



## GARDEN ROUTE MOTOR CLUB

### TORQUE FOR SEPTEMBER 2014



**Please note:**

- Regular breakfast runs will take place on the last Sunday of every month and will be organized by the MGCC – GRMC members are invited.
- GRMC members are invited to MGCC events shown in red. MGCC members are invited to GRMC events.
  - Meeting place will be the Quays at the Waterfront in Knysna and Engen One Stop in Sedgefield.

➤ **The events in blue are for MGCC members only**

**CALENDAR OF EVENTS FOR 2014. Please note changes.**

Date	Host Club	Events	Quays Start
<b><u>OCT</u></b>			
20-24 <sup>th</sup> (4 days)	MG	Tour to Eastern Cape around Port Alfred and surrounds	9h30
Sun 26 <sup>th</sup>	MG	Breakfast run to Zuccini's	9h00
<b><u>NOV</u></b>			
Sun 9 <sup>th</sup>	MG Members only	Picnic/Braai at Littlewoods	10h30
Sun 23 <sup>rd</sup>	GRMC	Bring and Braai at the Plettenberg Bay Angling Club Boma	10h30
Sun 27 <sup>th</sup>	MG	Breakfast run to Sao Gono - Plett	9h00
29 <sup>th</sup>	GRMC	Xmas Dinner/Dance	
<b><u>DEC</u></b>			
Fri 5 <sup>th</sup>	MG Members only	Prawn Braai at the Angling Club	17h30
Fri 12 <sup>th</sup>	MG	Street Braai – Bodge/Frost Brothers/ Brian Bruce Museum	16h00

**Please note that the air show, which was to have taken place on 12th October, has been cancelled.**

## **CHAIRMAN'S CHIRP**

We are now into the last quarter of the year and no doubt many of us are already making plans for the Xmas holidays and the arrival of families!!!

The AGM is now dusted and done. The current GRMC committee will remain in place for a further 12 months. Members were however cautioned that certain members would have served their term by next year. Thank you to those members who attended and enjoyed the braai after the meeting. The minutes of the meeting will shortly be issued and those who did not attend can catch up with the details. It is a pity that we still are not able to attract a greater number of members to the AGM, but as a committee we will continue to work at it.

A major portion of the meeting was devoted to the motor show and how we should proceed in the future. The contribution of members at the meeting is greatly appreciated.

The majority were in agreement that the standard of the motor show should be maintained. However, to maintain and sustain this level it could not be left in the hands of the GRMC motor show committee. It was proposed and agreed that GRMC committee should identify and investigate outsourcing elements of the motor show and how this would be financed. As this proposal would require an extended time to implement, it was agreed that the 2015 motor show would be handled as per 2014. To alleviate the workload, the committee will be

approaching individuals within GRMC to assist with the 4-month planning phase. The 2015 motor show will be held on Saturday May 9

Ahead of us in October and November we still have some interesting outings. "Peter's Picnic " at Old Nicks on Oct 8, followed on November 23 with a bring and Braai at the Plettenberg Bay Angling club. This will be followed by the GRMC annual Xmas dinner and dance to be held at the Simola Hotel and Spa on November 29 .The theme will be masks . Please start finding your respective masks. Below find a teaser for the event with more details to follow.



*The Garden Route Motor Club*



*Has pleasure in inviting you to our  
**Christmas Masquerade Ball***

*At Simola Hotel*

*On 29 November 2014*

*Details to follow....*



**NB : Please diarise these dates and I look forward to joining you at these events.**

My life will be quite busy through the year-end, as I will be joining the annual tour, organised this year by MGSC, to Port Alfred and the surrounding area. This will be followed with me joining the Morgan tour in the second week of November through the Overberg area and ending back in Cape Town.

In conclusion, with spring and summer in the air, take the dust covers off the cars and lets go motoring. The real joy of owning a classic is to be able to drive them !!!!

See you on the road. **Peter.**

**THE AGM.....**



## **FROM THE EDITOR'S DESK**

**Scam alert** – While reading newsletters from clubs around the country I came across a couple of members from various clubs who had been scammed by purchasing spares for their Classic Cars from Gum Tree and other websites.

The M O of these advertisers is to ask you to send the money to them before they will send you the required spares. Once the money has left your hands, you don't ever receive the goods nor can the advertiser be found.

Do not fall prey to this scam.

### **Christine**

#### **SAVVA Technical Tip 88 – Electronic Ignition**

Often discussed are the pros and cons of fitting electronic ignition to early cars. I'm sure there are pros and cons to fitting them however I cannot think of a con. Modern cars have proved the point as I doubt if there is one make still fitting points and condensers – they are all electronic.

