down, filled the radiator, left the cap off and drove slowly home; checking and filling the radiator continuously. You can see from what I have drafted here that not being attentive with your Plastic car or Veteran car can be detrimental and create unnecessary problems.

i) So far asking club and non-members what they think of PRE- CHECKS before hand, they all said it is vital, if they do it I am unsure. One of our club members said he would get a hiding from his dad if he ignored it. It is now drilled into his mind.

THE JOHANNESBURG RALLY

1st August 2017

SECOND RALLY LETTER

GREETINGS TO ALL MMOC Members

We have less than seven and a half months to the 2018 National Rally. This is a reminder that 50% deposit is due by the end of August 2017. Members who have not yet entered have until the 30th August 2017 to do so. We need to finalise numbers for accommodation, and regalia.

Concours Judging

We would like every branch to nominate judges for the Concours. Could you please forward names to Charles Gardiner (chief Judge) and myself by the end of November 2017?

National Rally Theme

As it is the Morris Minors 70th Anniversary, the committee decided on a theme: "THE BEST OF BRITISH" (Dress as your favourite British personality / character.)

Preliminary Itinerary

Sunday 18th March 2018

Rally Participants arrive at Emerald Casino (From 14h00)

Welcome braai

Monday 19th March 2018

Breakfast in Casino

Surprise Bus tour

Supper – quiz evening

Tuesday 20th March 2018

Breakfast in Casino

Driving Skills / Fun run

Lunch

National Rally meeting / Concours prep

Costume party

Wednesday 21st March 2018 (Public Holiday)

Breakfast in Casino

Concours – Tappet cover racing – leisure time

Prize giving

Thursday 22nd March 2018

Rally participants depart for home

Affiliated to the Southern African Veteran & Vintage Association (SAVVA): www.savva.org.za

The cost of the Rally will be R 2900.00 per person sharing, prices last seen in 2012. The cost includes:

- Accommodation
- All meals
- Golf shirt
- Outings

The payment time line will be as follows:

- 50 % deposit by 30th August 2017
- Final payment by 31th November 2017
- Closing date for entries is 30th August 2017

We suggest members who want to attend the rally complete the form, and forward to us as soon as possible so we can determine numbers attending.

At this great cost, we hope to see many attendees.

If you have any queries, please do not hesitate to contact us.

Regards
 Tommy & Sharon Smith
 Chairman / Secretary
 Cell: 0833089840
 Cell: 0834533320

JOHANNESBURG CLUB SENT US THIS INTERESTING ARTICLE:

HOW TO BUILD A SUPER-FAST ROCKER COVER RACER

After our two successful RCR events, we have decided to amend a few of the rules.

Cars will be split into two classes: Standard class for cars using mass produced wheels, i.e. wheels from a skate board etc. These wheels may not be modified in anyway. The other class will be the Modified class. This is for cars with “home – made wheels”. The maximum diameter for all wheels will be 100mm. Wheels made of metal must be fitted with Rubber tyres. Plastic / nylon wheels do not need tyres. The only modification allowed to the valve cover, are holes or slots to accommodate the axles/wheels.

To make a RCR go fast, you need to understand what makes it go at all. There are three factors that make it go and many that make it slow. The first “go” factor is GRAVITY which is the same for all cars. The second factor is the MASS of car. More mass means more speed, but the rules only allow 3kg. The third factor is the HEIGHT above the floor. This is a constant as we all use the same ramp.

The three factors when multiplied, gives you the “POTENTIAL ENERGY’ of your RCR when it is standing on the grid. Potential energy = MASS x HEIGHT x GRAVITY = 3kg x 0.6Mx 9.8N/kg = 17.64 Joule. It goes without saying, if your RCR has less potential energy on the grid than the one you are racing, your chance of winning is compromised.

Now for the action, when your RCR is released, it picks up speed, at the bottom of the ramp it reaches maximum speed and then its potential energy is ZERO, as the height above the floor is zero. The potential energy at the top of the ramp has been converted to KINETIC ENERGY at the bottom of the ramp. This kinetic energy propels the car along the straight part of the track until it is all used up and the car stops.

Let’s look at the factors that could limit the maximum speed of your car. The first that comes to mind is FRICTION. The wheel bearings should be as light and free as possible. Wheels should be aligned so that they all try to move in the same direction at the same time. Wheels should be as light as possible. A heavy wheel will use up more energy to get it moving and up to speed than a light wheel will. Wheels should be as big as allowed. A big diameter wheel requires less energy to turn it, also a big diameter wheel will not need to spin as fast as a small wheel thereby limiting the effect of wheel bearing friction.

REGALIA

AVAILABLE STOCK

CAPS	R 65.00
CLOTH BADGE (round)	R 20.00
CLOTH BADGE (rectangular)	R 15.00
PENS	R 25.00
KEY RINGS	R 45.00
CARDS	R 15.00
BUMPER BADGE	R 150.00
CAP BADGE	R 35.00
STICKERS	R 20.00

FLAGS ENGLAND	R 30.00
FLAGS UNION JACK	R 30.00
STALK FLAG	R 20.00
STEERING COVER	R 85.00
FRIDGE MAGNETS	R 20.00
T-SHIRTS	R 40.00/60.00
LRP ADDITIVE	R 120.00
30 TH ANNIVERSARY MUGS	R 115.00
GOLF SHIRTS	R 145
TIMING COVER METAL GASKET	R 100
VARIOUS BOOKS	PRICE ON ITEMS



NOSTALGIA CORNER



Malcolm & Cristina in front of Nuffield Place



Malcolm next to Lady Nuffield's Wolseley (still running!)