There are numerous types of electronic ignition units available, most being either optical or magnetic. I believe the optical is possibly the better way to go especially for very high revving cars but for my purpose I settled for the simple magnetic type. I have used them for many years on various cars and have never had a problem.

I've just fitted one to a Sunbeam Alpine (the type as fitted to MGBs) made by Accuspark, England. Fitting is so simple even an accountant could fit one. Firstly, you dispose of the points and condenser and the wire lead that goes from the distributor to the coil. Next, you fit the electronic module where the points were situated. It's the same size as your points and uses the same fixing screw. Now you lift off the rotor, drop on the magnetic ring and replace the rotor. Coming out of the distributor from the module will be two new wires a red and a black. The red goes to the positive side of the coil (+) and the black to the negative side (-) and there you have it. No points to wear out and no condenser to give trouble. The units are maintenance free and no adjustments are necessary.

Six volt units may be a problem to obtain. Perhaps they will have to be special orders. Positive to earth are available for some distributors at an additional cost. There are various suppliers of these electronic units. In Gauteng, Carl Reynolds will do the whole job for you. He is at 082 442 1902 or [ignition@optical.co.za](mailto:ignition@optical.co.za). For the D.I.Y. enthusiasts a D.I.Y. version is available from Old Timers Vintage & Classic in Cape Town. They cost about R650.00 each plus postage. They are available from Steve 0826460824 or [woodward@icon.co.za](mailto:woodward@icon.co.za). For the brave, who would like to build their own unit we can offer a diagram for a 6 volt system. It retains the points and has a separate control box which fits onto the firewall. The condenser is discarded with, and the points will last forever, as there is only a minuscule amount of current going through them. The heavy current is absorbed by the electronic gadgetry in a box attached to the firewall. I fitted one of these 6-volt systems to a Buick 8 many years ago and haven't seen the inside of the distributor since. Perhaps this can be the content of a future article.



## **GRAHAM AND SYLVIA VIST TO GOODWOOD REVIVAL 2014**

Our 4th consecutive visit to Goodwood Revival was, as usual, 3 days filled with mouth watering cars, bikes and planes.

The English weather played along beautifully with warm balmy sunshine filled days, and the Revival was its usual great success!

It's hard to describe the Revival as it is such a great spectacular event, and the amount of organising that goes in to it every year is something to behold.

This year was no exception!

It featured 15 superb races, almost 400 cars and motorcycles from all corners of the world.

They had 1993 Motorcycle GP world Champion Kevin Schwantz and current F1 star Max Chilton who made their Revival debuts.

The event also marked the anniversaries of Sir Jackie Stewart when he made his breakthrough at Goodwood in a Formula 3 as well as 60 years of the D-Type Jaguar, and a stunning collection of Maserati 250F cars celebrating its 60th birthday.

In the air we had not one but the two remaining airworthy Lancaster bombers doing fly pasts with Spitfires, Hurricanes, Mustang, an even a Messerschmitt 109.

In typical tradition the crowds turned up on the three days dressed in period dress and this trend is becoming more and more part of the Revival with more and more people from all over the world dressing the part and reliving the period when all these magnificent men and their machines took to the track and the skies.

The racing was door to door or handle bar to handle bar stuff as usual despite the value of the machinery on the track it's no holds barred from these top drivers and races, who the

majority have been around longer than most of us, yet still manage to keep these machines on the black stuff at unbelievable speeds despite the age of them and their machines.

As I grew up in some of this era I can relate to them and it's spine tingling to see all this machinery still being raced the way they were in their day.

To watch a Norton Manx 500cc dicing with a Vincent Rapide 1000cc and a Matchless 500cc and to hear them and smell the Castrol R in the air is an experience all on its own!

I overheard an elderly gentleman saying to his grandchildren can you smell that? That's Castrol R that's what they used to use in my day!

Then to follow up on that you have a race featuring more than 20 D-Type Jaguars dating from 1954 to 1956, and in amongst them the very rare Jaguar XKSS from 1957 coming around nose to tail and sliding through the corners, its just heaven if you are a true petrol head!

Then there are all the different period stall holders which include ladies hair dressers doing period hairstyles to go with their period dresses, stockings and make up.

Scattered around the inside and outside of the circuit are different bands playing Rock n Roll or jive music, and anybody can step up onto the floor and have a good ol' hair down dance.

Lastly there is the classic car park where you can see more than 4500 cars parked by members of the public, which can take a day to google but then you only have three days so its go go go to try and see it all before they finally chase you out when the gates close at 9 p.m. but you can be back at 7.30 am the next morning when the gates open to take in some more, if your legs will allow you to carry on!

If you haven't visited the Revival put it on your bucket list! - **A MUST IF YOU ARE A PETROL HEAD !!!**

## **GOODWOOD REVIVAL 2014 = PICTYURE GALLERY**





## **Stop-start – the long-term impact on your car’s engine**

by Jesse Crosse

**Stop-start, the system that acts with blink-of-an-eye speed to save fuel in traffic queues, has not just come of age, it’s something car buyers now expect.**

In urban situations especially, stop-start should be making a real-world difference, but will the durability of engines be affected in the long term?

A conventional electric starter motor works by engaging a small pinion gear with a large ‘ring’ gear fitted around the outside of the engine flywheel.

The latest stop-start technology looks much the same but the motors are more powerful, faster acting and more robust. Some are designated ‘TS’ for ‘tandem solenoid’ and

designed to cope more smoothly with scenarios where the engine is about to stop and then the driver accelerates again.

Such a moment may come when the driver has decided to stop, but for whatever reason has a change of mind, such as when the traffic moves off unexpectedly.

At that moment the engine might be 'committed' to stopping but is still spinning, so to avoid crunching, one-solenoid fires up the starter motor to synchronise its speed with the engine before the second smoothly engages the gear.

### **Can engines survive stop-start?**

So when it comes to durability and long life, all the bases relating to the starter gear itself should be covered, but the higher number of stop-start cycles lead to increased engine wear unless steps are taken to prevent it.

"A normal car without automatic stop-start can be expected to go through up to 50,000 stop-start events during its lifetime," says Gerhard Arnold, who is responsible for bearing design at Federal Mogul.

"But with automatic stop-start being activated every time the car comes to a standstill, the figure rises dramatically, perhaps to as many as 500,000 stop start cycles over the engine's life."

That's a big jump and one that poses major challenges to the durability and life of the engine's bearings.

A fundamental component of the engine and also one of the heaviest is the crankshaft. It's supported as it spins by a number of precision ground journals along its length running in 'plain' main bearings (no ball bearings or rollers, just smooth metal). These are the main bearings and the effect is greater on the bearing at the back of the engine immediately adjacent to the starter motor.

When the engine is running, the crankshaft and main bearing surfaces don't actually touch, but are separated by a super-thin film of oil, fed under pressure and pumped around the bearing surfaces by the action of the spinning crankshaft. This process is called 'hydrodynamic lubrication' but when the engine stops, the crank settles onto the bearing, the two metal surfaces coming into contact.

### **How rust helps to prevent wear**

When the engine starts, there's a point before the two surfaces become separated by the oil film called the 'boundary condition', where the crankshaft is spinning, but there's metal-to-metal contact between the bearing surfaces.

This is when most wear takes place. Fitting stop-start means the boundary condition (and metal-to-metal contact) could exist perhaps 500,000 times in the life of the engine instead of 50,000 and normal bearings would wear out long before that.

Two things prevent that happening. The first is that bearing manufacturers are developing new bearing material with greater self-lubricating properties to resist wear on start-up.

Federal Mogul has developed a new material called Irox with a polymer coating containing particles of iron oxide (rust), which in this microscopic form is surprisingly slippery.

In fact it's so slippery that the co-efficient of friction of an Irox bearing is 50 per cent lower than a conventional aluminium bearing and will easily last the life of an engine equipped with stop-start.

### Low friction oils can also assist

The second is improvements in lubricating oils. A modern engine oil contains an additive package comprising a complex chemical cocktail. The technical director of UK company, Millers Oils, Martyn Mann, says the formulation of these packages are critical: "We've reduced friction with our oils and improved durability of the oil film and we think that has to be the way forward with stop-start systems."

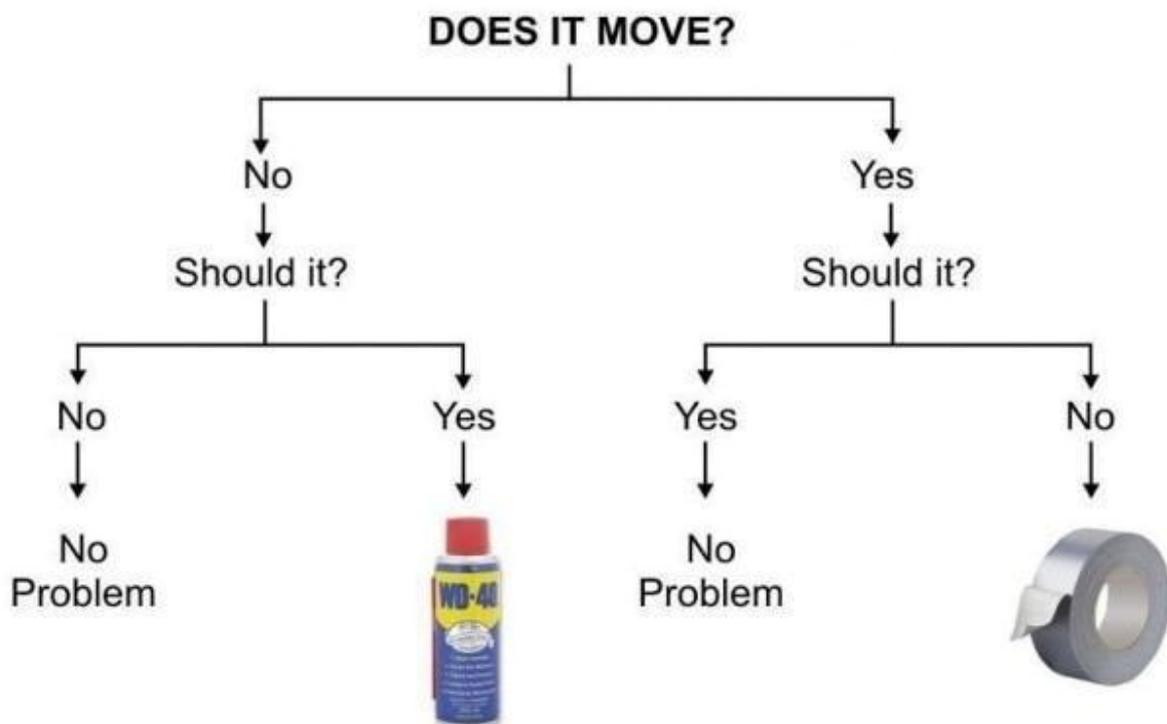
Millers began researching low-friction oils in its laboratories back in 2006. "We put a formulation together, tested it on a friction rig and found we could reduce the sliding friction between typical components like pistons and liners by 50 percent," says Mann.

Generally, this reduces heat, power loss, fuel consumption and wear but Miller's new triple ester nano-technology, known as Nanodrive, goes further. Tiny nano-particles like microscopic ball bearings exfoliate under high pressure, the polymer 'flakes' adhering to the engine surfaces.

So far the technology is available only in Miller's high-end racing oils, but in relation to stop-start, it could also reduce wear during each re-start when the most wear takes place. With low-friction bearing and lubrication technology in place the potential threat to engine life by stop-start systems should theoretically be overcome. But the current technology is still relatively new and only time will tell whether every car manufacturer has got it right.

Submitted by Roger Davis

## Engineering Flowchart



## Advanced flywheel hybrid system developed by GKN

**System improves fuel economy by 20%**

James Allen 10 September 2014 in Technology.



Award winning: The flywheel system was in the Le Mans-winning vehicle GKN has developed a flywheel hybrid system that improves fuel efficiency by 20%. Initially, the technology will be applied to buses but the supplier expects the system to be extended to passenger vehicles in due course.

Made of carbon fibre, the flywheel hybrid system stores energy generated by braking and then transfers this energy to an electric motor, when accelerating.

The technology was tested in endurance racing with Audi for three years and is designed to last for the life of the vehicle – eliminating the need for changing of the battery.

GKN Hybrid Power managing director, Paul Wyatt said: “Electric drive technologies and hybrid systems by GKN already power some of the most advanced vehicles on the planet: Le Mans-winning hybrid racecars; plug-in hybrid family vehicles and super cars; and now even London buses. These latest innovations will make the low-carbon option even more competitive.”

GKN has also developed a prototype system that integrates an axial flux electric motor with a single speed transmission, which achieves high torque and power density but in a smaller, lighter package.

**Submitted by Peter Pretorius.**

Frik.....Can you see anything?



Submitted by Bernd

**“RICKY COOPER WILL HAVE STORAGE FACILITIES FOR YOUR  
CLASSIC CARS FROM THE 1<sup>ST</sup> NOVEMBER 2014.**

**INCLUDED IN THE STORAGE FEE WILL BE THE USE OF A 4 POSTER  
LIFT, WASHBAY AND ELECTRICITY**

**FOR SMART BATTERY CHARGERS. THERE WILL ALSO BE  
ROADSIDE ASSISTANCE FOR YOUR CLASSIC CAR.**

**CONTACT RICKY FOR MORE DETAILS ON 0828222146”**

## **BIRTHDAYS FOR SEPTEMBER 2014**

Joyce Griffin	1st
Edwin Alexander	4th
Lew Baker	6th
Christine Finlay	6th
Bob Sims	9th
Norman Frost	13th
Tony McEwan	13th
Alice Barber	16th
Roger Davis	19th
Roger Fischer	19th
Libby Gibb	19th
Glenda Cleland	29th
Vaughan Griffin	23rd
Barbara Renfield	24th
Chris Bourlay	27th
Merceda Woodgate	27th
Hennie Bezuidenhout	29th

our website address is  
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## **COMMITTEE MEMBERS**

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